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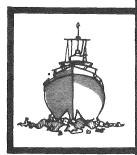


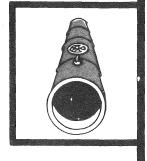
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1982 ACCIDENTS

NTSB/AAB-83/02





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UNITED STATES GOVERNMENT

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15. Supplementary Notes		

16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during calendar year 1982. The 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally seventeen times each year. The Brief Format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of operation and type of aircraft.

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FOREWARD

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 seventeen (17) times per year and contains approximately 200 U.S. and foreign aircraft accident reports arranged in state and date order. In addition, each issue contains statistical tables which tabulate and summarize selected accident information, such as fatal injuries and type of operating certificate. Care should be used when interpreting this tabular data because they are compiled from a random selection of accident records and they do not necessarily reflect an accurate statistical distribution for a total year's accident record.

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 tape 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 Accident.

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 reproduced 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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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:

Pleasure

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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, or any 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.

Airframe/Component/System Failure/Falfunction

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.

COLLISION BETWEEN AIRCRAFT

Collisions between aircraft are so classified only when both aircraft are occupied. This includes collisions wherein both aircraft are airborne (mid-air); one is airborne, the other on the ground; and both are on the ground. A collision with a parked, unoccupied aircraft is classified under the broad category of on ground collision with object (aircraft moving on ground or aircraft parked).

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.

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0001 Through 0200 Issue Number 1

TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
General Aviation	193	6	9
Part 135 (Air Taxi)	7	0	0
Part 135 (Commuter)	0	0	0
Part 121 (Air Carrier)	0	0	0
Totals	200	6	9

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0001 Through 0200 Issue Number 1

TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single-Engine)	165	6	9
Fixed-Wing (Multi-Engine)	22	0	0
Rotorcraft	12	0	0
Glider	1 ,	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
	water the same of		
Totals	200	6 .	9

File Order Listing - Issue No. 1, 1982

File Number	Aircraft Regist.	Date	Location	Airo Make	craft Model	Injury Index	Page
1	N4246T	011982	TUNTUTULIAK, AK	PIPER	PA-32	NONE	4
2	N9464C	031082	MCGRATH, AK	CESSNA	180	NONE	10
3	N1069S	031682	DELTA JUNCTION, AK	BELL	206 L-1	MINOR	12
4	N756YN	011082	QUINHAGAK, AK	CESSNA	U206	MINOR	2
5	N2845D	022082	N CAPE YAKATAGA, AK	GRUMMAN	G-21A	NONE	6
6	N25759	030582	ANCHORAGE, AK	PIPER	PA-38-112	NONE	8
7	N123WL	020582	LUVERNE, AL	CESSNA	T210L	SERIOUS	18
8	N2 150Q	030782	KINGSTON, TN	CESSNA	177RG	SERIOUS	334
9	N2965J	031482	MAHEW, MS	CESSNA	T188C	FATAL	250
10	N44ER	031382	CHAMBLEE, GA	CESSNA	172N	NONE	102
1.1	N4029R	031782	LYDIA, SC	HILLER	UH12E	NONE	330
12	N5745Y	010282	CHAMBLEE, GA	BELL	206L-1	NONE	92
13	N37WS	030282	BROWNSBORO, AL	SMITH MINI		MINOR	20
14	N25225	010882	GRANTITEVILLE, SC	CESSNA	152	NONE	326
15	N53899	021582	STEVENSVILLE, MD	BELLANCA	8GCBC	MINOR	188
16	N117P	010782	WESTMINISTER, MD	BEECH	V35	NONE	186
17	N2 139T	010582	GASTONIA, NC	PIPER	PA-28R-200	NONE	256
18	N734YY	013082	CUMBERLAND ISLAND, GA	CESSNA	-172N	NONE	96
19	N75029	030882	MURFREESBORO, TN	PIPER	PA-28-181	NONE	336
20	N60427	020882	NASHVILLE, TN	BEECH	C-23	NONE	332
21	N89047	020882	STATESBORO, GA	CESSNA	140	NONE	100
22	N13165	020882	BROWNSVILLE, KY	CESSNA	C-172	MINOR	166
23	N34975	012482	ATHENS, GA	CESSNA	177	NONE	94
24	N2O3AL	011782	CENTERVILLE, AL	BELL	206B	NONE	14
25	N42042	013082	CONYERS, GA	CESSNA	182L	NONE	98

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File Number	Aircraft Regist.	Date	Location	Make	rcraft Model	Injury Index	Page
26	N2552U	021482	RIDGELAND, SC	PIPER	PA-28-161	NONE	328
27	N2466B	012782	CHARLOTTESVILLE, VA	PIPER	PA-38-112	NONE	372
28	N3 1937	0121,82	MUSCLE SHOALS, AL	PIPER	PA-32	SERIOUS	16
29	N3654W	012882	LOUISVILLE, KY	PIPER	PA-32-260	NONE	164
30	N1522W	022782	CINCINNATI, OH	BARNES	FIREFLY-7	SERIOUS	302
31	N68298	022382	OXFORD, OH	CESSNA	152II	NONE	300
32	N6112Q	022182	PLAINFIELD, IL	CESSNA	152	NONE	138
33	N2396Z	022582	AITKIN, MN	BEECH	23	NONE	214
34	N2203B	020882	VALPARAISO, IN	PIPER	PA-28-161	MINOR	146
35	N9101U	022682	MANCHESTER, MI	CESSNA	150	NONE	200
36	N1847X	021982	ST. CHARLES, IL	BEECH	58	NONE	136
37	N3859B	021582	OTTAWA, OH	BEECH	35	NONE	292
38	N707MA	031382	BRYAN, OH	BEECH	200	NONE	304
39	N3174C	012782	HOFFMAN, MN	AERONCA	78CM	NONE	206
40	N25743	022282	ELYRIA, OH	PIPER	PA-38-112	NONE	296
41	N6625Y	030882	GRAND MARAIS, MN	PIPER	PA-23 250	NONE	216
42	N3DS	021682	COLUMBUS, OH	BEECH	90	NONE	294
43	N8252V	021482	DWIGHT, IL	PIPER	PA-28-161	NONE	128
44	N8035J	022282	CLEVELAND, OH	PIPER	PA-60	NONE	298
45	N47559	022782	WILLIAMSBURG, MI	CESSNA	152	NONE	202
46	N7402F	012082	30NDURANT, WY	HUGHES	269C	NONE	396
47	N733DU	031282	BROOMFIELD, CO	CESSNA	172	NONE	42
48	N2600Y	011782	CEDAR CITY, UT	CESSNA	180E	NONE	366
49	N33NF	021782	7 MILES N. OF SNYDER, CO	CESSNA	177RG	NONE	40
50	N8178F	020182	ROCK SPRINGS, WY	PIPER	PA-32	SERIOUS	400

File Order Listing - Issue No. 1, 1982

File	Aircraft			Air	craft	Injury	
Number	Regist.	Date	Location	Make	Mode1	Index	Page
51	N758RD	012982	NEAR GILLETE, WY	CESSNA	172	NONE	398
52	N4140G	011982	NEAR LANSING, MI	CESSNA	340A	NONE	194
53	N757FX	021582	FORT WAYNE, IN	CESSNA	152(II)	NONE	150
54	N24007	021482	LEBANON, IN	PIPER	PA-38-112	NONE	148
55	N7511L	021582	EAST SAINT LOUIS, IL	PIPER	PA-31-310	NONE	132
56	N1218E	022182	FRANKLIN, WI	BELLANCA	8KCAB	SERIOUS	392
57	N56979	021582	MONEE, IL	PIPER	PA-28-151	NONE	130
58	N291T	022082	HUNTINGTON, IN	BEECH	56TC	NONE	152
59	N2777B	020382	INDIANAPOLIS, IN	BELL	206L - 1	NONE	142
60	N7804U	020782	GREENCASTLE, IN	CESSNA	172	NONE	144
61	N8510S	020682	PEORIA, IL	CESSNA	182H	NONE	122
62	N5400G	020182	ANDERSON, IN	GRUMMAN	1159	NONE	140
63	N6029Q	012182	SHELL LAKE, WI	MOONEY	M-20	NONE	388
64	N26093	011982	GRAND RAPIDS, MI	PIPER	PA-38-112	NONE	192
65	N9893J	020782	BENTON HARBOR, MI	CESSNA	172	NONE	196
66	N5543J	021482	LAMBERTVILLE, MI	CESSNA	172N	NONE	198
67	N12562	020982	ANOKA, MN	CESSNA	172	NONE	210
68	N300JR	011582	ANOKA, MN	BEECH	C-45H	NONE	204
69	N2256G	021082	URBANA, IL	SIKORSKY	UH-19B	NONE	126
70	N1549Q	010282	CHARLOTTE, MI	CESSNA	150L	NONE	190
71	N10794	020682	BUFFALO, MN	CESSNA	150	MINOR	208
72	N4900L	010682	PAXTON, IL	CESSNA	152	NONE	118
73	N737LH	010882	SANDUSKY, OH	CESSNA	172N	NONE	290
74	N2 1 OGL	021982	ROSELLE, IL	CESSNA	172A	NONE	134
75	N63213	022082	FRANKLIN, WI	CESSNA	150	NONE	390

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File Number	Aircraft Regist.	Date	Location	Air Make	craft Model	Injury Index	Page
76	N3328D	021982	NEW RICHLAND, MN	CESSNA	180	NONE	212
77	N757XU	031382	LAKE VILLAGE, IN	CESSNA	182	NONE	154
78	N9697J	031382	CAMBRIDGE, MN	PIPER	PA-28	SERIOUS	218
79	N3921P	013182	TRINIDAD, CO	PIPER	PA-22	NONE	38
80	N5754T	012782	BROOMFIELD, CO	CESSNA	172N	NONE	36
81	N5439J	021082	SPANISH FORK, UT	CESSNA	421B	NONE	370
82	N8070Q	010682	JACKSON, WY	BEECH	35	NONE	394
83	N5447E	013082	BRYCE CANYON, UT	CESSNA	172	NONE	368
84	N88202	012682	HAVRE, MT	BELLANCA	7GCBC	NONE	254
85	N6822T	021582	FARMERVILLE, LA	CESSNA	310D	NONE	174
86	N4987X	030982	HUGHES, AR	ROCKWELL	S-2R	NONE	30
87	N61766	022282	NEAR PATTERSON, LA	CESSNA	A 185F	NONE	176
88	N89963	013182	ALBUQUERQUE, NM	CESSNA	152	NONE	280
89	N86440	031882	TERRY, MS	CESSNA	A 188B	NONE	252
90	N8803H	022482	CLARKSDALE, MS	EAGLE	DW-1	NONE	248
91	N6318Q	030282	BELTON, KY	MOONEY	M2OF	NONE	168
92	N3OBW	031482	PELL GITY, AL	BEECH	B24R	MINOR	22
93	N6449A	031782	MIDLAND, NC	CESSNA	182	NONE	258
94	N9958U	022182	MONONA, IA	GRUMMAN	AA-5A	NONE	110
95	N21932	032582	OMAHA, NE	CESSNA	150L	NONE	260
96	N2872D	012382	TOPEKA, KS	PIPER	PA-32-300	NONE	158
97	N8282Z	020882	MATTOON, IL	PIPER	PA-28R-201	NONE	124
98	N37978	030882	HEMPSTEAD, TX	SCHREDER	RS-15	NONE	364
99	N8466V	031082	OBERLIN, LA	ROCKWELL	S-2R	NONE	178
100	N1773	022882	DALLAS, TX	BELL	47G	NONE	362

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File Number	Aircraft Regist.	Date	Location	Airc Make	raft Model	Injury Index	Page
101	N8656V	092482	MAKAWAO, HI	BELLANCA	7KCAB	FATAL	104
102	N3643C	022282	ABILENE, TX	CESSNA	180	NONE	358
103	N7355A	010982	FRUIT VALE, TX	CESSNA	172	NONE	342
104	N18320	030582	HOT SPRINGS, AR	BEECH	B58	NONE	28
105	N7 1054	010382	FORT WORTH, TX	CESSNA	182	MINOR	338
106	N52757	011982	TOPEKA, KS	CESSNA	182P	MINOR	156
107	N45078	031082	LEE'S SUMMIT, MO	CESSNA	150M	NONE	244
108	N6409M	013182	MCKINNEY, TX	CESSNA	152	NONE	350
109	N44832	010182	HOBBS, NM	PIPER	PA-28-161	NONE	274
110	N55489	010982	TOMBALL, TX	PIPER	PA-34	NONE	340
1.1 1	N2396W	011382	HOBBS, NM	BEECH	A23-24	NONE	278
112	N32335	010482	ESTANCIA, NM	PIPER	PA-28R-200	MINOR	276
113	N2705K	011882	S.E. OF HOUMA, LA	CESSNA	180K	NONE	170
114	N5304P	010582	LONOKE, AR	PIPER	PA-24-250	SERIOUS	26
115	N5350M	012082	MIDLAND, TX	CESSNA	152	NONE	346
116	N9779L	010282	LITTLE ROCK, AR	BEECH	19	FATAL	24
117	N4876K	010282	CHICKASHA, OK	NAVION	A	FATAL	306
118	N8678M	011282	ADDISON, TX	BEECH	P35	SERIOUS	344
119	N3942	022482	FORT WORTH, TX	CESSNA	150	NONE	360
120	N6265E	012882	S. OF MORGAN CITY, LA	CESSNA	A 185F	NONE	172
121	N66 18N	020282	DRYDEN, TX	CESSNA	T210N	NONE	352
122	N2536K	012382	HOUSTON, TX	PIPER	PA-38-112	MINOR	348
123	N2605L	021982	MESQUITE, TX	CESSNA	172H	NONE	354
124	N9320U	022082	LUBBOCK, TX	CESSNA	150M	NONE	356
125	N8862	021382	NAVAJO DAM, NM	CESSNA	172	NONE	282

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
126	N7 178A	022382	KINGFISHER, OK	CESSNA	172	NONE	308
127	N529CA	022082	GRAND CANYON, AZ	CESSNA	172N	NONE	32
128	N8760U	040582	MENDOTA, CA	CESSNA	150	NONE	34
129	N3318S	012082	ORLANDO, FL	CESSNA	210	NONE	58
130	N761NJ	031682	MIAMI, FL	CESSNA	T210M	NONE	86
131	N8330B	031882	LAKE WALES, FL	PIPER	PA-28-161	MINOR	88
132	N2463F	032382	NEAR OPALOCKA, FL	PIPER	PA-38-112	NONE	90
133	N1100W	022782	FT. MYERS, FL	HUGHES	269C	NONE	78
134	N8554S	031382	NEW PORT RICHEY, FL	CESSNA	182H	NONE	84
135	N3906K	010182	JACKSONVILLE, FL	NORTH AMERIC	NAVION L-1	MINOR	46
136	N757TY	021782	OPA LOCKA, FL	CESSNA	152	NONE	70
137	N21732	021582	SAN JUAN, PR	CESSNA	172	NONE	324
138	N3667L	021882	PEMBROKE PINES, FL	GREAT LAKES	2T1A-2	NONE	72
139	N21481	013182	DELAND, FL	PIPER	PA-28-161	NONE	60
140	N4721F	021982	PEMBROKE PINES, FL	CESSNA	P206B	NONE	74
141	N94252	010382	COCOA, FL	CESSNA	210L	MINOR	50
142	N7335E	022282	FLORIDA CITY, FL	CESSNA	210A	NONE	76
143	N1306H	020582	120 NM SSE OF MIAMI, FL	PIPER	PA-28	FATAL	64
144	N5406M	013182	NEW PORT RICHEY, FL	CESSNA	152	MINOR	62
145	N1515V	021282	FT. LAUDERDALE, FL	HOWARD	500	NONE	66
146	N82004	021382	PENSACOLA, FL	AERONCA	7AC	MINOR	68
147	N28607	011382	MONTICELLO, FL	GRUMMAN	AA5B	NONE	54
148	N24542	022782	MIAMI BEACH, FL	CESSNA	152	NONE	80
149	N71MH	031182	TALLAHASSEE, FL	BEECH	95-855	NONE	82
150	N5559T	011582	MALONE, FL	CESSNA	172	NONE	56

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File Number	Aircraft Regist.	Date	Location	Afr Make	rcraft Model	Injury Index	Page
151	N5 15 1U	010482	SAINT CROIX, VI	CESSNA	206	FATAL	374
152	N567V	011082	OKEECHOBEE, FL	PIPER	PA-23-250	SERIOUS	52
153	N23BS	010282	MIAMI, FL	SMITH	WCS-222 (B	NONE	48
154	N6265P	010882	PEORIA, IL	CESSNA	152	NONE	120
155	N89772	012682	ESSEX, MO	CESSNA	152	NONE	224
156	N7041C	020682	SPRINGFIELD, MO	PIPER	PA-28-140	NONE	230
157	N44710	021582	DES MOINES, IA	PIPER	PA-28-151	NONE	108
158	N2672A	010682	ROLLA, MO	CESSNA	340	NONE	220
159	N7618P	010882	LIBERTY, MO	PIPER	PA-24-250	NONE	222
160	N5333T	012882	WENTZVILLE, MO	CESSNA	172H	NONE	226
161	N757YE	021182	CHESTERFIELD, MO	CESSNA	152	NONE	234
162	N4822B	021382	MOBERLY, MO	CESSNA	152	NONE	236
163	N73828	031782	THAYER, MO	CESSNA	172N	NONE	246
164	N18102	021482	CHESTERFIELD, MO	CESSNA	150	NONE	238
165	N2240K	022082	PERRYVILLE, MO	PIPER	PA-28-161	NONE	242
166	N363VA	022382	CARROLL, IA	PIPER	PA-60/601P	NONE	114
167	N101AE	032082	PARSONS, KS	ENSTROM	F-28A	NONE	162
168	N24311	021582	CHESTERFIELD, MO	CESSNA	152	NONE	240
169	N5272B	020782	CAPE GIRARDEAU, MO	CESSNA	152	NONE	232
170	N64998	022182	TIPTON, IA	CESSNA	152	NONE	112
171	N757PF	022682	MCPHERSON, KS	CESSNA	152	NONE	160
172	N5005M	013182	MALDEN, MO	BEECH	36	SERIOUS	228
173	N2501N	020782	WASHINGTON, IA	PIPER	PA-38	NONE	106
174	N68292	011982	ENFIELD, NH	CESSNA	152	NONE	262
175	N7 125D	010382	WHITE PLAINS, NY	MAULE	M-5-235C	NONE	284

File Order Listing - Issue No. 1, 1982

File Number	Aircraft Regist.	Date	Location	Airc Make	craft Model	Injury Index	Page
176	N9344T	022782	EASTON, PA	PIPER	PA-38-112	NONE	320
177	N5989W	012682	SUSSEX, NJ	PIPER	PA-28-140	NONE	266
178	N25084	010282	GALETON, PA	CESSNA	172	NONE	312
179	N17065	013182	CALDWELL, NJ	CESSNA	150L	NONE	268
180	N4875B	011582	BUTLER, PA	CESSNA	310	NONE	314
181	N2402C	031282	ALLENTOWN, PA	PIPER	PA-38-112	NONE	322
182	N8787F	031082	PITTSTOWN, NJ	PIPER	PA-28-151	NONE	272
183	N9678B	030382	PALMER, MA	CESSNA	172RG	NONE	182
184	N2281G	031382	PEPPERELL, MA	CESSNA	182B	NONE	184
185	N738QM	020782	WRIGHTSTOWN, NJ	CESSNA	172N	NONE	270
186	N4 1694	020782	MARTHAS VINEYARD, MA	BELLANCA	7KCAB	NONE	180
187	N8226A	021982	MOUNT POCONO, PA	PIPER	PA-44-180T	NONE	318
188	N201UM	021582	SCHROON LAKE, NY	MOONEY	M2OJ	NONE	286
189	N9256C	030982	JAFFREY, NH	PIPER	PA-28-181	NONE	264
190	N14908	021482	FACTORYVILLE, PA	BELLANCA	17-30A	NONE	316
191	N5 10PE	021882	SCOTIA, NY	CESSNA	T210N	NONE	288
192	N4918H	012782	ANSONIA, CT	CESSNA	152	NONE	44
193	N4604N	012882	SUNRIVER, OR	CESSNA	340A	NONE	310
194	N8280W	020782	PROSSER, WA	PIPER	PA-28-180	NONE	384
195	N72901	011582	SPOKANE, WA	CESSNA	140	NONE	380
196	N3561G	022582	JEROME, ID	PIPER	PA-28-181	NONE	116
197	N4787E	022882	REDMOND, WA	CESSNA	172N	NONE	386
198	N5527G	020382	NR. COLBERT, WA	CESSNA	150J	NONE	382
199	N2482N	010182	PULLMAN, WA	CESSNA	140	NONE	376
200	N6 106U	010882	PULLMAN, WA	CESSNA	TU206G	NONE	378

		-	

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 1 OF 1982 ACCIDENTS

	10/82 QUINHAGA	AK, AK	A/C Reg. No	. N756YN	T	ime (Lc1)	- 1755 AST	•
Basic Information Type Operating Certificat			Aircraft Dama		_		uries	
	ON-DEMAND AIR 1		SUBSTANTIAL		Fatai			None
Type of Operation Flight Conducted Under	-NUN SCHED, DOMES		ire	Crev		0	1	0
Accident Occurred During	- DESCENT		NONE	Pass Othe	-	0 0	2 0	0
Aircraft Information								
Make/Model - CESSNA U2		Eng Make/Mode		NTAL 10-520-L			/Activated	
Landing Gear - TRICYCLE-	FIXED	Number Engine					System - Y	'ES
· Max Gross Wt - 3600		Engine Type			D Weat	her Radar	- NO	
No. of Seats - 6		Rated Power	- 300 l	1P 				
Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS Method - UNK/NR		Last Departure	Point		OFF AI	RPORT/STR1	l P	
Method - UNK/NR Completeness - UNK/NR		BETHEL,AK Destination			Adamant D			
Basic Weather - VMC		QUINHAGAK, AK	•		Airport D	ata		
Wind Dir/Speed- 045/007	' KIC	QUINHAGAK, AR	•		Punyay	Ident	- N/A	
Visibility - 15.0		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) -			Plan - NON	:		Surface		
				•				
Cloud Conditions(2nd) -	UNK/NR	Type of Cleara	ance - NONE		Runway	Status	- N/A	
Cloud Conditions(2nd) - Obstructions to Vision-	UNK/NR FOG	Type of Cleara Type Approach	ance - NONE Flown - NONE		Runway	Status	- N/A	
Cloud Conditions(2nd) - Obstructions to Vision-	UNK/NR FOG	Type of Cleara Type Approach	ance - NONE Flown - NONE		Runway	Status	- N/A	
Cloud Conditions(2nd) - Obstructions to Vision-	UNK/NR FOG NONE	Type of Cleara Type Approach	ance - NONE Flown - NONE		Runway	Status	- N/A	
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information	UNK/NR FOG NONE NIGHT (DARK)							
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command	UNK/NR FOG NONE NIGHT (DARK)	e - 58	Media	cal Certifica	ite - VALID	MEDICAL-W		 IIT
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	UNK/NR FOG NONE NIGHT (DARK)	je - 58 ennial Flight Revi	Medic	cal Certifica	ite - VALID ht Time (H	MEDICAL-W	VAIVERS/LIM	
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	UNK/NR FOG NONE NIGHT (DARK)	je - 58 ennial Flight Revi	Medic	cal Certifica Flig	ite - VALID ght Time (F	MEDICAL-Wours)	VAIVERS/LIM	3
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	UNK/NR FOG NONE NIGHT (DARK)	je - 58 ennial Flight Revi Current - Months Since -	Medic	cal Certifica Flig Total - Make/Model-	nte - VALID ght Time (F 15841 123	MEDICAL-W lours) Last 2	VAIVERS/LIM 24 Hrs - 30 Days- UN	3 IK/NR
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	UNK/NR FOG NONE NIGHT (DARK)	je - 58 ennial Flight Revi	Medic	cal Certifica Flig	nte - VALID ght Time (F 15841 123	MEDICAL-W lours) Last 2 Last 3	WAIVERS/LIM 24 Hrs - 30 Days- UN 30 Days-	3 IK/NR 120
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	UNK/NR FOG NONE NIGHT (DARK)	je - 58 ennial Flight Revi Current - Months Since -	Medic	cal Certifica Flig Total - Make/Model-	nte - VALID ght Time (F 15841 123	MEDICAL-W lours) Last 2 Last 3	VAIVERS/LIM 24 Hrs - 30 Days- UN	3 IK/NR
Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	UNK/NR FOG NONE NIGHT (DARK) Ag	je - 58 ennial Flight Revi Current - Months Since -	Medic	cal Certifica Flig Total - Make/Model-	nte - VALID ght Time (F 15841 123	MEDICAL-W lours) Last 2 Last 3	WAIVERS/LIM 24 Hrs - 30 Days- UN 30 Days-	3 IK/NR 120

File No	4 1/10/82 QUINHAGAK,AK	A/C Reg. No. N756YN	Time (Lc1) - 1755 AST	
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE - NORMAL			
Finding(s) 1. SEAT BELT - NOT 2. WEATHER CONDITION 3. VFR FLIGHT INT				
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - NORMAL			
Finding(s) 4. LIGHT CONDITION 5. ALTITUDE - INA	TTENTIVE - PILOT IN COMMAND			
Occurrence #3 Phase of Operation				
Finding(s) 6. TERRAIN CONDITION				
Probable Cause				
The National Transporis/are finding(s) 5	tation Safety Board determines that	the Probable Cause(s) of this accide	ent	
Factor(s) relating to	this accident is/are finding(s) 1,2	,3,4,6		

File No 1 1/19/82 TUNTUTULIAK,AK			A/C Reg.	No. N4246T	T	Time (Lc1) - 1635 AST				
-Basic Information Type Operating Certificate	-AID CAPPIED		Aircraft D	lamage		Ini	uries			
	ON-DEMAND AIR		SUBSTANTI		Fatal	Serious		None		
				Crew		0		1		
Type of Operation Flight Conducted Under	-14 CFR 135	,	NONE	Pass	-	Ŏ	Ŏ	1		
Accident Occurred During	-TAKEOFF			Othe	_	Ō	Ō	0		
-Aircraft Information										
Make/Model - PIPER PA-3				IING 0-540 KIA5				d - YES/N		
Landing Gear - TRICYCLE-R	RETRACTABLE	Number En	gines - 1		Stal	l Warning		YES		
Max Gross Wt - 3400		Engine Ty	oe - RECIP	- FUEL INJECTE	D Weat	her Radar	- NO			
No. of Seats - 6		Rated Pow	er - 30	00 HP						
-Environment/Operations Infor	mation									
Weather Data		Itinerary				Proximity				
Wx Briefing - NO RECOR	RD OF BRIEFING	Last Depar			ON AIR	STRIP				
Method - N/A		BETHEL, AI								
Completeness - N/A		Destination			Airport D					
Basic Weather - VMC		EEK,AK			TUNTUT					
Wind Dir/Speed- CALM						Ident	- 04			
Visibility - 5.0		ATC/Airspace				Lth/Wid				
Cloud Conditions(1st) -						Surface				
Cloud Conditions(2nd) -			earance - N		Runway	Status	- SNOW -	DRY		
Obstructions to Vision-		Type Appro	ach Flown - N	IONE						
Precipitation -										
Condition of Light -	DUSK									
-Personnel Information Pilot-In-Command		Age - 38	Wa	edical Certifica	to - VALID	MEDICAL -	NO WATVED	C/I TMTT		
Certificate(s)/Rating(s)		Biennial Flight	Poviou		ht Time (H		MATACE	3/ CIMI		
COMMERCIAL		Current	- VEC	Total -		lee+	24 Hrs -	3		
SE LAND, SE SEA		Months Since	- 2	Make/Model -	155	last	30 Dave-	HNK /ND		
SE LAND, SE SEA		Aircraft Type	- CESSNA	Total - Make/Model - Instrument -	36	last	90 Days-	155		
Instrument Rating(s) 				PULLED TO THE R						

File No. - 1 1/19/82 TUNTUTUL TAK, AK A/C Reg. No. N4246T Time (Lc1) - 1635 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. AIRPORT SNOW REMOVAL - NOT POSSIBLE - AIRPORT PERSONNEL 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - CONTINUED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1.2

File No 5 2/20/82 N C/	PE YAKATAGA,AK A/	C Reg. No. N2845D	т	ime (Lc1) -	1310 AST	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Airc	raft Damage		Injur	ies	
		STANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire			0	0	2
Accident Occurred During -LANDING	NON	IE Pass Othe	_	0	0	0
Aircraft Information Make/Model - GRUMMAN G-21A Landing Gear - AMPHIBIAN Max Gross Wt - 8920 No. of Seats - 9	Eng Make/Model - Number Engines - Engine Type - Rated Power -	P & W R-985 2 RECIPROCATING-CARBUR 450 HP	Stai	Installed/A l Warning S her Radar -	vstem - NO	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po	int	OFF AI	RPORT/STRIP		
Method - TELEPHONE Completeness - PARTIAL,LMTD BY FCSI	ANCHORAGE, AK		Admmont D			
Basic Weather - VMC	R Destination YAKUTAT,AK		Airport D	ата		
Wind Dir/Speed- 180/040 KTS	TAROTAT, AR		Runwav	Ident -	N/A	
Visibility - 0.0	ATC/Airspace			Lth/Wid -	N/A	
Cloud Conditions(1st) - 7500 FT SCA	TTERED Type of Flight Pi	an - VFR		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance Type Approach Flo	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Fig	WN - NUNE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 32	Medical Certifica	te - VALTO	MEDICAL -NO	WATVEDS/I	†MTT
Certificate(s)/Rating(s)	Biennial Flight Review	Flic	the VALID		WAIVENS/ C	.1.41
COMMERCIAL	Current - YES	Total -	3628	Last 24		2
SE LAND, SE SEA, ME LAND, ME SEA	Months Since - 8	Make/Model-	40	Last 30	Days-	10
*	Aircraft Type - CIT	ABRI Instrument- Multi-Eng -	19 1050	Last 90	Days-	25
Instrument Rating(s) - NONE						
Nonettio						
Narrative IRCRAFT DEPARTED MERRILL FIELD AT 1110 WITH LTITUDE OF 6500 FEET APPROXIMATELY 10 MILES ITCHED INTO 12 TO 15 FOOT WAVES WITH A 40 H HE AIRCRAFT SANK AT 1745 AND WAS NOT RECOVE UELING FACILITIES WERE CHECKED AND FOUND FR	OFFSHORE.THE CREW WAS UN NOT SURFACE WIND.THE RIGH RED.THE AIRCRAFT HAD AN A	ABLE TO RESTART THE E IT FLOAT WAS TORN OFF NNUAL INSPECTION 4 DA	NGINES AND AND BOTH E	THE AIRCRA	FT WAS S BROKE.	
,						

File No	5 2/20/82	N CAPE YAKATAGA,AK	A/C Reg. No. N2845D	Time (Lcl) - 1310 AST	
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE - NORMAL				
Finding(s) 1. UNDETERMINED					·
Occurrence #2 Phase of Operation	DITCHING LANDING - FLARE/TO	DUCHDOWN			
Finding(s) 2. TERRAIN CONDITION 3. WEATHER CONDITION 4. WEATHER CONDITION	•	ND			

----Probable Cause----

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

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

File No 6 3/05/82 ANCHO	DRAGE, AK	A/C Reg. No.	N25759	T 1	ime (Lci) -	- 1545 AS	T
Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damag	e		Injur		
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	AL - DUAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0 0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make	e/Mode1 - LYCOMING	O-235L2A	ELT 1	nstalled/A	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED		ingines - 1			Warning S		YES
Max Gross Wt - 1670	Engine 1	Type - RECIPROCA	TING-CARBURE	TOR Weath	ner Radar -	- NO	
No. of Seats - 2	Rated Po	ower - 112 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING		arture Point		ON AIRF	PORT		
Method - N/A	SAME AS Destination			Admmant Da			
Completeness - N/A Basic Weather - VMC	LOCAL	on		Airport Da MERRILL			
Wind Dir/Speed- 030/003 KTS	LUCAL			Runway		- 06	
Visibility - 40.0 SM	ATC/Airspac				Lth/Wid -		100
Cloud Conditions(1st) - 6500 FT BROK					Surface -		.00
Cloud Conditions(2nd) - 8000 FT BROW		Clearance - TOWER				- ICE	
Obstructions to Vision- NONE		roach Flown - PRACT			• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,		AND GO				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34		1 Certificate) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho	•		_
COMMERCIAL, ATP, CFI	Current		tal -		Last 24		8
SE LAND, SE SEA, ME LAND			ke/Model-		Last 30		55
	Aircraft I		strument- 1ti-Eng -	283	Last 90	Days-	140
		Mu	iti-Eng -	1000			
Instrument Rating(s) - AIRPLANE							
Narrative DENT PILOT ROUNDED OUT TOO HIGH,AIRCRAFT E ED POWER FOR A GO-AROUND.HOWEVER HE STATED AIRCRAFT VEERED RIGHT OF RUNWAY HEADING A CRAFT SLID ON THE ICE COVERED TAXIWAY COLO STANTIAL DAMAGE.THE CFI REPORTED THAT THE) HE WAITED TOO L NND TOUCHED DOWN .IDING WITH A SNO	ONG BEFORE APPLYIN. ON A DIAGONAL TAXI DWBERM AND A PARKED	G POWER AND WAY.THE CFI I	THE RIGHT REDUCED PO MAULE,N293	WING STALL DWER AND TH EX,WHICH RE	ED. HE ECEIVED	
BSTANTIAL DAMAGE.THE CFI REPORTED THAT THE	AIRCRAFT'S BRAKE	ES HAD NO EFFECT DU	E TO THE ICE	ON THE DI	AGONAL TAX	(IWAY.	

File No	6	3/05/82	ANCHORAGE, AK	A/C Reg.	No.	N25759	Time (Lcl) - 1545 AST
Occurrence #1 Phase of Operation			TOUCHDOWN				
Finding(s) 1. LEVEL OFF - IMP 2. SUPERVISION - I							
Occurrence #2 Phase of Operation			- IN FLIGHT				
4. GO-AROUND - SEL	ECTED -	PILOT IN CO DELAYED	- PILOT IN COMMAND(MMAND(CFI)	CFI)			
Occurrence #3 Phase of Operation	LANDI	NG					
Occurrence #4 Phase of Operation	ON GR LANDI	OUND COLLIS	ION WITH OBJECT				
Finding(s) 7. AIRPORT FACILIT 8. OBJECT - AIRCRA		ED					
Probable Cause							
The National Transpois/are finding(s) 5	rtation	ı Safety Boaı	rd determines that	the Probable Cause	(s)	of this acc	cident
Factor(s) relating t	o this	accident is,	/are finding(s) 1,2	.,7			

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTA Fire None	Crew Pass	-	Serious O O	Minor O O	None
Flight Conducted Under -14 CFR 91	· · · ·	Pass	-	-	-	•
	HONE		•			0
		Othe	r 0	ŏ	ŏ	ŏ
Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			ll Warning S		YES
Max Gross Wt - 2550	Engine Type - RE		ETOR Weat	ther Radar -	NO	
No. of Seats - 2	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AIR	KZIKIP		
Completeness - N/A	73 EAST MCGRATH, AK Destination		Admmant F)_+_		
Basic Weather - VMC	MCGRATH.AK		Airport [NA AIRSTRIP		
Wind Dir/Speed- 240/015 KTS	MCGRATH, AK				05	
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid -		50
Cloud Conditions(1st) - 5000 FT BROK		- NONE		Surface -		00
Cloud Conditions(2nd) - NONE	Type of Clearance				SNOW -	DRY
Obstructions to Vision- NONE	Type Approach Flown					
Precipitation - NONE	, ,,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 32	Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F	•		_
PRIVATE	Current - YES	Total -		Last 24		3
SE LAND, SE SEA	Months Since - 10	Make/Mode1-		Last 30		50
	Aircraft Type - UNK/NR	Instrument-	50	Last 90	Days-	50
Instrument Rating(s) - NONE						

File No. -3/10/82 MCGRATH, AK A/C Reg. No. N9464C Time (Lc1) - 1500 AST

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. AIRPORT FACILITIES, WIND DIRECTION INDICATOR UNAVAILABLE
- 3. WIND INFORMATION NOT OBTAINED PILOT IN COMMAND
- 4. WEATHER CONDITION TAILWIND
- 5. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 7. WEATHER CONDITION DOWNDRAFT
- 8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION HIGH OBSTRUCTION(S)
- 9. TIE DOWN/SECURITY OF CARGO NOT OBTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 3 3/	16/82 DELTA JUN	ICTION, AK	A/C Reg. No.	N1069S	Time (Lc1) - 0837 AST				
Basic Information Type Operating Certificate	e-AIR CARRIER		Aircraft Damag	1e		Injur	ies		
	ON-DEMAND AIR TA	XI	SUBSTANTIAL	,-	Fata1	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMEST	IC, FERRY	fire	Crew	0	0	1	0	
Flight Conducted Under			NONE	Pass	0	0	0	0	
Accident Occurred During	-CRUISE			Other	. 0	0	0	0	
Aircraft Information									
Make/Model - BELL 206 L	1		el - ALLISON 2	50 C-28	ELT 1	installed/A	ctivated	- YES/Y	
Landing Gear - SKID		Number Engine				Warning S		כ	
Max Gross Wt - 4250			- TURBOSHAF		Weath	ner Radar -	NO		
No. of Seats - 7		Rated Power	- 500 HP						
Environment/Operations Infor	mation								
Weather Data		Itinerary			Airport F	roximity			
	D OF BRIEFING	Last Departure			OFF AIR	PORT/STRIP			
Method - N/A		ALASKA PIPEI	_INE #10,AK						
Completeness - N/A		Destination			Airport Da	ita			
Basic Weather - VMC		PAXSON, AK				_			
Wind Dir/Speed- VARIABLE						Ident -			
Visibility - 10.0		ATC/Airspace				Lth/Wid -			
Cloud Conditions(1st) -						Surface -			
Cloud Conditions(2nd) -		Type of Clear			Runway	Status -	N/A		
Obstructions to Vision-		Type Approach	Flown - NUNE						
• • • • • • • • • • • • • • • • • • • •	NONE								
Condition of Light -	DAYLIGH!								
Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s)		- 35 nnial Flight Rev		l Certificat	:e - VALID nt Time (Ho		WAIVERS/	LIMIT	
COMMERCIAL, ATP	2.5			tal -	5611	Last 24	Hrs -	1	
SE LAND		Months Since -			2203		Days- UN	C/NR	
HELICOPTER		Aircraft Type -		strument-		Last 90		68	
								5173	
Instrument Rating(s)	- HELICOPTER								
Narrative ILE FLYING AT APPROXIMATELY 30									
PACTED THE FROZEN RIVER.AT THE	TIME OF THE ACCI	DENT THE PILOT WA	AS CHANGING RA	DIO FREQUENC	IES WHEN I	MPACT OCCU	RRED.		

3/16/82 DELTA JUNCTION, AK A/C Reg. No. N1069S Time (Lc1) - 0837 AST File No. -

Occurrence Phase of Operation CRUISE

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED

- 2. ALTITUDE INADEQUATE PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. WEATHER CONDITION TURBULENCE

----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

	4 1/17/82 CENTERVILLE,AL		A/C Re	A/C Reg. No. N203AL			Time (Lcl) - 0930 CST				
Basic Information Type Operating Certificate-AIR CARRI ON-DEMAND		AND AIR TAXI	AIR TAXI SUBSTA				Injuries Fatal Serious Minor None				
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR	91	DAD Fire NONE		Crew Pass Other	0 0 0	0 0 0	0 0 0	1 1 0		
Aircraft Information Make/Model - BELL 206 Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	В	Numbe Engi	Make/Model - ALI er Engines - 1 ne Type - TUI d Power -		·	Stal	Installed/A 1 Warning S her Radar -	ystem - N			
Environment/Operations Inf Weather Data Wx Briefing - COMPAN Method - UNK/NR Completeness - UNK/NR	Y	Itinera Last (Departure Point E AS ACC/INC			•	Proximity RPORT/STRIP				
Basic Weather - VMC Wind Dir/Speed- 315/00 Visibility - 7.0 Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Vision Precipitation Condition of Light	S KTS SM NONE NONE NONE NONE NONE	ATC/Airs Type o Type o Type	AL	- NONE		Runway Runway Runway		N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL HELICOPTER)	Current Months :	ight Review	Total Make/Mode	F1ight - 3	Time (Ho 412 959	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	0		
Instrument Rating(s)	- NONE										

File No	24 1/17/82 CENTERVILLE,AL	A/C Reg. No. N203AL	Time (Lc1) - 0930 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL HOVER		
3. FLUID, FUEL - IC	ON - TEMPERATURE EXTREMES E TER - BLOCKED(TOTAL) ARVATION		
Occurrence #2 Phase of Operation	FORCED LANDING		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Probable Cause	₋		
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2,3,4,5	obable Cause(s) of this accid	ent

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

Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dam		Injuries			
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal O	Serious 1	Minor O	None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	Ó	3.	0
Accident Occurred During -APPROACH		NONE	Other	ŏ	ŏ	0	ŏ
Aircraft Information							
Make/Model - PIPER PA-32		e/Model - LYCOMIN	G TIO-540-51AD		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		ingines - 1	0477410 04BBUBETS		1 Warning		NK/NR
Max Gross Wt - 3400 No. of Seats - 6	Rated Po	Type - RECIPRO ower - 300		k weat	ner kadar	- UNK/NR	
-Environment/Operations Information							
Weather Data	Itinerary		Δ		Proximity		
Wx Briefing - BRFG RCVD, SOURCE UN		arture Point		ON AIR	PDRT		
Method - UNK/NR	BERMINO						
Completeness - UNK/NR Basic Weather - VMC	Destination		A 1	rport D			
Wind Dir/Speed- 060/005 KTS	MUSCLE	SHOALS, AL			SHOALS Ident	- 29	
Visibility - 1.0 SM	ATC/Airspac	· ·			Lth/Wid		NK /ND
Cloud Conditions(1st) - 400 FT OVE					Surface		415/1415
Cloud Conditions(2nd) - UNK/NR		Clearance - UNK				- WET	
Obstructions to Vision- FOG		oach Flown - ILS					
Precipitation - RAIN	2.0						
Condition of Light - NIGHT (DARK)) 						
Personnel Information		M J			WEDT 041 A		****
Pilot-In-Command Certificate(s)/Rating(s)	Age - 42 Biennial Flight		cal Certificate Flight			O MATAEKZ	TIMII
PRIVATE	Current		Total - 6		Last 2	A Ure -	2
SE LAND			· ·	03	Last 2	O Days- UN	_
SE EARD			•		Last 9		29
Instrument Rating(s) - AIRPLANE							
							,
-Narrative							
ING THE APPROACH THE PILOT STATED THAT HE							
CRAFT BROKE OUT INTO VFR CONDITIONS. THE	PILOT STATED HE H	AD THE AIRPORT I	N SIGHT WHEN THE	AIRCRA	FT STRUCK A	A 160,000	

1/21/82 A/C Reg. No. N31937 Time (Lc1) - 2356 CST File No. - 28 MUSCLE SHOALS, AL Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. OBJECT - WIRE.TRANSMISSION 2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - RAIN 7. LIGHT CONDITION - NIGHT Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7

LUVERNE,AL A/C Reg	g. No. N123WL	T 1	me (Lc1) -	1130 CS	
SUBSTAN	TIAL .	Fatal	Serious	Minor	None
	Crew	_	1	0	0
		-	_	0	0
IG	Other	0	0	0	0
Eng Make/Model - CON	TINENTAL TSIO-520-	H ELT I	nstalled/A	ctivated	- YES-UNK
BLE Number Engines - 1			Warning S	ystem - Y	ES
Engine Type - RECI	P - FUEL INJECTED		er Radar -	NO	
Rated Power - 2	285 HP				
Itinerary		Airport P	roximity		
)	
		Airport Da	ta		
,			-	N/A	
ATC/Airspace					
	NONE				
				.,,	
. ypo App. odol om.					
IΤ					•
Age - 29	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IIT .
	Fliah	t Time (Ho	urs)		-
		2500	195+ 24	Hrs -	0
		30	Last 30	Days- UN	K/NR
		254	Last 90	Days-	70
Attronut Type Study and	Multi-Eng -	1725		-,-	. •
	•				
	SUBSTANT Fire 91 NONE BLE Eng Make/Model - CONTANT Number Engines - 1 Engine Type - RECTANT RATE AS ACC/INC Destination MONTGOMERY, AL ATC/Airspace TOVERCAST Type of Flight Plan - Type of Clearance - Type Approach Flown - Age - 29 Biennial Flight Review Current - YES	SUBSTANTIAL Fire Crew 191 NONE Pass 10G Other Eng Make/Model - CONTINENTAL TSIO-520- Number Engines - 1 Engine Type - RECIP - FUEL INJECTED Rated Power - 285 HP Itinerary Last Departure Point SAME AS ACC/INC Destination MONTGOMERY, AL ATC/Airspace TOVERCAST Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE IT Age - 29 Medical Certificat Biennial Flight Review Current - YES Total Months Since - 6 Make/Model- Aircraft Type - UNK/NR Instrument-	SUBSTANTIAL Fatal ALL Fire Crew 0 Pass 0 Other 0 Other 0 Eng Make/Model - CONTINENTAL TSIO-520-H ELT I BLE Number Engines - 1 Stall Engine Type - RECIP - FUEL INJECTED Weath Rated Power - 285 HP Itinerary Last Departure Point OFF AIR SAME AS ACC/INC Destination Airport Da MONTGOMERY, AL FRANK S Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - NONE Age - 29 Medical Certificate - VALID Biennial Flight Review Flight Time (Hotoling Current - YES Total - 3500) Months Since - 6 Make/Model - 30	SUBSTANTIAL Fire Crew 0 1 Pass 0 0 G G G Cother 0 0 Cot	SUBSTANTIAL Fatal Serious Minor

File No	7 2/05/82 LUVERNE,AL	A/C Reg. No. N123WL	Time (Lc1) - 1130 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CLIMB - TO CRUISE		
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREFLI	TER GHT - NOT PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITIO 4. LANDING GEAR,NO			
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			
The National Transports/are finding(s) 1,2	rtation Safety Board determines that the P 2	robable Cause(s) of this accide	nt
Factor(s) relating to	o this accident is/are finding(s) 3,4		

	BROWNSBORO, AL	A/C Reg. No. N37WS		Time (Lc1) -	1130 CS1	
Basic Information Type Operating Certificate-NON		Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PER		Fire	Crew O	0	1	0
	CFR 91	NONE	Pass 0	ŏ	Ó	ŏ
Accident Occurred During -LAN			Other O	ō	ŏ	ō
Aircraft Information						
Make/Model - SMITH MINI		e1 - LYCOMING 0-290-0		[Installed/Ad		
Landing Gear - TAILWHEEL-ALL	-			all Warning Sy		NK/NR
Max Gross Wt - UNK/NR	Engine_Type	- RECIPROCATING-CA	ARBURETOR Wea	ather Radar -	NO	
No. of Seats - 1	Rated Power	- 135 HP				
Environment/Operations Informati						
Weather Data	Itinerary			t Pr :imity		
Wx Briefing - UNK/NR	Last Departure		OFF A	AIRPORT/STRIP		
Method - UNK/NR Completeness - UNK/NR	SAME AS ACC, Destination	/ INC	Airport	Dodo		
Basic Weather - VMC	LOCAL		Atrport	Data		
Wind Dir/Speed- 270/005 KTS	LOCAL		Dunwa	ay Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid -		
	O FT SCATTERED Type of Flight	t Plan - NONE		ay Surface -		
Cloud Conditions(2nd) - UNK/		ance - NONE		•	N/A	
Obstructions to Vision- NONE	Type Approach	Flown - NONE		•		
Precipitation - NONE						
Condition of Light - DAYL	IGHT					
Personnel Information						
Pilot-In-Command	Age - 34		ificate - VALI		VERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Time (
PRIVATE			- 356		Hrs - UN	•
SE LAND	Months Since -		2	Last 30	Days- UN	•
	Aircraft Type -		nt- UNK/NR			33
		Multi-Eng	9 - 4	KOTOPCP	aft - UN	K/NR

File No	13 3/02	2/82 BROWNSE	BORO,AL	A/C Reg. No. N37WS	Time (Lc1) - 1130 CST
Occurrence #1 Phase of Operation					
Finding(s) 1. ENGINE INSTRUME 2. OPERATION WIT 3. FLUID, FUEL - FL 4. FUEL SUPPLY	H KNOWN DEFIC LUCTUATING MISJUDGED -	CIENCIES IN EQU PILOT IN COMMA	JIPMENT - INITI AND	ATED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LAND	DING VFR PATTERN -	BASE TO FINAL		
Occurrence #3 Phase of Operation			ı		
Finding(s) 5. TERRAIN CONDITE 6. LANDING GEAR,MA		ERLOAD			
Probable Cause					
The National Transports/are finding(s) 3,		ty Board determ	ines that the	Probable Cause(s) of this a	ccident

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

Type Operating Certificate-NONE (GENER		aft Damage		Injur		
Time of Openships DEDCOMAL		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		•	0	0	1
Accident Occurred During -TAKEOFF	NONE	Othe	-	ŏ	ò	. 0
-Aircraft Information						
Make/Model - BEECH B24R		LYCOMING IO-360-A1B6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750	Number Engines -	RECIP - FUEL INJECTED		1 Warning S her Radar -		ES
No. of Seats - 6	Rated Power -	200 HP	, wear	ner kadar s	NU	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Poi PELL CITY,AL	nt	OFF AI	RPORT/STRIF	•	
Completeness - N/A	Destination		Airport [
Basic Weather - VMC Wind Dir/Speed- 020/005 KTS	LOCAL			IR COUNTY	81/8	
Visibility - 15.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -	· N/A · N/A	
Cloud Conditions(1st) - NONE	Type of Flight Pla	n - NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Approach Flow	n - NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 49	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F			
PRIVATE	Current - YES		_	Last 24		. 1
SE LAND	Months Since - 10		90	Last 30	Days- UN	K/NR
	Aircraft Type - B24R	! Instrument- Multi-Eng - UN	0 IV /ND	Last 90) Days- `aft <i>-</i> UN	45 V/ND
		Multi-Eng - Or	IK/ NK	ROTOPE	art - un	K/ NK
Instrument Rating(s) - NONE						
-Narrative				·		
LE THE PILOT WAS MAKING TOUCH AND GO LAND						
UT 300 FT AGL. THE PILOT LANDED IN A FIEL						
ACT MALFUNCTIONS OR FAILURES WERE FOUND.		IKS AND THROUGHOUT THE NG AN OPERATIONAL CHE				

File No	92 3/14/82	PELL CITY, AL	A/C Reg. No. N30BW	Time (Lc1) - 1610 CST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. UNDETERMINED 2. TOUCH AND GO LA	NDING - PERFORMED	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI 4. WHEELS UP LAN		- PILOT IN COMMAND		
Probable Cause				·
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this acci	dent

is/are finding(s) 1,4

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

File No 1f6 1/02/82 LIT	LE ROCK, AR A/C Reg	j. No. N9779L	Т	ime (Lc1) -	UNK/N	₹
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft	Damage		Injur	ies	
	DESTROYE	D .	Fatal	Serious	Mino	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	, O	0	0
Accident Occurred During -DESCENT		Other	0	0	0	0
Aircraft Information						
Make/Mode1 - BEECH 19	Eng Make/Mode1 - LYC0	MING 0-320-E3D				ed - YES-UNK
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	·		1 Warning S		- YES
Max Gross Wt - 2200 No. of Seats - 4	• • • • • • • • • • • • • • • • • • • •	PROCATING-CARBURET 50 HP	OR Weat	her Radar -	· NO	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF AI	RPORT/STRIF	•	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		innant D			
Basic Weather - IMC	UNK/NR	•	irport D	ata		
Wind Dir/Speed- VARIABLE	UNIT/ INI		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace	•		Lth/Wid -		
Cloud Conditions(1st) - 800 FT OVE	RCAST Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Approach Flown -	NONE				
Precipitation - RAIN						
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command		ledical Certificate			WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		: Time (H			
PRIVATE SE LAND	Current - UNK/NR Months Since - UNK/NR		153	Last 24		
SE LAND	Aircraft Type - UNK/NR			Last 30 Last 90		
Instrument Rating(s) - NONE						
Instrument Rating(s) - None						
Narrative						
E AIRCRAFT DEPARTED NORTH LITTLE ROCK AIRF						
APPROXIMATELY 1900 A WITNESS 5 MILES FROM						
CREASING POWER JUST BEFORE THE SOUND OF IN					,	
TITUDE. THE PILOT'S WIFE STATED THE DIRECT		MOI MORKING SKOSE	KLY & IH	E PLI & PAX		
T HOME BETWEEN 1400 & 1500 TO WORK ON IT.						

File No. - 116 1/02/82 LITTLE ROCK, AR A/C Reg. No. N9779L Time (Lc1) - UNK/NR Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - HAZE 4. WEATHER CONDITION - LOW CEILING VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 8. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - UNDETERMINED 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) 5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

File No 114 1/05/82 L	ONOKE, AR A/C	Reg. No. N5304P	T	ime (Lc1) -	0949 CS1	Ī
-Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircra	ft Damage		Injur	ies	
	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Crew		0	0	1
Flight Conducted Under -14 CFR 9	1 NONE	Pass	-	1	0	0
Accident Occurred During -LANDING		Othe	r 0	0	0	0
-Aircraft Information						
Make/Model - PIPER PA-24-250	Eng Make/Mode1 - L	YCOMING 0-540-A1AS	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABL	E Number Engines -	1	Stal	1 Warning S	ystem - Y	'ES
Max Gross Wt - 2800	Engine Type - R	ECIPROCATING-CARBUR	ETOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -					
-Environment/Operations Information	-					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		t	•	RPORT/STRIP		
Method - N/A	MEMPHIS, TN	-		,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LITTLE ROCK, AR		•			
Wind Dir/Speed- 200/010 KTS	·		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 10000 FT	SCATTERED Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Cloud Conditions(2nd) - 25000 FT	BROKEN Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Approach Flown	- VISUAL STRAIGHT-	IN			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		,	
COMMERCIAL	Current - YES	•		Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 12			Last 30	Days- UN	IK/NR
,	Aircraft Type - PA-24	Instrument-	1000	Last 90		20
	,	Multi-Eng -	2000		•	
Instrument Rating(s) - AIRPLAN	E					
This is different Rating(5) - AIRPLAIN						
-Narrative PILOT STATED THAT THE ENGINE FAILED A	T 2000 FT AS HE WAS DESCENDING	FOR AN APPROACH H	E SWITCHED	THE FILE		
	TANK, TURNED ON THE BOOST PUMP	, AND PUMPED THE TH	ROTTLE BUT	THE ENGINE		
LED TO START. THE AIRCRAFT LANDED IN A			FUEL RUNN	ING OUT OF		
LED TO START. THE AIRCRAFT LANDED IN A	ELY 15 GALS OF FUEL. THE PILOT	STATED HE OBSERVED			0	
LED TO START. THE AIRCRAFT LANDED IN A	ELY 15 GALS OF FUEL. THE PILOT INSPECTORS COULD FIND NO FUEL	STATED HE OBSERVED STAINS ON THE AIRC	RAFT OR RO	ADWAY AND N	D	

File No 1	14 1/05/82	LONOKE, AR	A/C Reg.	No. N5304P	Time (Lc1)	- 0949 CST
Occurrence #1 Phase of Operation			ICAL			
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL		MPROPER - PILOT II	N COMMAND			
Occurrence #2 Phase of Operation		TOUCHDOWN				
Occurrence #3 Phase of Operation		SION WITH TERRAIN				
Finding(s) 3. TERRAIN CONDITION	ON - SOFT					
Probable Cause						
The National Transpois/are finding(s) 1,		ard determines tha	t the Probable Cause	(s) of this acc	ident	
Factor(s) relating to	n this accident is	:/are finding(s) 3				

Basic Information Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damage			Iniu	ıries	
Type operating out the foate none	devicine Aviation,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSON	I AL	Fire	Crew	0	0	.0	1
Flight Conducted Under -14 CFF		NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	VG 		Other	0	0	0	0
Aircraft Information		/m / m = ==============================					
Make/Model - BEECH B58		Model - CONTINENTA	L 10-520-C			Activated	
Landing Gear - TRICYCLE-RETRACT/ Max Gross Wt - 5400	Number Engine 7	Engines - 2 Type - RECIP - FU	EL TALLECTED	Stai	ı warnıng her Radar	System - Y	ES
No. of Seats - 6	Rated Po		EL INCECTED	weat	ner kadar	- 163	
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - TELEPHONE		NRIDGE, TX					
Completeness - FULL	Destination		A	irport D			
Basic Weather - VMC	HOT SPR	RINGS, AR			AL FIELD		
Wind Dir/Speed- 010/006 KTS Visibility - 6.0 SM	ATC/Airspac				Ident	- 05	150
Cloud Conditions(1st) - 2500 F					Surface	- 6100/	150
Cloud Conditions(1st) 2500 7		Clearance - NONE				- DRY	
Obstructions to Vision- NONE		coach Flown - VISUAL	STRAIGHT-IN		514145	DILL	
Precipitation - NONE	. JPO APP.	7135AL	OTRALOTTI IN	•			
Condition of Light - DAYLIGH	łT						
Personnel Information							
Pilot-In-Command	Age - 33		Certificate			CAL	
Certificate(s)/Rating(s)	Biennial Flight			Time (H		4 11	
PRIVATE SE LAND.ME LAND	Current Months Sind	- YES Tot		580 580	Last 2	14 Hrs - 10 Days- UN	4 IV/ND
SE CAND, ME CAND	Aircraft Ty		trument-	330	last d	O Days- UN	120
	Ancraicity			580	Lasts	o bays	120
Instrument Rating(s) - AIRPU	.ANE						
Narrative							
NATURE TO SERVICE OF THE NATURE OF THE NATUR	DONDT THE DILOT STATED	THAT HE HEADD ANOTH	ED DII OT ANA	OUNCE TH	AT HE WAS		
ING RIGHT BASE FOR LANDING ON THE A						IF	
	COLLEC NOMANTE THE FILL	A OIL LINNE DECKNIE D	AL.	TEL EUCK	2.73 . 01 11	-	

File No. - 104 3/05/82 HOT SPRINGS, AR A/C Reg. No. N18320 Time (Lc1) - 0800 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

IMPROPER USE OF PROCEDURE DIVERTED ATTENTION - PILOT IN COMMAND

3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

File No 86 3/09/82 HUG	HES,AR A/	C Reg. No. N4987)	(Time (Lc1)	- 1600 CS	Г
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Airc	raft Damage		Inj	uries	
		STANTIAL	Fata	1 Serious	Minor	None
	EEDS, CHEMICALS, ETC Fire		Crew C	•	0	1
Flight Conducted Under -14 CFR 137	NON	E	Pass C	•	0	0
Accident Occurred During -TAKEOFF			Other C	0	0	0
Aircraft Information						
Make/Model - ROCKWELL S-2R	Eng Make/Model -			LT Installed		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			itall Warning		JNK/NR
Max Gross Wt - 7000		RECIPROCATING-CA	RBURETOR W	leather Radar	- NO	
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpo	rt Proximity	•	
Wx Briefing - NO RECORD OF BRIEFI			ON	AIRSTRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination			t Data		
Basic Weather - VMC	LOCAL			DWOOD STRIP		
Wind Dir/Speed- 180/005 KTS				way Ident	- 36	
Visibility - 30.0 SM	ATC/Airspace			way Lth/Wid		JNK/NR
Cloud Conditions(1st) - NONE	Type of Flight Pla			way Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance		Rur	way Status	- WET	
Obstructions to Vision- NONE	Type Approach Flo	wn - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 25	Medical Certi			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time		64 115 -	4.0
COMMERCIAL	Current - YES				24 Hrs -	10
SE LAND	Months Since - 1		1- 120		30 Days- U	
	Aircraft Type - UNK,	/NR Instrumer	nt- 10		90 Days-	52
				ROTOR	craft - Ul	NK/NR
Instrument Rating(s) - NONE						
E PILOT ATTEMPTED A DOWNWIND TAKEOFF FROM	A SOFT AG STRIP WITH A HEA	AVY LOAD. AFTER R	EALIZING TH	AT HE WOULD	BE	
ABLE TO LIFT-OFF, THE PILOT INITIATED AN						
R IN A MUDDY TERRAIN.			·= 2 = 0 ,		. ==	

File No. - 86 3/09/82 HUGHES, AR A/C Reg. No. N4987X Time (Lc1) - 1600 CST Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 4. WEATHER CONDITION - TAILWIND 5. ABORT - DELAYED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

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

SL Fir NO Eng Make/Model Number Engines	- LYCOMIN - 1 - RECIPRO - 150	Crew Pass Othe IG 0-320-H2AD	Or O ELT Stal ETOR Weat	Serious O O O O Installed/ Il Warning	O O O 'Activated System - Y	
Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	Ce DNE - LYCOMIN - 1 - RECIPRO - 150	Crew Pass Othe IG 0-320-H2AD ICATING-CARBUR	O O O O O O O O O O O O O O O O O O O	0 0 0 Installed/ Il Warning ther Radar	O O O 'Activated System - Y	1 2 0
Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- LYCOMIN - 1 - RECIPRO - 150	Pass Othe 	Or O ELT Stal ETOR Weat	0 0 Installed/ Il Warning ther Radar	O O 'Activated System - Y	2 0
Eng Make/Model Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- LYCOMIN - 1 - RECIPRO - 150	Othe G 0-320-H2AD CATING-CARBUR	r O ELT Stal ETOR Weat	O Installed/ Il Warning ther Radar	O 'Activated System - Y	O - YES/NO
Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- 1 - RECIPRO - 150	G 0-320-H2AD	ELT Stal ETOR Weat	Installed/ Il Warning ther Radar	'Activated System - Y	- YES/NO
Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- 1 - RECIPRO - 150	CATING-CARBUR	Stai ETOR Weat	Il Warning ther Radar	System - Y	
Number Engines Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- 1 - RECIPRO - 150	CATING-CARBUR	Stai ETOR Weat	Il Warning ther Radar	System - Y	
Engine Type Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- RECIPRO - 150		ETOR Weat	ther Radar		ES
Rated Power Itinerary Last Departure F SAME AS ACC/IN Destination	- 150 		Airport		- NO 	
Itinerary Last Departure F SAME AS ACC/IN Destination	Point	HP 		Proximity		
Last Departure P SAME AS ACC/IN Destination				Proximity		
Last Departure P SAME AS ACC/IN Destination				Proximity		
Last Departure P SAME AS ACC/IN Destination						
SAME AS ACC/IN Destination			OFF A	[RPORT/STRI	P	
Destination	NC		• • • • • • • • • • • • • • • • • • • •	,	•	
			Airport [Data		
				CANYON		
G000 , EAR , AE					- N/A	
ATC/Airspace				/ Lth/Wid		٨
	Dlan - VED	l				^
			Kuliway	Jialus	DKI	
Type Approach Fi	IOWII - NON	15				
			,			
- 05	Modi	col Contifica	+o - VALTE	MEDICAL -N	IO WATVERS/	LIMIT
	MEG I	Car Certifica			O MAIVERS/	CIMII
	· 	Total -		•	14 Une -	2
Months Since	-5					_
Months Since - e	JIZ /AID					55
Aircraft Type - UN	NK/ INK	Instrument-	50	Last 9	O Days-	55
FULL FLAPS AND A	DENSITY A	LTITUDE OF AB	OUT 7700 F	FEET. ACCOR	DING	
WAS GOING ON AND	OFF FROM	SHORTLY AFTER	TAKEOFF L	JNTIL LANDI	NG.	
THE AIRCRAFT BEGA	AN TO SETT	LE. THE PILOT	STATED TH	HAT HE STAR	RTED	
MIXTURE WAS NEVER E	NRICHED.	DURING LANDIN	G ROLL ON	A SMALL HI	GHWAY	
	Type of Clearance Type Approach F - 25 nnial Flight Review Current - You Months Since - G Aircraft Type - Un I FULL FLAPS AND A G WAS GOING ON AND OTHE AIRCRAFT BEGMIXTURE WAS NEVER E	Type of Clearance - TOW Type Approach Flown - NON - 25 Medi nnial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR I FULL FLAPS AND A DENSITY A G WAS GOING ON AND OFF FROM THE AIRCRAFT BEGAN TO SETT	Inial Flight Review Flig Current - YES Total - Months Since - 6 Make/Model- Aircraft Type - UNK/NR Instrument- I FULL FLAPS AND A DENSITY ALTITUDE OF AB G WAS GOING ON AND OFF FROM SHORTLY AFTER O THE AIRCRAFT BEGAN TO SETTLE. THE PILOT MIXTURE WAS NEVER ENRICHED. DURING LANDIN	Type of Clearance - TOWER Runway Type Approach Flown - NONE - 25 Medical Certificate - VALIG Conial Flight Review Flight Time (F Current - YES Total - 410 Months Since - 6 Make/Model - 9 Aircraft Type - UNK/NR Instrument - 50 H FULL FLAPS AND A DENSITY ALTITUDE OF ABOUT 7700 F G WAS GOING ON AND OFF FROM SHORTLY AFTER TAKEOFF L OTHE AIRCRAFT BEGAN TO SETTLE. THE PILOT STATED THE MIXTURE WAS NEVER ENRICHED. DURING LANDING ROLL ON	Type of Clearance - TOWER Runway Status Type Approach Flown - NONE - 25 Medical Certificate - VALID MEDICAL-N Conial Flight Review Flight Time (Hours) Current - YES Total - 410 Last 2 Months Since - 6 Make/Model- 9 Last 3 Aircraft Type - UNK/NR Instrument- 50 Last 9 I FULL FLAPS AND A DENSITY ALTITUDE OF ABOUT 7700 FEET. ACCOR G WAS GOING ON AND OFF FROM SHORTLY AFTER TAKEOFF UNTIL LANDID THE AIRCRAFT BEGAN TO SETTLE. THE PILOT STATED THAT HE STARMIXTURE WAS NEVER ENRICHED. DURING LANDING ROLL ON A SMALL HI	Type of Clearance - TOWER Runway Status - DRY Type Approach Flown - NONE - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Onial Flight Review Flight Time (Hours) Current - YES Total - 410 Last 24 Hrs - Months Since - 6 Make/Model - 9 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 50 Last 90 Days - H FULL FLAPS AND A DENSITY ALTITUDE OF ABOUT 7700 FEET. ACCORDING G WAS GOING ON AND OFF FROM SHORTLY AFTER TAKEOFF UNTIL LANDING. O THE AIRCRAFT BEGAN TO SETTLE. THE PILOT STATED THAT HE STARTED MIXTURE WAS NEVER ENRICHED. DURING LANDING ROLL ON A SMALL HIGHWAY

File No 12	7 2/20/82	GRAND CANYON, AZ	A/C Reg. N	lo. N529CA	Time (Lc1) - 1502 MST
Occurrence #1 Phase of Operation					
Finding(s) 1. PREFLIGHT PLANNI 2. RAISING OF FLAPS 3. ABORTED TAKEOFF 4. WEATHER CONDITIO 5. AIRSPEED - NOT 6. STALL/MUSH - CON	- NOT SELECTED - - NOT PERFORMED - N - HIGH DENSITY A ATTAINED - PILOT TINUED - PILOT IN	PILOT IN COMMAND LTITUDE IN COMMAND COMMAND			
Occurrence #2 Phase of Operation		TIAL) - NON-MECHANICAL CLIMB			
Finding(s) 7. MIXTURE - IMPROP	ER USE OF - PILOT				
Occurrence #3 Phase of Operation					
Occurrence #4 Phase of Operation		ON WITH TERRAIN			
Finding(s) 8. OBJECT - VEHICLE 9. TERRAIN CONDITIO					
Probable Cause	-				
The National Transporis/are finding(s) 1,2		d determines that the	Probable Cause(s	s) of this acc	eident

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

-Basic Information							
Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation -INSTRUCTIONAL	- 5010	Fire	Crew	0	5er 10us	MITTOP.	NONE 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	ò
Accident Occurred During -TAXI			Other	Ö	Ŏ	Ŏ	Ō
Aircraft Information		***********					
Make/Model - CESSNA 150		e/Model - CONTINENTAL (D-200-A		installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			Warning :		ES
Max Gross Wt - 1600		Type - RECIPROCATING	G-CARBURET	OR Weath	ner Radar	- NO	
No. of Seats - 2	Rated Po	ower - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		arture Point		ON AIRF	PORT		
Method - N/A		ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination	on _.	А	irport Da			
Wind Dir/Speed- VARIABLE	LOCAL			MENDOTA		- 32	
Visibility - 30.0 SM	ATC/Airspac	20			Lth/Wid		50
Cloud Conditions(1st) - UNK/NR		light Plan - NONE			Surface		30
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE				- DRY	
Obstructions to Vision- NONE		oach Flown - VISUAL FL	JLL CIRCUI		•		
Precipitation - NONE	71.						
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 26	Medical Ce				AIVERS/LIM	IT
	Biennial Flight			Time (Ho			_
STUDENT	Current	- N/A Total		16		4 Hrs -	2
	Months Sind		lode1 -	16	Last 3	Days- UN	
	Aircraft Ty	/pe - N/A Instru	ıment-	0	Last 9	U Days-	16
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED HE WAS LOOKING OUT THE LEFT W FIELD.	INDOW FOR THE	TAXIWAY WHEN THE AIRCRA	AFT RAN OF	F THE RUN	WAY INTO	A	

A/C Reg. No. N8760U

Time (Lc1) - 1330 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

4/05/82

- IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

MENDOTA, CA

4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - SOFT

File No. - 128

----Probable Cause----

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

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

File No 80 1/27/82 BROOM	MFIELD,CO	A/C Reg. No.	. N5754T	1	Time (Lcl)	- 1230 MS	r
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag	ge	Fatal	Inju Serious	uries Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	AL - SOLO	Fire NONE	Crew Pass Other	0 0 0	0 0 0	0 0	1 0 0
Aircraft Information							
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Mod Number Engil Engine Type Rated Power	- RECIPROCA	ATING-CARBURET	Sta1	Installed/ Il Warning ther Radar	System - \	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR	Itinerary Last Departu SAME AS AC			Airport ON AIF	Proximity RPORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/015 KTS Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace Type of Fligh Type of Clean	ht Plan - NONE rance - NONE h Flown - NONE	А	Runway Runway Runway	RSON COUNTY / Ident / Lth/Wid / Surface	- 29 - 7500 -l	JNK/NR
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 34 Biennial Flight Re		al Certificate	- VALID		O WAIVERS	/LIMIT
STUDENT		- N/A To - N/A Ma	otal - ake/Model- nstrument-	53	Last 2 Last 3	24 Hrs - 30 Days- UN 30 Days-	3 NK/NR 10
Instrument Rating(s) - NONE							
Narrative RIOR TO LANDING, THE PILOT MONITORED THE ATI N FINAL APPROACH FOR LANDING, HE HEARD A RAC HILE LANDING, HE THOUGHT THE RIGHT TIRE BLEV ARKING AREA, AND MADE A SERIES OF RIGHT AND REA, HE FELT THE TAIL BEING LIFTED BY THE WI HE PLANE TIPPED OVER ON ITS NOSE AND RIGHT W	DIO TRANSMISSION STA 7 OUT. HOWEVER, HE C 1 LEFT TURNS WHILE TA 1 ND. HE TRIED TO TUR	TING THAT THE V LEARED THE RUNV KIING. AFTER TU	VIND WAS GUSTI VAY, GOT CLEAR JRNING INTO A	NG TO 30 ANCE TO LANE IN) KNOTS. TAXI TO A THE PARKIN		

File No. - 80 1/27/82 BROOMFIELD,CO A/C Reg. No. N5754T Time (Lc1) - 1230 MST

Occurrence

NOSE DOWN

Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. WEATHER CONDITION GUSTS
- 3. WEATHER CONDITION HIGH WIND
- 4. PROPER ASSISTANCE NOT OBTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GEN		t Damage		Injur		
Type of Openation -DEDCONAL	SUBSTA		Fata1 O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAKEOFF	NONE	Other	•	ő	ŏ	Ö
Aircraft Information						
Make/Model - PIPER PA-22	Eng Make/Model - Ly			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Sta	Il Warning S	ystem -	UNK/NR
Max Gross Wt - 1840 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBURE 150 HP	TUR Wear	ner kadar -	NU	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF		:	ON AIR	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL		-	NIMAS COUNTY		
Wind Dir/Speed- 190/005 KTS	.== /				21	
Visibility - 60.0 SM	ATC/Airspace			/ Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			/ Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	/ Status -	UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown	- NUNE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						4
Pilot-In-Command	Age - 47	Medical Certificat			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F			
PRIVATE	Current - YES	Total -	-		Hrs - U	
	Months Since - 15 Aircraft Type - UNK/NR	Make/Model-	25 14 /ND		Days- U	
SE LAND		≀ Instrument- UN		Last 90	uays- u	NK/NK
SE LAND	ATT CLATE Type ONE, NO	Multi-Eng - UN	K/NR	Rotorcr	aft - U	NK/NR

File No 7	9 1/31/82	TRINIDAD, CO	A/C Reg. No.	N3921P	Time (Lc1) - 1330 MST	
Occurrence #1 Phase of Operation						
Finding(s) 1. DIRECTIONAL CONT 2. GROUND LOOP/SWER		ED - PILOT IN COMMAND	ND			
Occurrence #2 Phase of Operation	_	ON WITH TERRAIN				
Finding(s) 3. ABORTED TAKEOFF 4. TERRAIN CONDITIO 5. TERRAIN CONDITIO	N - HIGH VEGETATIO					
Occurrence #3 Phase of Operation	NOSE OVER TAKEOFF					
Probable Cause	-					
The National Transporis/are finding(s) 1	tation Safety Boar	d determines that t	ne Probable Cause(s)	of this acci	dent	

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [F-4-1		urte		None
Type of Operation -PERSONAL		SUBSTANT: Fire	IAL	Crew	Fatal O	Serious 0	5	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	Ö		Ö	Ö
Accident Occurred During -LANDING		HONE		Other	ŏ	ŏ		ŏ	ŏ
Aircraft Information									
Make/Model - CESSNA 177RG	Eng Make/Mo		MING 10-360	-A1B6		Installed			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi					1 Warning			ES
Max Gross Wt - 2800	Engine Type		P - FUEL IN	JECTED	Weat	ner Radar	· - N	10	
No. of Seats - 4	Rated Power	- 20	00 HP						
Environment/Operations Information									
Weather Data	Itinerary				Airport				
Wx Briefing - NO RECORD OF BRIEFING					OFF AI	RPORT/STR	HP.		
Method - N/A	FT. MORGAN	,00			D	_ 4 _			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			μ	dirport D	ata			
Wind Dir/Speed- UNK/NR	LUCAL				Bunway	Ident	- N	/A	
Visibility - 50.0 SM	ATC/Airspace					Lth/Wid		•	
Cloud Conditions(1st) - NONE	Type of Flig	h+ Dlan - I	NONE			Surface	- N		
Cloud Conditions(2nd) - NONE	Type of Clea					Status	- N	* .	
Obstructions to Vision- NONE	Type Approac				Karmay	314145	•••	, -	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 33		edical Cert				NO W	AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re				: Time (H	•			
PRIVATE		- YES	Tota1		542	Last			0
SE LAND	Months Since		Make/Mode		151	Last		-	0
	Aircraft Type	- UNK/NR	Instrume	nt-	0	Last	90 D	ays-	0
Instrument Rating(s) - NONE									
Narrative									
RDER TO SLOW THE AIRCRAFT DOWN DURING FLI									
THE PILOT STATED HE HEARD A "POP SOUND" DIRT ROAD. DURING THE APPROACH THE FLAPS								G	

File No	49 2/17/82	7 MILES N. OF SNYDER,	CO A/C Reg. No. N33NF	Time (Lcl) - 1745 MST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL				
•		D - PILOT IN COMMAND AINED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation		ISION WITH OBJECT E/TOUCHDOWN			
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

File No 47 3/12/82 BR00	MFIELD,CO	A/C Reg	. No. N733DU		Time (Lc1)	- 1545 MS1	Г
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft			Inju		
Type of Operation -INSTRUCTION	IAI DUAI	SUBSTANT		Fatal O	Serious	Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	IAL - DUAL	Fire NONE	Crew Pass	_	0	0	2
Accident Occurred During -TAXI		NONE	0the	_	ŏ	Ö	ő
-Aircraft Information							
Make/Model - CESSNA 172			MING 0-320-H2AD		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			11 Warning		/ES
Max Gross Wt - 2550			PROCATING-CARBUR	ETOR Wea	ther Radar	- NO	
No. of Seats - 4	Rated P	ower - 1	45 HP 				
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		arture Point		ON AIR	RPORT		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati	on		Airport			
Basic Weather - VMC Wind Dir/Speed- 290/020 KTS	LOCAL				RSON COUNTY / Ident	20	
Visibility - 12.0 SM	ATC/Airspa	00			/ Lth/Wid	- 29 - 4000/	60
Cloud Conditions(1st) - UNK/NR		Flight Plan -	MONE			- ASPHALT	80
Cloud Conditions(2nd) - UNK/NR		Clearance -				- DRY	
Obstructions to Vision- NONE			VISUAL FULL CIRC		o ta tab	D.C.	
Precipitation - NONE	. yes wee		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 21	M	edical Certifica	te - VALI	MEDICAL-N	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	F1igi	ht Time (H	lours)		
COMMERCIAL, CFI	Current	- YES	Total -	524	Last 2	4 Hrs -	2
SE LAND	Months Sin		Make/Model-	425	Last 3	Days- UN	NK/NR
	Aircraft T	ype - UNK/NR	Instrument- Multi-Eng -	49 23	Last 9	Days-	31
Instrument Rating(s) - AIRPLANE							
-Narrative							
ER LANDING THE AIRCRAFT WAS TAXIING TO TH R ON ITS BACK. WIND WAS GUSTING OVER 40 K		ST OF WIND LIF	TED THE LEFT WIN	G UP AND 1	IPPED THE	CESSNA	

3/12/82 BROOMFIELD, CO A/C Reg. No. N733DU File No. - 47 Time (Lc1) - 1545 MST ON GROUND ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - UNFAVORABLE WIND Occurrence #2 NOSE OVER Phase of Operation TAXI - FROM LANDING Finding(s) 4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND(CFI) ----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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	age		Inju	ries	
	•	SUBSTANTIAL		Fatal	Serious		None
Type of Operation ~INSTRUCTIONA	L - DUAL	Fire	Crew	О	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	o	0
Accident Occurred During -LANDING			Other	Ö		0	0
Aircraft Information							
Make/Model - CESSNA 152		e/Model - LYCOMING					d - YES/YE
Landing Gear - TRICYCLE-FIXED	Number E	ingines - 1		Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 1670		ype - RECIPRO		TOR Weat	her Radar	- UNK/NR	
No. of Seats - 2	Rated Po	ower - 115 H	1P ·				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depa BRIDGEP	rture Point		ON AIR	PURI		
Completeness - N/A	Destination			Airport Da	a + a		
Basic Weather - VMC	LOCAL	,, , , , , , , , , , , , , , , , , , ,		ANSONI			
Wind Dir/Speed- 350/010 KTS	LOOME					- 35	
Visibility - 20.0 SM	ATC/Airspac	e			Lth/Wid	- 1723/	250
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status	- SNOW -	DRY
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE					
Precipitation - UNK/NR							
Condition of Light - DAYLIGHT							
Personnel Information	1	M = -1.1	1 . 0	- 441.75	MEDICAL	0 447750	C /: TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Biennial Flight	Review	al Certificat; Fligh	t Time (H	ours)		
COMMERCIAL, CFI		- YES 1	otal - Make/Model- Instrument-	574	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Sinc	e - 13 M	lake/Mode1-	217	Last 3	O Days-	UNK/NR
	Aircraft Ty	pe - UNK/NR	instrument-	68	Last 9	O Days-	162
		N	lulti-Eng -	1			
Instrument Rating(s) - AIRPLANE							
Nonetive							
Narrative R DEPARTURE FROM BRIDGEPORT ON A LOCAL IN	STOUCTIONAL FLIC	LIT IT WAS DECIDE	OMALA TAND	TNG WOLLD	RE MADE		
THE ANSONIA AIRPORT. THE INSTRUCTOR REPORT							

1/27/82 ANSONIA, CT A/C Reg. No. N4918H Time (Lc1) - 0930 EST File No. - 192 NOSE GEAR COLLAPSED Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND(CFI) 3. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #2 NOSE OVER LANDING - ROLL Phase of Operation ----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

Minor None 1 0 2 0 0 0 Activated - YES/NO System - UNK/NR - NO
Minor None 1 0 2 0 0 0
2 0 0 0 Activated - YES/ND System - UNK/NR - NO
O O Activated - YES/NO System - UNK/NR - NO
Activated - YES/NO System - UNK/NR - NO
System - UNK/NR - NO
System - UNK/NR - NO
- NO
- NO
L - 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 07 - 8000/ 150
- 8000/ 150
ASFINE
- UNK/NR
- Olak / lak
O WAIVERS/LIMIT
0 WALTERO, CLIMIT
4 Hrs - 3
U Days- 21
O WAIVERS/U 4 Hrs - O Days- UNM O Days-

File No. - 135 1/01/82 JACKSONVILLE.FL A/C Reg. No. N3906K Time (Lc1) - 1950 EST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - FAILURE, PARTIAL 2. ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - FOG 5. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND 6. WEATHER CONDITION - BELOW APPROACH MINIMUMS 7. WEATHER CONDITION - LOW CEILING 8. OBJECT - TREE(S)

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

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

----Probable Cause----

File No 153 1/02/82	MIAMI,FL	A/C Reg. No. N	23BS	Time (Lc1) - 16	07 EST
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Injuries	
		SUBSTANTIAL	Fatal	•	linor None
Type of Operation -PERSO		Fire	Crew O	•	0 1
Flight Conducted Under -14 CF		NONE	Pass 0	•	0 1
Accident Occurred During -LANDI	NG 		Other O		0 0
-Aircraft Information					
Make/Model - SMITH WCS-222 (B		lode1 - FRANKLIN 0-3		T Installed/Acti	
Landing Gear - SKID	Number Eng	ines - 1	St	all Warning Syst	em - NO
Max Gross Wt - 2350	Engine Typ	e - RECIPROCATII	NG-CARBURETOR We	eather Radar - NO)
No. of Seats - 2	Rated Powe	r - 200 HP			
Environment/Operations Information					
Weather Data Wx Briefing - FSS	Itinerary		Airpor	t Proximity	
Wx Briefing - FSS	Last Depart	ure Point	OFF	AIRPORT/STRIP	
Method - UNK/NR	SAME AS A				
Completeness - UNK/NR	Destination		Airport	: Data	
Basic Weather - VMC	LOCAL		•		
Wind Dir/Speed- 100/008 KTS			Runw	ay Ident - N/	Ά
Visibility - 7.0 SM	ATC/Airspace			ay Lth/Wid - N/	'A
Cloud Conditions(1st) - 2500		ght Plan - NONE		ay Surface - N/	
Cloud Conditions(2nd) - UNK/NR	Type of Cle	arance - NONE	•	ay Status - N/	
Obstructions to Vision- NONE	Type Approa	ch Flown - NONE	Karin	ay status 14,	
Precipitation - NONE	Type Approa	CIT TOWN NOISE			
Condition of Light - DAYLIG	JT.				
	···				
Personnel Information					
Pilot-In-Command	Age - 33		Certificate - VAL		IVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview - YES Tota	Flight Time	(Hours)	
ATP	Current	- YES Tota	1 - 8011	Last 24 Hr	s - 1
	Months Since	- 4 Make	/Model- 1	Last 30 Da	ys- UNK/NR
HELICOPTER	Aircraft Type	- 4 Make, - UNK/NR Insti	rument- 2796	Last 90 Da	ys- 6
	•	Mu1t	i-Eng - 6575	Rotorcraft	- 1211
Instrument Rating(s) - AIRP	LANE				
Narrative					
RING FLIGHT, THE ENGINE LOST POWER A	ND FIRE ERUPTED ON THE EN	GINE COMPARTMENT.	SUBSEQUENTLY. THE	ENGINE	
IVEN HYDRAULIC BOOST FOR THE FLIGHT					
EA. DURING HIS FORCED LANDING, HE WA	S FORCED TO DIVERT TO A S	ECOND LANDING SITE	WITH A CROSSWIND	TO AVOID	
RSONNEL AND OBSTRUCTIONS. THE WIND W	AS GUSTING TO 12 KNOTS D	URING TOUCHDOWN. TH	HE MAIN ROTOR BLA	DES FLEXED	
WNWARD AND SEVERED THE TAIL BOOM. TH					
EANER, BUT WAS EXTINGUISHED WITHOUT					
NNECTING ROD ASSEMBLY HAD FAILED.	ONTILE DAMAGE TO THE ATK	ORALI. MIN TIMESITE	TION REVEALED IT	101 6	
MINECITING KOD ASSEMBLT HAD FAILED.					

File No. - 153 1/02/82 MIAMI,FL A/C Reg. No. N23BS Time (Lc1) - 1607 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FIRE Phase of Operation CRUISE - NORMAL Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 2. ROTORCRAFT FLIGHT CONTROL SYSTEM - INOPERATIVE Occurrence #4 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #5 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. WEATHER CONDITION - CROSSWIND 5. WEATHER CONDITION - UNFAVORABLE WIND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

No. N94252	T :	ime (Lc1) -	UNK/NR	
nage	Fatal	Injur Serious		None
Crew	0	0	1	0
Pass	ŏ	ŏ	Ó	1
Other	Ō	Ó	Ō	0
ENTAL IO-520L		Installed/A		
		1 Warning S		ES
- FUEL INJECTED	Weath	her Radar -	· NO	
HP				
		Proximity		
	OFF AIR	RPORT/STRIP	•	
A	irport Da	ata		
			· N/A	
	•	Lth/Wid -	•	
NE .			N/A	
NE .	Runway	Status -	· N/A	
NE				
	WAL TO	MEDICAL NO	NATUEDO /	
ical Certificate	Time (Ho		MAINERS/	LIMII
	755	Last 24	l Une -	4
Make/Model-		Last 30		•
Instrument-		Last 90		50
Multi-Eng -		Last 90	, Days-	30
Multi-Eng -	130			
TS MADE TO REST	ORE POWER	R ON THE EN	IGINE	
3	PTS MADE TO REST BORDERED WITH MA	PTS MADE TO RESTORE POWER BORDERED WITH MANGROVE TO	PTS MADE TO RESTORE POWER ON THE ENBORDERED WITH MANGROVE TREES. EXAMI	D REDUCE POWER IN PREPARATION FOR THE PTS MADE TO RESTORE POWER ON THE ENGINE BORDERED WITH MANGROVE TREES. EXAMINATION URE.

File No 14	1 1/03/82 COCOA,FL	A/C Reg. No. N94252	Time (Lc1) - UNK/NR
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT - NORMAL		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - TREE(S)			
Probable Cause			
The National Transpor is/are finding(s) 1	tation Safety Board determines that the	Probable Cause(s) of this acci	dent

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

-Basic Information Type Operating Certific Type of Operation	ate-NONE (GENERA								
Type of Operation		AL AVIATION)				Injuries			
Type of Operation			DESTROYED		Fatal		Minor	None	
	-OTHER		Fire	Crew	-	2	0	0	
Flight Conducted Under			ON GROUND	Pass	-	0	0	0	
Accident Occurred Durin	g -APPROACH			Other	0		0	0	
-Aircraft Information									
Make/Model - PIPER P				NG 0-540-A1D5		Installed/A			
Landing Gear - TRICYCL	E-RETRACTABLE				Stai	1 Warning S	ystem -	YES	
Max Gross Wt - 5200		Engine Typ	oe - RECIPR	OCATING-CARBURE	TOR Weat	her Radar -	· NO		
No. of Seats - 6		Rated Powe	er - 250) HP					
-Environment/Operations In	formation								
Weather Data	Itinerary			Airport Proximity					
Wx Briefing - UNK/N	Last Depart	ture Point		ON AIR	RSTRIP				
: Method - UNK/N	R	UNK/NR							
Completeness - UNK/NR		Destination			Airport D	ata			
Basic Weather - UNK/N	UNK/NR				DAVIS				
Wind Dir/Speed- UNK/N							UNK/NR		
Visibility - UNK/N		ATC/Airspace				Lth/Wid -			
Cloud Conditions(1st)			ight Plan - NO	NF		Surface -			
Cloud Conditions(2nd)			earance - NO				UNK/NR		
Obstructions to Visio			ach Flown - UN			• • • • • • • • • • • • • • • • • • • •	- · · · · · · · · · · · · · · · · · · ·		
	- UNK/NR	, ypo App. oc		,					
Condition of Light	= · · · · ·								
Personnel Information									
Pilot-In-Command		Age - UNK/NR		lical Certificat					
Certificate(s)/Rating(s)	Biennial Flight F			nt Time (F	•			
UNK/NR		Current	- UNK/NR	Total - UN			Hrs - U		
		Months Since		Make/Model - U			Days- U		
		Aircraft Type	e - UNK/NR	Instrument- UM			Days- U		
				Multi-Eng - Ur	NK/NK	Rotorcr	aft - U	NK/NR	
Instrument Rating(s) - UNK/NR								
Instrument Rating(s		AIPCPART Type		Multi-Eng - UN	NK/NR	Rotorcr	aft - U		

File No. - 152 1/10/82 OKEECHOBEE, FL A/C Reg. No. N567V Time (Lc1) - UNK/NR

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - NIGHT

2. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

File No 147 1/13/82 MONT	ICELLO,FL	A/C Reg. No.	N28607	Time (Lc1) - 1400	EST
Basic Information Type Operating Certificate-NONE (GENER		Vircraft Damage			Injuries	
		DESTROYED			ious Mir	
Type of Operation -PERSONAL		ire	Crew	0		0 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	-	0 0
Accident Occurred During -LANDING			Other	0	0	0 0
Aircraft Information						
Make/Model - GRUMMAN AA5B	Eng Make/Mode	1 - LYCOMING O	-360-A4K	FLT Insta	11ed/Activa	ited - YES/YES
Landing Gear - TRICYCLE-FIXED		es - 1			ning System	
Max Gross Wt - 2200		- RECIPROCAT				
No. of Seats - 4	Rated Power					
Environment/Operations Information						
Weather Data	Itinerary		Δ.	irport Proxi	mitv	
Wx Briefing - BRFG RCVD, SOURCE UN		Point		OFF AIRPORT		
Method - RADIO	HOLLYWOOD, FI			OII AIM OM	, 511121	
Completeness - UNK/NR	Destination	-	Δiı	rport Data		
Basic Weather - VMC	TALLAHASSEE	FI	7.1	por t bata		
Wind Dir/Speed- UNK/NR	1712271710022			Runway Iden	t - N/A	
Visibility - 4.0 SM	ATC/Airspace			Runway Lth/		
Cloud Conditions(1st) - 800 FT SCA		Plan - VFP		Runway Surf		
Cloud Conditions(2nd) - 1800 FT OVE	RCAST Type of Clears	nce - NONE		Runway Stat		
Obstructions to Vision- UNK/NR	Type Approach			Karmay Stat	45 14/ A	
Precipitation - NONE	Type App. Gas					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55	Medical	Certificate -	- VALID MEDI	CAL-WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi	ew	Flight 1	Time (Hours)		
PRIVATE	Current -	YES Total	al - 45	51 L	ast 24 Hrs	- 7
SE LAND	Months Since -	15 Mak	e/Model-	57 L	ast 30 Days	:- UNK/NR
	Biennial Flight Rev Current - Months Since - Aircraft Type -	C-206 Ins	trument-	16 L	ast 90 Days	:- 45
Instrument Rating(s) - NONE						
Narrative						
AFTER BEING DENIED A SPECIAL VFR CLEARANCE T						
PLAN TO TALLAHASSEE AND FLY TO NEW ORLEANS.						
AND TUNED IN THE GULFPORT VOR (109.0 MHZ). A						
OBS NOW READ OOS DEGREES AND 75 MILES DME. A						
FLYING UNTIL FUEL EXHAUSTION. THE AIRCRAFT O						
AND IS LOCATED 226 MILES EAST OF THE GULFPOR	T VOR. THE WRECKAGE WA	S FOUND ABOUT	10 MILES FROM	THE GREENVI	LLE VOR	
STATION.						

1/13/82 File No. - 147 MONTICELLO, FL A/C Reg. No. N28607 Time (Lc1) - 1400 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	er Engines - 1 ne Type - REC d Power	TIAL Cre Pas Oth TINENTAL 0-300D	s O er O ELT Stal	1 Warning ther Radar	Minor 0 0 0 Activated System -	None 1 1 0 I - YES-UNK/ UNK/NR
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 172 Eng M Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	Fire NONE Make/Model - CON er Engines - 1 ne Type - REC d Power - Ty Departure Point	Cre Pas Oth TINENTAL 0-300D IPROCATING-CARBU	w Os	0 0 0 Installed/ 1 Warning ther Radar	0 0 0 Activated System -	1 1 0
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 172 Eng M Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	Make/Model - CON er Engines - 1 ne Type - REC d Power	Oth TINENTAL 0-300D IPROCATING-CARBU	ELT Stal RETOR Weat	O Installed/ I Warning ther Radar	O Activated System -	0
-Aircraft Information Make/Model - CESSNA 172 Eng M Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	er Engines - 1 ne Type - REC d Power	TINENTAL 0-300D	ELT Stal RETOR Weat	Installed/ I Warning ther Radar	 Activated System -	I - YES-UNK,
Make/Model - CESSNA 172 Eng M Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	er Engines - 1 ne Type - REC d Power	IPROCATING-CARBU	Stal	1 Warning ther Radar	System -	
Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Research Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	er Engines - 1 ne Type - REC d Power	IPROCATING-CARBU	Stal	1 Warning ther Radar	System -	
Max Gross Wt - 2300 Engin No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	ne Type - REC d Power - 	IPROCATING-CARBU	RETOR Weat	her Radar		UNK/NR
No. of Seats - 4 Rated	d Power -				- UNK/NR 	
Environment/Operations Information Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	ry Departure Point	160 HP	Airport	Proximity		
Weather Data Itinerar Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	eparture Point		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Last D Method - N/A WARW Completeness - N/A Destina	eparture Point		Airport	Proximity		
Method - N/A WARW Completeness - N/A Destina						
Completeness - N/A Destina			ON AIR	STRIP		
			Admmand D			
	NE.FL		Airport D	rata ! FARMS		
Basic Weather - VMC MALO Wind Dir/Speed- 010/002 KTS	INC, FL				- 36	
Visibility - 15.0 SM ATC/Airs	enace			Lth/Wid		LINK /ND
	of Flight Plan -	NONE			- GRASS/T	
	of Clearance -				- SOFT	ON
	Approach Flown -			o tu tub	55	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age - 35		Medical Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s) Biennial Fli			ght Time (H			
COMMERCIAL Current		Total -	3619	Last 2	4 Hrs -	0
	Since - 24	Make/Mode1-	300	Last 2- Last 30 Last 90	0 Days- U	NK/NR
Aircraft	: Type - UNK/NR	Instrument-		Last 9	O Days-	55
		Multi-Eng -	492			
Instrument Rating(s) - AIRPLANE						
-Narrative			 			
PILOT ELECTED TO LAND ON A RUNWAY WITH 800 FEET OF HAR	O SOD AND 2700	FFFT OF SOFT DID	THE ATEC	RAFT NOSED		

File No. - 150 1/15/82 MALONE,FL A/C Reg. No. N5559T Time (Lc1) - 1430 EST

Occurrence NO: Phase of Operation LAI

NOSE OVER LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information	(,	
Type Operating Certificate-NO	NE (GENERAL AVIATION	i) Aircrafí SUBSTAI	t Damage	Fatal	Injur Serious		None
Type of Operation -PE	RSONAL	Fire		ew 1	0	0	0
Flight Conducted Under -14		NONE	Pa		Ŏ	Ö	1
Accident Occurred During -LA	NDING		Ot	her O	0	0	0
Aircraft Information							
Make/Model - CESSNA 210		ng Make/Model - COI			Installed/A		
Landing Gear - TRICYCLE-RETR		ımber Engines - 1			11 Warning S		ES
Max Gross Wt - 3400		ngine Type - REG		TED Wea	ther Radar -	· NO	
No. of Seats - 6	Ra	ited Power -	285 HP				
Environment/Operations Informat				A 4 mm c == 4	Dogwanda		
Weather Data Wx Briefing - FSS		erary		•	Proximity	,	
Method - TELEPHONE	Las	t Departure Point T. PIERCE.FL		UPP A	IRPORT/STRIP		
Completeness - UNK/NR		ination		Airport	Data		
Basic Weather - VMC		RLANDO.FL		HERND			
Wind Dir/Speed- CALM		, , , , , , , , , , , , , , , , , , ,				- 25	
Visibility - 12.0 SM	ATC/A	irspace			v Lth/Wid -		150
Cloud Conditions(1st) - NON		e of Flight Plan	- NONE		y Surface -		
Cloud Conditions(2nd) - NON		e of Clearance			y Status -		
Obstructions to Vision- NON	E Tyr	e Approach Flown	- NONE		•		
Precipitation - UNK	/NR						
Condition of Light - NIG	HT (DARK)						
Personnel Information						_	
Pilot-In-Command	Age -		Medical Certific			\L	
Certificate(s)/Rating(s) COMMERCIAL		Flight Review ent - YES	Total -	ight Time (Hours) Last 24	Une - UN	v /ND
SE LAND, ME LAND		sit - 15 is Since - 15	Make/Model-	304 41	Last 24	Dave- UN	K/NK K/ND
SE LAND, ME LAND		aft Type - CESSNA	Tostrument-	4 '	last 90	Days UN	K/ND
	A II CI	art Type - CESSINA	Multi-Eng -	18	Rotorce	aft - UN	K/NR
Instrument Rating(s) - A	IRPLANE						
Instrument Rating(s) - A			Make/Model- Instrument- Multi-Eng -	18	Rotorcr	aft - UN	K/NR K/NR

File No. - 129 1/20/82 ORLANDO, FL A/C Reg. No. N3318S Time (Lc1) - 2115 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. REFUELING - NOT PERFORMED - PILOT IN COMMAND 2. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND. 5. FLUID, FUEL - STARVATION Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft SUBSTANI			Fatal	Injur Serious	Minor	None
Type of Operation -INSTRUCTIO	NAL - DUAL	Fire	ITAL	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NAC DOAL	NONE		Pass	Ö	ŏ	ő	ō
Accident Occurred During -LANDING		NONE		Other	ŏ	ŏ	ŏ	ŏ
Aircraft Information								
Make/Model - PIPER PA-28-161		e/Model - LYC0	DMING 0-320			Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1				1 Warning S		/ES
Max Gross Wt - 2325		Type - RECI		ARBURET	OR Weat	her Radar -	NO	
No. of Seats - 4	Rated P	ower - '	161 HP 					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A		arture Point A BEACH,FL			ON AIR	PURI		
Completeness - N/A	Destinati			٨	irport Da	a+a		
Basic Weather - VMC	LOCAL	OH		~		MUNICIPAL		
Wind Dir/Speed- 180/019 KTS	LOCAL					· · · · · · · · · · · · · · · · · · ·	18	
Visibility - 15.0 SM	ATC/Airspa	ce				Lth/Wid -		200
Cloud Conditions(1st) - 2700 FT BR		Flight Plan -	NONE			Surface -		
Cloud Conditions(2nd) - 25000 FT BR		Clearance -					DRY	
Obstructions to Vision- NONE		roach Flown -	NONE		•			
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information		_						
Pilot-In-Command			Medical Cert				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh		7-4-3		Time (H			
COMMERCIAL, CFI	Current	- YES ce - 1	Total Make/Mod		326 50	Last 24 Last 30	Hrs -	1 .w/ND
SE LAND, ME LAND		ype - UNK/NR	Instrume		50 55	Last 30	Days- Ur Days-	75
	Aircraft	ype - UNK/NK	Multi-En		23	Last st	Days	73
			Marci En	9	20			
Instrument Rating(s) - AIRPLANE								
Narrative								

1/31/82 File No. - 139 DELAND, FL A/C Reg. No. N21481 Time (Lc1) - 1230 EST Occurrence #1 UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation Finding(s) 1. DISTANCE - MISJUDGED - DUAL STUDENT, 2. AIRSPEED - MISJUDGED - DUAL STUDENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN 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) 1,2,3

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Da	maga		Intu	ries	
Type operating our till loate home (deliter)	AL AVIATION,	SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	. 0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 152		del - LYCOMI				Activated	
Landing Gear - TRICYCLE-FIXED		nes - 1				System - Y	ES
Max Gross Wt - 1675	Engine Type		DCATING-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Power	- 110	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS AC Destination	C/INC		4.4mman4 D	-4-		
Basic Weather - VMC	LOCAL			Airport D WEST P			
Wind Dir/Speed- 170/014 KTS	LOCAL					- 08	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		50
Cloud Conditions(1st) - 25000 FT SCAT	TTERED Type of Flig	ht Plan - NO	NE ·		Surface		
Cloud Conditions(2nd) - NONE	Type of Clea	rance - NO	NE			- DRY	
Obstructions to Vision- NONE	Type Approac	h Flown - VI	SUAL STRAIGHT-II	N			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information				•			
Pilot-In-Command	Age - 53		ical Certificat			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re	view		t Time (H			
PRIVATE SE LAND	Current	- UNK/NR	Total -	402		4 Hrs -	1 V /ND
SC LAND	Months Since Aircraft Type		Make/Model- Instrument-	14	Last 3	O Days- UN O Days-	
	An Crart Type	OIAK/ IAK	Tris trailerr	77	Lasts	O Days	7
Instrument Rating(s) - NONE							
-Nemetive							
-Narrative : PILOT ELECTED TO LAND ON RUNWAY 080 WITH					•		

File No 1	44 1/31/82	NEW PORT RICHEY, FL	A/C Reg. No. N5406M	Time (Lc1) - 1140 EST
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Finding(s) 1. WEATHER CONDITION 2. WEATHER CONDITION 3. JUDGEMENT - PORTION	DN - GUSTS	IMAND		
Occurrence #2 Phase of Operation		- ON GROUND		
		E - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITION		-		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAP LANDING - ROLL	SED		
Finding(s) 7. LANDING GEAR,NO	SE GEAR - OVERLOAD) 	· · · · · · · · · · · · · · · · · · ·	
Occurrence #5 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transports/are finding(s) 3	rtation Safety Boa	rd determines that the P	robable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is	/are finding(s) 1,2,4,5,0	6	

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	amage		Injur	ies	
	·	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28	Eng Make,	/Model - LYCOM	NG 0-320-D3G	ELT I	installed/A	ctivated	- UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - İ		Stall	Warning S	ystem - Y	ES
Max Gross Wt - 2750	Engine Ty	/pe - RECIP	ROCATING-CARBURE	TOR Weath	er Radar -	NO	
No. of Seats - 4	Rated Pov	ver - 16() HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depar	rture Point		OFF AIR	PORT/STRIP		
Method - N/A	CROOKED	ISLAND, BH					
Completeness - N/A	Destination	٠		Airport Da	ita		
Basic Weather - VMC	FT. PIEF	RCE,FL					
Wind Dir/Speed- 070/012 KTS						N/A	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 2500 FT BR		light Plan - NO				N/A	
Cloud Conditions(2nd) - NONE		learance - NO		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Appro	pach Flown - NO	NE				
Precipitation - NONE							
Condition of Light - UNK/NR							
Personnel Information							
Pilot-In-Command	Age - 52		lical Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			
PRIVATE	Current	- UNK/NR	Total - UNI			Hrs - UN	
SE LAND	Months Since		Make/Model - UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Typ	be - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	K/NR
			Multi-Eng - UN	K/NR	ROTORCE	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							

Narrative	0400 LIEADD NAGOGU	ANNOUNCE ON TO		WAS 400 N	TIEC COUTU		
BOUT 1216 THE PILOT OF A CESSNA 402, NG IMINI AND HAD 15 MINUTES OF FÜEL REMAIN							
HE WAS GOING IN AND HE IMMEDIATELY HEA							
ER THAT HE SAW A BROWN LIFE RAFT WITH T							
HE WRECKAGE OR THE OCCUPANTS. THE SEARC						D	
THE WILDRAGE OR THE OCCUPANTS. THE SEARC	DARD.	2/ 10/02. UN 2/	10/02 M LIIC KA	. ##31160	ASIONE NEW		

2/05/82 120 NM SSE OF MIAMI.FL A/C Req. No. N1306H Time (Lc1) - 1230 EST File No. - 143 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 DITCHING LANDING - FLARE/TOUCHDOWN Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

.

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Inj	uries	
		SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	. 0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	0	2
Accident Occurred During -TAKEOFF			Othe	r 0	0	0	0
ircraft Information							
Make/Mode1 - HOWARD 500		Model - WRIGHT				/Activated	
Landing Gear - TAILWHEEL-ALL RETRAC1				Stal	1 Warning	System - l	JNK/NR
Max Gross Wt - 17500			OCATING-CARBUR	ETOR Weat	her Radar	- UNK/NR	
No. of Seats - 17	Rated Pov	er - 900	HP				
invironment/Operations Information							
leather Data	Itinerary		-	Airport	Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		ON AIR	PORT		
Method - UNK/NR	SAME AS						
Completeness - UNK/NR	Destination	•		Airport D			
Basic Weather - VMC	LOCAL				UDERDALE		
Wind Dir/Speed- 150/013 KTS	_	•			/ Ident	- 09	
Visibility - 10.0 SM	ATC/Airspace					- 8054/	150
Cloud Conditions(1st) - NONE		ight Plan - NO				- MACADAM	
Cloud Conditions(2nd) - NONE		earance - TO		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appro	ach Flown - No	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 32		ical Certifica			NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (F			_
COMMERCIAL	Current	- YES	Total -			24 Hrs -	0
SE LAND, ME LAND	Months Since		Make/Model-			30 Days- U	•
	Aircraft Typ	e - UNK/NR	Instrument-		Last	90 Days-	55
			Multi-Eng -	605			
Instrument Rating(s) - AIRPLANE							
							·

File No. - 145 2/12/82 FT. LAUDERDALE, FL A/C Reg. No. N1515V Time (Lc1) - 1240 EST Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNDETERMINED Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Damage			Inii	ıries	
Type operating certificate-noise (di	ENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	L	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - AERONCA 7AC		Model - CONTINENTA			Installed,		
Landing Gear - TAILWHEEL-ALL FIXE	Number E		7.110 O.A.D.D.LIDE	Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 1220 No. of Seats - 2	Engine i Rated Po	ype - RECIPROCAT wer - 65 HP	ING-CARBURE	IUR Weat	ner kadar	- NU	
NO. Of Seats - 2	Rated PC	wer - oo mr					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		ON AIR	PURI		
Method - N/A	Destinatio	ACC/INC		Ainmont D	-4-		
Completeness - N/A Basic Weather - VMC	LOCAL	ori		Airport D FERGUS			
Wind Dir/Speed- 330/020 KTS	LOCAL				Ident	- 18	
Visibility - 7.0 SM	ATC/Airspac	•			Lth/W1d		200
Cloud Conditions(1st) - 2000 FT					Surface		200
Cloud Conditions(2nd) - UNK/NR	Type of C	learance - NONE			Status	- DRY	
Obstructions to Vision- NONE		oach Flown - NONE				SOFT	
Precipitation - NONE	· · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	9		Certificat			O WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			_
ATP	Current		a1 -			24 Hrs -	0
SE LAND, ME LAND	Months Sinc		e/Mode1- trument-		Last 3	30 Days- (90 Days-	JNK/NK 104
	Aircraft ly		ti-Eng -		Last	o Days	104
		IVIQ I	CI-Eng -	1830			
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
-narrative AIRCRAFT LANDED WITH A RIGHT QUARTER:							

File No. - 146 2/13/82 PENSACOLA, FL A/C Reg. No. N82004 Time (Lc1) - 1200 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND . Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - AIRCRAFT PARKED ----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

-Basic Information Type Operating Certificate-	NONE (GENERAL AVIATION)	Aircraft Dam	age		Intu	ıries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DESTROYED	Crew	Fatal	Serious	Minor	None
Type of Operation -		Fire		0	0	0	1
Flight Conducted Under -		NONE		0	0 0 0	0	0
Accident Occurred During -			Other		·		
-Aircraft Information		•					
Make/Model - CESSNA 152	Eng	Make/Model - LYCOMIN	G 0-235-L2C	ELT			
Landing Gear - TRICYCLE-FI	XED Numb	er Engines - 1		Stal	1 Warning	System - Y	ES
Max Gross Wt - 1670		ine Type - RECIPRO		OR Weat	her Radar	- NO	
No. of Seats - 2	Rate	ed Power - 110	HP				
-Environment/Operations Inform	ation						
Weather Data	Itinera	ary			Proximity		
Wx Briefing - FSS	Last	Departure Point		ON AIR	PORT		
Method - TELEPHONE		ME AS ACC/INC					
Completeness - UNK/NR		nation	A	irport D			
Basic Weather - VMC	LOC	CAL		OPA LO			
Wind Dir/Speed- 360/020 K						- 09	
Visibility - 2.0	SM ATC/Air	space		Runway	Lth/Wid	- 3010 -UI	NK/NR
					_ '_		
Cloud Conditions(1st) -					Surface		
Cloud Conditions(1st) - Cloud Conditions(2nd) -	6000 FT OVERCAST Type	of Clearance - TOW	ER		Surface Status		
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- U	6000 FT OVERCAST Type NK/NR Type		ER				
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Ul Precipitation - R	6000 FT OVERCAST Type NK/NR Type AIN	of Clearance - TOW	ER				
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- U	6000 FT OVERCAST Type NK/NR Type AIN	of Clearance - TOW	ER				
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - R Condition of Light - D	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	ER E	Runway	Status	- WET	·
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Ul Precipitation - R Condition of Light - D	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	ER E cal Certificate	Runway	Status	- WET	 -IMIT
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - Ra Condition of Light - Da	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Ul Precipitation - R Condition of Light - D	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - Ra Condition of Light - Da	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - Ra Condition of Light - Da	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - Ra Condition of Light - Da	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - Ro Condition of Light - Do -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) -	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON	cal Certificate	Runway VALID Time (H	Status MEDICAL-N	- WET	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - R. Condition of Light - DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT Age - 2 Biennial FI Current Months Aircrai	of Clearance - TOW Approach Flown - NON 26 Medi ight Review 2 - N/A Since - N/A 2 Type - N/A	cal Certificate Flight Total - Make/Model- Instrument-	Runway - VALID Time (H 37 37 O	MEDICAL-Nours) Last 2 Last 3 Last 9	- WET O WAIVERS/I Hrs - O Days- UNI O Days-	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - R. Condition of Light - DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative LE DOING TOUCH AND GO LANDINGS	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT Age - 2 Biennial FI Current Months Aircraf	of Clearance - TOW Approach Flown - NON 26 Medi ight Review 2 - N/A Since - N/A 2 Type - N/A	cal Certificate Flight Total Make/Model- Instrument-	Runway VALID Time (H 37 37 O	MEDICAL-Nours) Last 2 Last 3 Last 9	- WET O WAIVERS/I Hrs - O Days- UNI O Days-	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Ul Precipitation - R. Condition of Light - DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative LE DOING TOUCH AND GO LANDINGS JUL STOP LANDING AND WAS TAXIII	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT Age - 2 Biennial Fi Current Months Aircraf	of Clearance - TOW Approach Flown - NON 26 Medi ight Review 2 - N/A Since - N/A 21 Type - N/A OUALL LINE APPROACHINA STRONG GUST OF WIND	cal Certificate Flight Total - Make/Model- Instrument-	Runway - VALID Time (H 37 O HE PROCE	MEDICAL-Nours) Last 2 Last 3 Last 9	- WET O WAIVERS/I O Days- UNI O Days- KE	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- UI Precipitation - R. Condition of Light - DPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative	6000 FT OVERCAST Type NK/NR Type AIN AYLIGHT	of Clearance - TOW Approach Flown - NON 26 Medi ight Review 2 - N/A Since - N/A 2 Type - N/A OUALL LINE APPROACHINA A STRONG GUST OF WIND MIAMI FLIGHT SERVICE	cal Certificate Flight Total - Make/Model- Instrument-	Runway - VALID Time (H 37 O HE PROCE TAIL OF PRIOR T	MEDICAL-Nours) Last 2 Last 3 Last 9	- WET O WAIVERS/I O Days- UNI O Days- KE	

File No. - 136

2/17/82

OPA LOCKA,FL

A/C Reg. No. N757TY

Time (Lc1) - 1215 EST

Occurrence #1
Phase of Operation

ON GROUND ENCOUNTER WITH WEATHER

TAXI - FROM LANDING

Finding(s)

1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND

2. PREFLIGHT BRIEFING SERVICE - NOT UNDERSTOOD - PILOT IN COMMAND

3. WEATHER CONDITION - HIGH WIND

4. JUDGEMENT - POOR - PILOT IN COMMAND

5. WEATHER CONDITION - GUSTS

Occurrence #2

NOSE OVER

Phase of Operation TAXI - FROM LANDING

----Probable Cause----

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

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

 Basic Information Type Operating Certificate-NONE (GENE 	RAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Q	0	0	0
Accident Occurred During -TAXI			Other	0	0	0	0
-Aircraft Information							
Make/Model - GREAT LAKES 2T1A-2		/Mode1 - LYCOMING A			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1			1 Warning		JNK/NR
Max Gross Wt - 1800		ype - RECIPROCAT	ING-CARBURE	ror Weat	her Radar	- NO	
No. of Seats - 2	Rated Po	wer - 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI	- · · · · · · · · · · · · · · · · · · ·	rture Point		ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destinatio	n ·	ı	Airport D			
Basic Weather - VMC	LOCAL			NORTH			
Wind Dir/Speed- 340/010 KTS	/					- UNK/NR	
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid		
Cloud Conditions(1st) - 3000 FT SC	ALIERED Type of F	Inght Plan - NUNE			Surface	- UNK/NK - DRY	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of C	learance - NONE		Runway	Status	- DRY	
Precipitation - NONE	Type Appr	oach Flown - NONE					
Condition of Light - DAYLIGHT							
-Personnel Information							<i>.</i>
Pilot-In-Command	Age - 32		Certificate			J WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		4 11	•
ATP, CFI	Current	= -	al - (4 Hrs -	2
SE LAND, ME LAND	Months Sinc	e - 1 Mak	e/Model- trument-	205	Last 30 Last 90	Days- Un	NK/NK
	Aircraft ly		ti-Eng -	699	Last 9	J Days-	6
			<u>-</u> g				
Instrument Rating(s) - AIRPLANE							
-Narrative							
NESSES OBSERVED THE PILOT TAXIING DOWNWI	ND AT A COLED ABOV	E NORMAL WHIEN THE A	IDCDAFT'S TA	ATE WAS S	FEN TO DATE	e e	

File No. - 138 2/18/82 PEMBROKE PINES,FL A/C Reg. No. N3667L Time (Lc1) - 1145 EST

Occurrence

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D	amage		Injui	ries	
		SUBSTANTI	AL	Fatal	Sertous	Minor	None
Type of Operation -OTHER Flight Conducted Under -14 CFR 91		Fire		rew O	0	0	1
Flight Conducted Under -14 CFR 91		NONE		ass 0		0	0
Accident Occurred During -LANDING				ther 0	0	0	0
-Aircraft Information							
Make/Model - CESSNA P206B		/Model - CONTI	NENTAL 10-520		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number E	ngines - 1		Sta	all Warning S	System -	UNK/NR
Max Gross Wt - 3300		ype - RECIP		CTED Wea	ther Radar ·	- UNK/NR	
No. of Seats - 6	Rated Po	wer - 30	O HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR		rture Point		OFF A	IRPORT/STRI	•	
Method - UNK/NR	UNK/NR						•
Completeness - UNK/NR	Destinatio	n		Airport	Data		
Basic Weather - UNK/NR	UNK/NR						
Wind Dir/Speed- UNK/NR						- N/A	
Visibility - UNK/NR	ATC/Airspac				y Lth/Wid		
Cloud Conditions(1st) - UNK/NR		light Plan - N			y Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR		learance - N oach Flown - N		Runwa	y Status ·	- N/A	
Precipitation - UNK/NR	Type Appr	bach Flown - N	IUNE			•	
Condition of Light - UNK/NR					•		
-Personnel Information Pilot-In-Command	Age - UNK/NR	Ma	dical Certifi	lcate - UNK	'ND		
Certificate(s)/Rating(s)	Biennial Flight			light Time (
UNK/NR	Current	- UNK/NR	Total '	- UNK/NR	Last 24	4 Hrs - U	NK/NR
CIAIN IAIN		e - UNK/NR		- UNK/NR	Last 30	Days- U	
	Aircraft Ty		Instrument	- UNK/NR	Last 90	Davs- U	NK/NR
		,	Multi-Eng -			raft - U	
			J	• •		•	•
Instrument Rating(s) - UNK/NR			,		·		
WRECKAGE WAS FOUND ABANDONED OFF THE SI	DE OF A NARROW POA	n nn 2/19/82	ONLY THE PILO	T'S SEAT WA	S INSTALLED	TRACES	
VARCOTICS WERE FOUND ON BOARD. THE AIRCR							

	File No 14	0 2/19/82	PEMBROKE PINES, FL	A/C Reg. No. N4721F	Time (Lc1) - UNK/NR	
-	Occurrence Phase of Operation	ON GROUND COLLISI LANDING	ON WITH TERRAIN			
	Finding(s) 1. UNSUITABLE TERRA	IN - SELECTED - PI	LOT IN COMMAND			
	Probable Cause	-				

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

<pre>-Basic Information Type Operating Certificate-N</pre>	NONE (GENERAL	AVIATION)	Aircraft Da	mage	•	Injur	ies	
	•	•	SUBSTANTIA		Fatal	Sertous	Minor	None
	THER		Fire	Crew	0	0	0	- 1
Flight Conducted Under -1			NONE	Pass	0	0	0	0
Accident Occurred During -0	OTHER			Other	0	0	0	0
Aircraft Information						_		
Make/Model - CESSNA 210A				IENTAL IO-470E		Installed/A		
Landing Gear - TRICYCLE-RET	RACTABLE		gines - 1			1 Warning S		UNK/NR
Max Gross Wt - 3000				- FUEL INJECTED	Weat	her Radar -	NO	
No. of Seats - 4		Rated Pow	∍r - 260) HP 				
Environment/Operations Informa	ation							
Weather Data Wx Briefing - UNK/NR	•	Itinerary	A	•		Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		Last Depar	ture Point		OFF AI	RPORT/STRIP		
Completeness - UNK/NR		UNK/NR Destination		,				
Basic Weather - UNK/NR		UNK/NR		•	lirport D	ala		
Wind Dir/Speed- UNK/NR		Olary lar			Punway	Ident -	N/A	
Visibility - UNK/NR		ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - UN	IK/NR		ight Plan - NO	NE		Surface -		
Cloud Conditions(2nd) - UN	IK/NR		earance - NO				N/A	
Obstructions to Vision- UN		Type Approx	ach Flown - NO	NE	·			
Precipitation - UN								
Condition of Light - UN	K/NR 							
Personnel Information								
Pilot-In-Command		ge - UNK/NR		lical Certificate				
Certificate(s)/Rating(s)	В	iennial Flight I	Review - UNK/NR		: Time (H			1111/2 / 1110
UNK/NR		Current Months Since		Total - UNP Make/Model - UNP		Last 24 Last 30		
		Aircraft Type		Instrument- UN	/NK /AID	Last 90	Days-	UNK/NK
		Arrerare Type	s Olany lan	Multi-Eng - UN	/NR	Rotorcr	aft -	UNK/NR
Instrument Rating(s) -	UNK/NR							
Instrument Rating(s) -	UNK/NR							

File No. - 142 2/22/82 FLORIDA CITY, FL A/C Reg. No. N7335E Time (Lc1) - UNK/NR

Occurrence ON GROUND COLLISION WITH TERRAIN
Phase of Operation OTHER

Finding(s)

- 1. SABOTAGE PERFORMED PILOT IN COMMAND
- 2. STOLEN AIRCRAFT/UNAUTHORIZED USE INITIATED PILQT IN COMMAND

----Probable Cause----

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

File No 133 2/27/82 FT. MYERS,FL		A/C Reg.	Time (Lc1) - 1100 EST				
-Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D			Inju		
		SUBSTANTI	_	Fatal	Serlous	Minor	None
Type of Operation -PERSONAL		Fire	Crev		· O	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING			0th	er O	0	0	0
-Aircraft Information							
Make/Mode1 - HUGHES 269C	Eng Make	/Model - LYCOM	ING HIO-360-D14	ELT	Installed/A	Activated	- NO -N/
Landing Gear - SKID	Number Er	ngines - 1		Stai	1 Warning S	System - N	
Max Gross Wt - 2080	Engine Ty		- FUEL INJECTE		her Radar		
No. of Seats - 3	Rated Po						
-Environment/Operations Information		,					
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIF	•		
Method - N/A		ACC/INC		OI 41			
Completeness - N/A	Destination	•		Airport [10+0		
Basic Weather - VMC	LOCAL	'		LEHIGH			
	LUCAL					0.5	
Wind Dir/Speed- 190/012 KTS	4== 44					- 05	/
Visibility - 14.0 SM	ATC/Airspace				Lth/Wid -		NK/NR
Cloud Conditions(1st) - 25000 FT BRO		light Plan - N			-	- ASPHALT	
Cloud Conditions(2nd) - NONE		learance - N			Status ·	- DRY	
Obstructions to Vision- NONE	Type Appro	oach Flown - V	ISUAL STRAIGHT-	·IN			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
	A 50		dical Certifica		MEDICAL NO	WATVEDC/	
Pilot-In-Command	Age - 50			ite - VALIL iht Time (H) WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight		•			4 11	•
PRIVATE	Current	- YES	Total -		Last 24		0
SE LAND, ME LAND	Months Since	-	Make/Mode1-		Last 30	•	14
HELICOPTER	Aircraft Typ	oe - B-206B	Instrument-		Last 90	•	37
			Multi-Eng -	1422	Rotorc	aft -	241
Instrument Rating(s) - AIRPLANE							
ING FLIGHT ENGINE RPM'S DROPPED AND PILOT	TMMEDIATELY LANDS	ED ON A BOAD	THE DILOT STATE	D HE ATTER	DIED TO CUE	CK	
ENGINE POWER BY BRINGING THE HELICOPTER							
EARED NORMAL SO HE ELECTED TO TAKEOFF. DUI							
						MEIGU	
	NU PUWER IHE PII(JI STATED HE I	MEN UKUPPEU IHE	COLLECTIV	E PAKI WAY		
PULL COLLECTIVE AND GOT AN INDICATION OF ! ATTEMPTED AN EMERGENCY LANDING.	10 10 11 11 11 12 1						

File No 1	33 2/27/82	FT. MYERS,FL	A/C Reg. No. N1100W	Time (Lc1) - 1100 EST
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROAG	СН	
Finding(s) 1. OPERATION WITH 2. MISCELLANEOUS -		-	PTED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1		

Basic Information	IEDAL AVIATION)	Almana Ch. Damana		Ŧ 4		
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage DESTROYED	Fat	•	uries Minor	None
Type of Operation -PERSONAL		Fire		0	0	1
Flight Conducted Under -14 CFR 91	1	NONE	Pass	0	0	0
Accident Occurred During -LANDING			Other (o o	0	0
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/M	del - LYCOMING 0-2	35	ELT Installed		
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		Stall Warning		YES
Max Gross Wt - 1670	Engine Typ Rated Powe	- RECIPROCATING	3-CARBURETUR	weather Radar	- NU	
No. of Seats - 2	Rated Powe	^ - 115 HP				
Environment/Operations Information						
Weather Data	Itinerary	Dadad		ort Proximity F AIRPORT/STR		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depart HOLLYWOOD		UF	F AIRPURI/SIR	112	
Completeness - N/A	Destination	, F L	Airno	rt Data		
Basic Weather - VMC	LOCAL		A 1. po	. 54.4		
Wind Dir/Speed- 140/012 KTS			Rui	nway Ident	- N/·A	
Visibility - 10.0 SM	ATC/Airspace		Rui	nway Lth/Wid	- N/A	
Cloud Conditions(1st) - 3000 FT S				nway Surface		
Cloud Conditions(2nd) - 20000 FT S			Rui	nway Status	- N/A	
Obstructions to Vision- NONE	Type Approa	ch Flown - NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	4.00	Maddan 1 Co	ertificate - V	ALID MEDICAL	NO WATVEDS	/1 TMTT
Certificate(s)/Rating(s)	Age - 30 Biennial Flight R		Flight Time		NO WAIVERS,	/ LIMII
PRIVATE	Current	- YES Total			24 Hrs -	1
SE LAND			Mode1 - 65	Last		
	Aircraft Type	- C-152 Instru	ument- UNK/NR	Last	90 Days-	23
		Multi-	-Eng - UNK/NR	Rotor	craft - U	
Instrument Rating(s) - NONE						
PILOT STATED THAT WHILE FLYING APPROXI	MATELY TO MILES SOUTH	SAST OF THE ATRPORT	OVER THE OCEA	N THE ENGINE	STARTED	
BRATE. THE PILOT ELECTED TO RETURN TO						
CONAIL. THE FILOT LECTED TO RETORIA TO						

File No 1	48 2/27/82	MIAMI BEACH, FL	A/C Reg. No. N24542	Time (Lc1) - 1025 EST
Occurrence #1 Phase of Operation		ARTIAL) - MECH FAILURE/N	IALF	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	•	•		
Occurrence #2 Phase of Operation		/TOUCHDOWN		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE	/TOUCHDOWN		
Finding(s) 3. IN-FLIGHT PLANN	ING/DECISION - IMP	PROPER - PILOT IN COMMAN	D .	
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	s/are finding(s) 3		

File No 149 3/11/82 TALL	AHASSEE,FL	A/C Reg. No. N	Time (Lc1) - 1802 EST				
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	
Type of Operation -PERSONAL		ire	Crew	0	0	0	-
Flight Conducted Under -14 CFR 91		NONE	Pass	O	0	0	_
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information					_		
Make/Model - BEECH 95-855		∍1 - CONTINENTAL	IO-470-L		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine				1 Warning S		YES
Max Gross Wt - 5000		- RECIP - FUE	L INJECTED	Weat	her Radar -	NO	
No. of Seats - 6	Rated Power	- 260 HP					
-Environment/Operations Information							
Weather Data	Itinerary	•			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		Point		ON AIR	PORT		
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL				ASSEE MUNIC	IPAL	
Wind Dir/Speed- 200/003 KTS	•					18	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 25000 FT OVE					Surface -		M
Cloud Conditions(2nd) - UNK/NR	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Approach	Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 40	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/L	.IMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	lew	Fligh	t Time (H	ours)		
COMMERCIAL	Current -	YES Tota	ı - Š	3787	Last 24	Hrs -	UNK/NR
SE LAND, ME LAND	Months Since -	UNK/NR Make			Last 30		
	Aircraft Type -				Last 90		
	•		i-Eng -	1660	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT FAILED TO EXTEND THE LANDING GEAR	DUDING BRASTICE FULL O						

File No. - 149 3/11/82 TALLAHASSEE, FL A/C Reg. No. N71MH Time (Lc1) - 1802 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ige		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	O	O	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass Other	0	0	0	0
			other				
Aircraft Information							
Make/Model - CESSNA 182H		e/Mode1 - CONTINEN			Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning S		ES
Max Gross Wt - 2800		Type - RECIPROC		ror Weat	her Radar -	NO	
No. of Seats - 4	Rated P	ower - 230 H	1P ·				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Dep	arture Point		ON AIR	PORT		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati	on	,	Airport D			
Basic Weather - VMC	LOCAL			HIDDEN			
Wind Dir/Speed- VARIABLE/003 KTS						23	
Visibility - 10.0 SM	ATC/Airspa		_		Lth/Wid -		50
Cloud Conditions(1st) - UNK/NR		Flight Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type App	roach Flown - NONE	:				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 51		al Certificate			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Fligh			t Time (H			
PRIVATE	Current		otal -	520		Hrs -	
SE LAND		ce - 6 M	lake/Model- instrument-	520	Last 30	Days- UN	K/NR
	Aircraft T						
		. N	lulti-Eng - UNA	C/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
PILOT STATED THAT MOMENTS AFTER TAKEOFF P							
BREAKING THE REAR RETAINER LEAVING HIM UN	ABLE TO REACH T	HE CONTROL YOKE. T	HE AIRCRAFT S	VERVED OF	F THE RUNWA'	γ	

File No 1	34 3/13/82	NEW PORT RICHEY, FL	A/C Reg. No. N8554S	Time (Lcl) - 1100 EST
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFUNG	CTION	
Finding(s) 1. FUSELAGE, SEAT -	FAILURE, TOTAL			
Occurrence #2 Phase of Operation				
• -		- PILOT IN COMMAND E - PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S				
Probable Cause			· · · · · · · · · · · · · · · · · · ·	
The National Transports/are finding(s) 1	rtation Safety Boa	rd determines that the Pr	robable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 2,3		

File No 130 3/16/82 M	IAMI,FL	A/C Reg. No.	Time (Lc1) - 1642 EST				
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	AVIATION) Aircraft Damage		¹Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA T210M		/Model - CONTINENTA	L TSI0-520-		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL	E Number E	ngines - 1			1 Warning S		ES
Max Gross Wt - 3800		ype - RECIP - FU	EL INJECTED	Weat	her Radar -	NO	
No. of Seats - 6	Rated Po	wer - 310 HP					
Environment/Operations Information	_						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depa	rture Point		ON AIR	PORT		
Method - UNK/NR	JACKSON	VILLE, FL		•			
Completeness - UNK/NR	Destinatio	n		Airport D	ata		
Basic Weather - VMC	TAMIAMI	,FL		TAMIAN	I		
Wind Dir/Speed- 110/003 KTS				Runway	Ident -	09	
Visibility - 10.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	5000/	150
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE		Runway	Surface -	MACADAM	
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - VISUAL	STRAIGHT-I	N			
Precipitation - NONE	. , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 67	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (H	lours)		
COMMERCIAL	Current		al -	2216	Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA	Months Sinc	e - 3 Mak	e/Model-	103	Last 30	Days- UN	K/NR
,	Aircraft Tv	pe - UNK/NR Ins	trument-	734	Last 30 Last 90	Davs-	6
		Mu 1	ti-Eng -	381		aft - UN	
							·
Instrument Rating(s) - AIRPLAN	E 						
Narrative		•					
E PILOT EXPERIENCED A LOSS OF ELECTRICA	I POWER ON A VER FLT	CHT LIPON ARRIVAL T	N THE MIAMI	ARFA HF	WAS UNABLE		
EXTEND THE MAIN GEAR AND LANDED GEAR U		GITT. OF OIR MARTINE I	14 THE MINMI	ANEA IIL	HAS SHADEL		
- EATERD TOE MAIN GEAR AIND LAINDED GEAR U	г.						

File No 13	3/16/82	MIAMI,FL	A/C Reg. N	o. N761NJ	Time (Lc1) - 1642 EST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN CRUISE - NORMAL	T/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. ELECTRICAL SYSTI 2. GEAR EXTENSION		LOT IN COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI LANDING - FLARE/T				
Finding(s) 3. WHEELS UP LANDIN	IG - PERFORMED - PI	LOT IN COMMAND			
Probable Cause			·		

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

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENER)	AVIATION)	Aircraft Damage			Ini	uries	
Type operating our triviate none (denem	AVIA 10.4)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	3	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28-161		del - LYCOMING 0-32	0-D3G			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engir					System -	YES
Max Gross Wt - 2150		- RECIPROCATING	-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power	- 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity	•	
Wx Briefing - FSS	Last Departur			ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC	:/INC					
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 080/007 KTS	VENICE, FL				SUZANNE	00	
Visibility - 7.0 SM	ATC/Airspace				Ident	- 36 - 2450/	75
Cloud Conditions(1st) - NONE		nt Plan - VFR				- GRASS/1	
Cloud Conditions(2nd) - NONE		ance - NONE			Status	- DRY	UKI
Obstructions to Vision- NONE		Flown - NONE		Kariway	Jtatas	DK1	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 38	Medical Ce	rtificat	e - VALID	MEDICAL-	WAIVERS/L	TIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Fligh	t Time (H			
PRIVATE		YES Total				24 Hrs - l	•
SE LAND	Months Since -	4 Make/M	lode 1 -	93	Last	30 Days-	12
	Aircraft Type -	PA-28 Instru	ment-	14	Last	90 Days-	16
Instrument Rating(s) - NONE							
IFTOFF THE STALL WARNING HORN SOUNDED. TH	HE PILOT LEVELED THE	ACFT TO BUILD UP A	IRSPEED	AND THE E	NGINE BAC	KFIRED	
LOST RPM'S. THE AIRCRAFT STARTED TO SINK							
GEAR HIT THE GROUND AND THE AIRCRAFT SWE							

File No 1	3/18/82	LAKE WALES,FL	A/C Reg.	No. N8330B	Time (Lc1) - 2105 EST
Occurrence #1 Phase of Operation		IAL CLIMB			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation					
Finding(s) 2. FLIGHT CONTROLS	- IMPROPER USE	DF - PILOT IN COMMAND			
Occurrence #3 Phase of Operation		ISION WITH OBJECT			
	OF PROCEDURE,L OF PROCEDURE,I	DT IN COMMAND ACK OF FAMILIARITY WIT NFORMATION INSUFFICIEN			AND
Probable Cause					
The National Transpor	tation Safety B	pard determines that i	the Probable Cause	(s) of this acci	dent

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

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

Type Operating Certificate-NONE (GENERAL		ft Damage		F-4-1	•	ries	Mana
Type of Operation -PERSONAL	SUBSI Fire	ANTIAL	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE		Pass	Ö	Ö	ŏ	i
Accident Occurred During -APPROACH			Other	Ŏ	ŏ	Ö	0
Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/Mode1 - L		-235L2C		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -				1 Warning		UNK/NR
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - R Rated Power -	112 HP	ING-CARBURE	iuk weat	ner kadar	- NU	
Environment/Operations Information							
Weather Data	Itinerary	_			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin FORT LAUDERDALE,F			OFF AI	RPORT/STRI	Р	
Completeness - N/A	Destination	L	,	Airport E	ata		
Basic Weather - VMC	OPALOCKA, FL		•	111 por t			
Wind Dir/Speed- 170/004 KTS				Runway	· Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 2500 FT BROKE					Surface	• .	
Cloud Conditions(2nd) - 25000 FT BROKE Obstructions to Vision- NONE	N Type of Clearance Type Approach Flown			Runway	Status	- N/A	
Precipitation - NONE	Type Approach Flown	- NUNE					
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 22	Medical	Certificate			O WAIVER	S/LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Tota		t Time (} 330		4 Hrs -	1
SE LAND	Months Since - 8			5	Last 2		
SL LAND	Aircraft Type - UNK/N	R Ins	trument-	40	Last 9	O Days	130
	, , , , , , , , , , , , , , , , , , ,	Mul		1		, .	
Instrument Rating(s) - AIRPLANE							
Narrative							
PILOT STATED THAT HE WAS PRACTICING FORCED	LANDINGS IN A SOFT FIFLD	FNVTRONMI	ENT. THE PAS	SSENGER 4	DDED THAT	THE	
	EES, AND VEGETATION. HE F						

File No. - 132 3/23/82 NEAR OPALOCKA, FL A/C Reg. No. N2463F Time (Lc1) - 1023 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT APPROACH - GO-AROUND (VFR)

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. LEVEL OFF IMPROPER PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

File No 12 1/	O2/82 CHAMBLEE,GA	A/C Reg. No.	N5745Y	Т	ime (Lc1) -	1837 EST	
Type Operation Type of Operation Flight Conducted Under Accident Occurred During	ON-DEMAND AIR TAXI -NON SCHED, DOMESTIC, PASSENGER -14 CFR 135	Aircraft Damage SUBSTANTIAL Fire NONE	e Crew Pass Other	Fata1 0 0	Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - BELL 206L Landing Gear - SKID Max Gross Wt - 4000 No. of Seats - 5	-1 Eng Make/		50-c28B	Stal	Installed/A Warning S ner Radar -	ystem - N	
Environment/Operations Info Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 090/010 Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light -	Itinerary Last Depar DECATUR, Destination CHAMBLEE KTS SM ATC/Airspace NONE Type of F1 UNK/NR Type of C1 NONE Type Appro NONE	, GA		ON AIRE rport Da Runway Runway Runway	ata	ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s)	Current Months Since Aircraft Typ	Review - YES To - 18 Mai	tal - 50 ke/Model- 3	- VALID Time (Ho 060 326 322	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	4
PPROXIMATELY ONE MILE FROM THE HE LEFT WITH CORRESPONDING DRO DUCHED DOWN HARD 300 YARDS SHO -73-2020 DATED 9/7/81 & REVISE EPORTED INTERMITTENT AND SPURI ITH BELL ALERT SERVICE BULLETI	AN AIR AMBULANCE FLIGHT THE HEL AIRPORT. AT 30-50 FEET WITH AI PS IN N2 TO 55-60% THEN SURGED RT OF HIS INTENDED LANDING POIN D 10/5/81 ADVOCATES DISARMING T OUS ACTIVATION OF THAT SYSTEM. N(ASB) 206L-81-24 DATED 9/11/81 REFERENCED CEB AS OF THE DATE O	RSPEED AT ABOUT 20 BACK TO 102-105%. IT. DETROIT DIESEL HE N2(ELECTRONIC) THE SYSTEM WAS ONI DUE TO THE OPERA	O KNOTS THE AI THE PILOT ENT ALLISON COMME OVERSPEED CON LY PARTIALLY D	RCRAFT Y TERED AUT ERCIAL EN UTROL SYS DEACTIVAT	YAWED VIOLE FOROTATION NGINE BULLE STEM BECAUS FED IN COMP	AND TIN(CEB) E OF LIANCE	

File No	1/02/82	CHAMBLEE, GA	A/C Reg	. No. N5745Y	Time (Lc1) - 1837 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(PA APPROACH - VFR P	RTIAL) - MECH FAILL ATTERN - FINAL APPR	JRE/MALF ROACH		
Finding(s) 1. FUEL SYSTEM,FUEL 2. SERVICE BULLE 3. AIRCRAFT/EQU	TINS - NOT RECEIVE		· - -	FT COMPONENT - MA	NUFACTURER
Occurrence #2 Phase of Operation		ATTERN - FINAL APPR	ROACH		
Finding(s) 4. AUTOROTATION - 1	INITIATED - PILOT	IN COMMAND			
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN			
Finding(s) 5. LIGHT CONDITION					
Probable Cause					
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Caus	e(s) of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 1,3	3,5		

	HENS, GA	A/C Reg. No.	N349/5		ime (Lc1)	- 1605 ESI	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag		P-4-9	Inju		Mana
Type of Operation -BUSINESS		SUBSTANTIAL Fire	Crew	Fata1 O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -LANDING			Other	Ŏ	-	ŏ	Ö
-Aircraft Information							
Make/Model - CESSNA 177		/Model - LYCOMING	D-360-A1F6D		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning		ES
Max Gross Wt - 2500 No. of Seats - 4	Engine T Rated Po	, , ,	TING-CARBURETO	R Weat	ner Radar	- NU	
-Environment/Operations Information							
Weather Data	Itinerary		A	•	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depa SANFORD	rture Point		ON AIR	PORT		
Method - TELEPHONE Completeness - UNK/NR	Destination	•	Λi	rport D	a+a		
Basic Weather - VMC	ATHENS.				MUNICIPAL		
Wind Dir/Speed- 280/015 KTS	A 111E110					- 27	
Visibility - 12.0 SM	ATC/Airspac	e		Runway	Lth/Wid	- 4992/	100
Cloud Conditions(1st) - NONE	Type of F	light Plan - VFR		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 61	Modica	1 Certificate	- VALTE	MEDICAL -W	ATVEDS/ITM	17.7
Certificate(s)/Rating(s)	Biennial Flight		Flight			MIVENS/ CIM	
PRIVATE	Current			56	•	4 Hrs -	4
SE LAND	Months Sind	e - 12 Ma	ke/Model- 1	54	Last 3	O Days- UN	K/NR
	Aircraft Ty	pe - UNK/NR In	strument-	0	Last 9	O Days-	16
Instrument Rating(s) - NONE							
-Narrative	LIE DILLOT MOTTOES EL	EL LEAKTAIO ABOUTE	THE LEFT TAXES	CAD 45	TED ADDIVE	NO AT	
ING AN ENROUTE REFUELING STOP ON 1/21 T IFORD THE ACFT WAS REFUELED WITH APPX 50							
ACITY OF 59 GALS. THE TANKS WERE NOT CH							
ENS,GA. HEADWINDS WERE ENCOUNTERED ENRO							
ENGINE LOST POWER. AFTER LANDING IN A	SOFT MUDDY FIELD TH	E NOSE GEAR SHEARE	D & THE ACFT F	LIPPED	INVERTED.	- - •	

File No	23 1/24/82	ATHENS, GA	A/C Reg. No. N34975	Time (Lc1) - 1605 EST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL	- -	
2. FLUID, FUEL - EX	GHT - INADEQUATE - HAUSTION INATTENTIVE - PILI	OT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 Phase of Operation		SED		
Finding(s) 4. TERRAIN CONDITI 5. TERRAIN CONDITI 6. LANDING GEAR,NO	ON - WET SE GEAR - OVERLOAD			
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that th	ne Probable Cause(s) of this accident	t
Factor(s) relating t	o this accident is,	/are finding(s) 1,4,5	5	

File No 18 1/	30/82 CUMBE	RLAND ISLAND,GA	A/C Reg	. No. N734YY		T 	ime (Lc1) - 15	10 ES1	
Basic Information							- -			
Type Operating Certificat	e-NONE (GENERA	L AVIATION)	Aircraft			_		juries		
			SUBSTANT			Fatal	Sertou	s M	linor	None
Type of Operation	-PERSONAL		Fire		Crew	0	0		0	1
Flight Conducted Under	-14 CFR 91		NONE		Pass	0	0		0	2
Accident Occurred During	-LANDING				Other	0	0		0	0
Aircraft Information										
Make/Model - CESSNA 17:	2N	Eng Make/	Model - LYCO	MING 0-320-H	2AD	ELT	Installe	d/Acti	vated	- YES/N
Landing Gear - TRICYCLE-	FIXED	Number Er	gines - 1			Stal	1 Warning	g Syst	em - Y	'ES
Max Gross Wt - 2300		Engine Ty	pe - RECI	PROCATING-CA	RBURETO	R Weat	her Radai	- NO	ř	
No. of Seats - 4		Rated Pow	ver - 1	60 HP						
Environment/Operations Info	rmation									
Weather Data		Itinerary			A	irport	Proximity	v		
Wx Briefing - FSS			ture Point			ON AIR		,		
Method - IN PERS	ON		NS ISLAND, GA							
Completeness - FULL		Destination			A f	rport D	ata			
Basic Weather - VMC			ND ISLAND, GA				R HIGHPO	INT		
Wind Dir/Speed- 080/012	KTS	00					Ident	- 27		
Visibility - 7.0		ATC/Airspace					Lth/Wid			80
Cloud Conditions(ist) -	2500 ET SCAT			NONE			Surface			
Cloud Conditions(2nd) -			earance -				Status	- DR		· N. I
Obstructions to Vision-			ach Flown -			Kuliway	Status			ETATION
	NONE	Type Appro	acii Fiowii -	IAOIAE				111	GIT VEC	LIAITON
Condition of Light -										
Personnel Information		1					MEDICAL		DO /1 TH	
Pilot-In-Command		Age - 34		edical Certi				-MAINE	K2/LIM	11 1
Certificate(s)/Rating(s)		Biennial Flight			Flight		•			
PRIVATE		Current Months Since	- YES	Total		55		24 Hr	_	1
SE LAND		Months Since	- 5	Make/Mode		16			ys- UN	•
		Aircraft Typ	e - CESSNA	Instrumen	t-	5	Last	90 Da	ys-	9
Instrument Rating(s)	- NONE									
Narrative		JODNAL DATTERN FO	D LANDING WA	S FROM FAST	TO WEST	AND DE	PARTURES			
	3 SIDES THE I	NURMAI PAITERN FO		0 1100		7140 00				
Narrative 2500 FT RUNWAY HAD TREES ON				DE EROM THE	FAST AT	AROUT	65 KNOTS			
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST	. A LONG, SHALI	OW, TAILWIND APP	ROACH WAS MA							
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST PILOT USED 40 DEGREES OF FL	. A LONG, SHALI APS AND MAINTA	OW, TAILWIND APPINED ABOUT 1400 T	ROACH WAS MA	NTIL AFTER L	ANDING.	IMMEDI	ATELY, H	E		
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST PILOT USED 40 DEGREES OF FL IZED HE HAD TOO MUCH SPEED	. A LONG, SHALI APS AND MAINTA AND CHOPPED HIS	LOW, TAILWIND APP INED ABOUT 1400 T S POWER. THE AIRC	ROACH WAS MA D 1500 RPM U RAFT HIT A D	NTIL AFTER L IP AND LIFTE	ANDING. D OFF TH	IMMEDI E RUNW	ATELY, HI	E HIS		
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST PILOT USED 40 DEGREES OF FL IZED HE HAD TOO MUCH SPEED THE PILOT WAS COMMITTED TO	. A LONG, SHAL APS AND MAINTA AND CHOPPED HIS O THE LANDING,	LOW, TAILWIND APPINED ABOUT 1400 T S POWER, THE AIRC BUT WAS UNABLE T	ROACH WAS MA O 1500 RPM U RAFT HIT A D O STOP ON TH	NTIL AFTER L IP AND LIFTE E RUNWAY. HE	ANDING. D OFF TH CONTIN	IMMEDI HE RUNW JED OFF	ATELY, HI AY. BY TH THE RUN	E HIS Way		
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST PILOT USED 40 DEGREES OF FL. IZED HE HAD TOO MUCH SPEED TO THE PILOT WAS COMMITTED TO COLLIDED WITH TREES. THE PROPERTY OF THE PROPERTY	. A LONG, SHALI APS AND MAINTA AND CHOPPED HIS O THE LANDING, OCEDURE FOR A	LOW, TAILWIND APPINED ABOUT 1400 TS POWER. THE AIRC BUT WAS UNABLE TSHORT FIELD LANDI	ROACH WAS MA D 1500 RPM U RAFT HIT A D D STOP ON TH NG WITH FULL	NTIL AFTER L IP AND LIFTE E RUNWAY. HE FLAPS (40 D	ANDING. D OFF TH CONTING EGREES)	IMMEDI HE RUNW JED OFF IS TO	ATELY, HI AY. BY TH THE RUNI HOLD 60 H	E HIS WAY KNOTS	c	
2500 FT RUNWAY HAD TREES ON NORMALLY FROM WEST TO EAST PILOT USED 40 DEGREES OF FL IZED HE HAD TOO MUCH SPEED THE PILOT WAS COMMITTED TO	. A LONG, SHALI APS AND MAINTA AND CHOPPED HIS O THE LANDING, OCEDURE FOR A	LOW, TAILWIND APPINED ABOUT 1400 TS POWER. THE AIRC BUT WAS UNABLE TSHORT FIELD LANDI	ROACH WAS MA D 1500 RPM U RAFT HIT A D D STOP ON TH NG WITH FULL	NTIL AFTER L IP AND LIFTE E RUNWAY. HE FLAPS (40 D	ANDING. D OFF TH CONTING EGREES)	IMMEDI HE RUNW JED OFF IS TO	ATELY, HI AY. BY TH THE RUNI HOLD 60 H	E HIS WAY KNOTS	s,	

File No. - 18 1/30/82 CUMBERLAND ISLAND, GA A/C Reg. No. N734YY Time (Lc1) - 1510 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 6. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,7

File No 25 1/30/82 CON	YERS,GA	A/C Reg. No.	N42042	т	ime (Lc1) -	1630 EST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ie		Injur		
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0	0	0	1
Make/Model - CESSNA 182L	Fng Make/M	lodel - CONTINENT	AL 0-470-R	FLT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng		AL 0 470 K		1 Warning S		
Max Gross Wt - 2800	Engine Typ		TING-CARBURETO				
No. of Seats - 4	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS	Last Depart			ON AIR	PORT		
Method - TELEPHONE	SAME AS A	CC/INC	_				
Completeness - UNK/NR	Destination		A ·	irport D			
Basic Weather - VMC	LOCAL				RING PINES	00	
Wind Dir/Speed- 160/007 KTS	ATC/Airspace				Ident - Lth/Wid -	33	25
Visibility - 7.0 SM Cloud Conditions(1st) - NONE		ght Plan - NONE			Surface -		25
Cloud Conditions(1st) - NUNE Cloud Conditions(2nd) - UNK/NR		earance - NONE			Status -		
Obstructions to Vision- NONE		ich Flown - VISUA			Status	DKI	
Precipitation - NONE	Type Appl Ca	ICH FIOWH VISON	L TOLL CIRCUIT	•			
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	Time (H	ours)	·	
PRIVATE	Current	- YES To	tal - 3	358	Last 24	Hrs -	2
SE LAND	Months Since	- 13 Ma	ke/Mode1- 3	358	Last 30	Days- UN	K/NR
	Aircraft Type	e - C-182 Ir	strument-	0	Last 90	Days-	22
Instrument Rating(s) - NONE							
Narrative							
E DESTINATION AIRPORT IS A PRIVATE STRIP							
ENCLOSED BY TALL TREES. ACCORDINGLY, MOS	T LANDINGS ARE MADE	TOWARD THE NORTH	WEST REGARDLES	S OF WI	ND DIRECTION	N.	
PILOT LANDED ON RUNWAY 33 WHICH HAD A 7	TO 10 KNOT TAILWIND	CUMPONENT, THE	AIRCRAFT FLOAT	LD AND	TOUCHED DOW	N LONG.	
E PILOT USED HEAVY BRAKING, BUT WAS UNABL		IAINING RUNWAY AN	D STRUCK TREES	P AROUT	200 FEET		
OND THE END OF THE RUNWAY. THE PILOT REP	UKIED GUSIY WINDS.						

File No. -1/30/82 CONYERS, GA A/C Reg. No. N42042 Time (Lc1) - 1630 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH OBSTRUCTION(S) 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - TAILWIND 5. DISTANCE - MISJUDGED - PILOT IN COMMAND 6. AIRSPEED - MISJUDGED - PILOT IN COMMAND 7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Inju	ries	
Type operating certificate None (GENERAL AVIATION)	SUBSTANTIAL		Fata1	Serious		None
Type of Operation -INSTRU	CTIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G		Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 140		e/Model - CONTINENTA	L C-90		Installed/		
Landing Gear - TAILWHEEL-ALL FIX		Engines - 1			1 Warning :		UNK/NR
Max Gross Wt - 1500		Type - RECIPROCAT	ING-CARBURETO	DR Weat	her Radar ·	- NO	
No. of Seats - 2	Rated P	ower - 90 HP					
-Environment/Operations Information-							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - UNK/NR		arture Point		ON AIR	PORT		
Method - UNK/NR		S ACC/INC	ā.				
Completeness - UNK/NR Basic Weather - VMC	Destination	on	A 1	rport D			
Wind Dir/Speed- UNK/NR	LOCAL				AIRPARK Ident ·	- 07	
Visibility - UNK/NR	ATC/Airspa	ce			Lth/Wid	• .	LINK/ND
Cloud Conditions(1st) - UNK/NR		Flight Plan - NONE			Surface		J. 11.1
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE			Status		
Obstructions to Vision- NONE	Type App	roach Flown - NONE		•			
Precipitation - UNK/NR							
Condition of Light - DAYLIGH	T 						
-Personnel Information							
Pilot-In-Command	Age - 32		Certificate			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			Time (H			
STUDENT	Current	- N/A Tot	al -	29	Last 24	4 Hrs - U	NK/NR
	Months Sind	ce - N/A Mak	e/Model-	15 (ND	Last 30	Days- U	INK/NR
	Aircraft	ype-N/A Ins	trument- UNK/ ti-Eng - UNK/	NK ND	Last 90	Days- U	NK/NK
			CI-EIIG - UNK/	IAIC	ROTOFCI	ait - u	IIVK/ IVK
Instrument Rating(s) - NONE							
-Narrative							
ING THE SECOND LANDING OF A SUPERVIS	ED SOLO FLIGHT, A GUS	T OF WIND PICKED UP	THE RIGHT WIN	IG AND T	HE LEFT		
G STRUCK THE GROUND. THE STUDENT PIL							
UND LOOPED AND FLIPPED OVER ON ITS B							

A/C Reg. No. N89047 Time (Lc1) - 1000 EST File No. - 21 2/08/82 STATESBORO, GA Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,5

Minor None O 1 O 0 O 0 Activated - YES/Y System - YES NO
activated - YES/Y System - YES NO
activated - YES/Y System - YES NO
activated - YES/Y System - YES NO
ystem - YES NO
ystem - YES NO
· NO
ı
,
•
N/A
N/A
N/A N/A
N/ A
WAIVERS/LIMIT
•
Hrs - 3
Days- UNK/NR
Days- 7
Hrs - 3 Days- UNK/NR Days- 7 Paft - UNK/NR

3/13/82 Time (Lc1) - 1408 EST File No. - 10 CHAMBLEE.GA A/C Reg. No. N44ER Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. OBJECT - WIRE, TRANSMISSION 4. MANEUVER - BELOW - PILOT IN COMMAND 5. OBJECT - UTILITY POLE 6. OBJECT - FENCE

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

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

----Probable Cause----

Brief of Accident

File No 101 9/24/82 MAKAW	IH, OA	A/C Reg.	No. N8656V	T	ime (Lc1)	- 1630 HS1	r
Type of Operation INSTRUCTIONA Flight Conducted Under	L - DUAL	Aircraft Da DESTROYED Fire ON GROUND	Crew Pass	0	Inju Serious O	Minor O O	None 0 0
Accident Occurred During -MANEUVERING			Other	` 0	0		0
Aircraft Information Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3			- FUEL INJECTED	Stal	Installed/ l Warning : her Radar	System - l	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/022 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT SCAT Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	KAHULU Destinatio LOCAL ATC/Airspa TERED Type of O	on ce	INE	OFF AI Airport C Runway Runway Runway	/ Ident / Lth/Wid / Surface	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND GLIDER Instrument Rating(s) - AIRPLANE		t Review - YES ce - UNK/NR ype - UNK/NR	Total - Make/Model - Instrument - UN Multi-Eng -	nt Time (H 5000 200 NK/NR 3300	lours) Last 2	4 Hrs - O Days- UN	2
FOR INSURANCE PURPOSES, THE OWNER NEEDED ABOU WITHOUT AN INSTRUCTOR. ON 9/24 AND 9/25, THE CONTROLLERS REPORTED THE PLANE DEPARTED TO TH LIVED. AT 1623 HST, MAUI TOWER ADVISED N8656V AND N8656V RESPONDED WITH "ROGER". AT ABOUT 1 CRASHED. ONE WITNESS OBSERVED IT FLYING OVER AS THE PLANE TURNED TOWARD A DOWNHILL HEADING BURNED. THE ELEVATION WAS 3200 FT MSL AND THE VICINITY OF THE ACCIDENT. AN EXAMINATION OF T	T 15 MORE HOURS OWNER AND INSTRI E SOUTHEAST TOW THAT RADAR CON 630 HST, THREE I RISING TERRAIN , IT SUDDENLY NO TEMPERATURE WAS	IN THE TAILWHEE UCTOR PLANNED TO ARD HAIKU OR MAK TACT WAS LOST DU KNOWN WITNESSES AT LOW ALTITUDE, DSE DIVED. THE F	L AIRCRAFT BEFO FLY THE NEEDEL AWAO, HAWAII, N E TO THE PLANE SAW OR HEARD TH AND THEN TURN PLANE CRASHED IN RONG TRADE WING	DRE HE COL D TIME. MA NEAR WHERE 'S LOCATIO HE PLANE E LEFT. HE N A STEEP DS WERE RE	UI TOWER THE OWNER N NEAR HAL BEFORE IT REPORTED TO DESCENT AND PORTED IN	EAKALA HAT D	

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File No 1	01 9/24/82	MAKAWAO,HI	A/C Reg. No. N8656V	Time (Lc1) - 1630 HST
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. TERRAIN CONDITI 4. TERRAIN CONDITI 5. DISTANCE - MISU 6. AIRSPEED - MISU 7. ALTITUDE - MISU 8. STALL - INADVER 9. IMPROPER US 10. SUPERVISION - I	ON - HIGH DENSITY ON - MOUNTAINOUS/I ON - RISING UDGED - DUAL STUDI UDGED - DUAL STUDI UDGED - DUAL STUDI TENT - DUAL STUDEI E OF PROCEDURE, LAG	ALTITUDE HILLY ENT ENT ENT NT CK OF RECENT EXPERIE	NCE IN TYPE OF AIRCRAFT - DUAL STUD	ENT
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 5,		ard determines that	the Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	s/are finding(s) 1,2	2,3,4,9	

-Basic Information Type Operating Certificate-N	ONE (GENERAL	AVIATION)	Aircraft Damage	P		Inju	-105	
Type operating our en route in	one (denemae	AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -I	NSTRUCTIONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -1			NONE	Pass	0	0	0	0
Accident Occurred During -T	AKEOFF			Other	0	0	0	0
-Aircraft Information								
Make/Model - PIPER PA-38			odel - LYCOMING (D-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIX	ED	Number Eng				1 Warning S)
Max Gross Wt - 1670			- RECIPROCA		R Weat	her Radar ·	- NO	
No. of Seats - 2		Rated Power	- 112 HP					
-Environment/Operations Informa	tion				٠.			
Weather Data		Itinerary		A		Proximity		
Wx Briefing - NO RECORD (DF BRIEFING	Last Departu			OŅ AIR	PORT		
Method - N/A		SAME AS AC	CC/INC					
Completeness - N/A		Destination		Ai	rport D			
Basic Weather - VMC	_	LOCAL				GTON MUNIC		
Wind Dir/Speed- 220/008 KT	S	470 /4 /		me."			- 17	
Visibility - 15.0 SI Cloud Conditions(1st) - 25		ATC/Airspace	what Diam MONE			Lth/Wid -		
Cloud Conditions(1st) - 250	JOO FI SCALLE	Type of Fing	INT PIAN - NUNE			Surface -		
Cloud Conditions(2nd) - UNI Obstructions to Vision- NO	NE NE	Type of Crea	ch Flown - NONE		Runway	Status -	SNOW - CI	HETED
Precipitation - NOI		Type Approac	SILL FLOWING - MOINE				SNOW - CI	KOSTED
Condition of Light - DA								
Personnel Information								
Pilot-In-Command	٨	ge - 18	Medica	Certificate	- VALTO	MEDICAL -NO	WATVEDS/	TMIT
Certificate(s)/Rating(s)		iennial Flight Re			Time (He		WAIVENS	- 1 191 1
STUDENT	J	Current	- N/A To	tal -			l Hrs -	0
31352111		Months Since	- N/A To-	ke/Mode1-	16	Last 30	Davs- UNI	/NR
		Aircraft Type		strument-				16
		A. () () () () ()	.,,	o cr amorre	·	2001 00	Juju	,,,
Instrument Rating(s) - F	NONE							
Manakina								
·Narrative STUDENT PILOT BEGAN TAKING OFF	ON DUNINAY 47	WITH A DIGHT OU	DTEDINO HEADWIN	THERE WAS S	NOW AND	TOE ON THE	•	
VAY. DURING THE TAKEOFF ROLL. TH								
ECTIONAL CONTROL. THE AIRCRAFT (
CIADIAR CUITICUL, IIIL MARCKAFI V	POINT THOSE OFF	THE STOP OF THE	CONTRAT. II CONTA	ACIED A SMOMDA	HALL MUTCH	INCOULIED		

File No 1	73 2/07/82 	WASHINGTON, IA	A/C Reg. No.	N2501N	Time (Lc1) - 1525 CST	.
Occurrence #1 Phase of Operation						
2. AIRPORT FACILIT 3. AIRPORT FACILIT 4. DIRECTIONAL CO	IES,RUNWAY/LANDING IES,RUNWAY/LANDING ONTROL - NOT MAINTA	INSTRUCTOR(ON GROUND AREA CONDITION - SNO AREA CONDITION - ICY AINED - PILOT IN COMM OF TOTAL EXPERIENCE	W COVERED AND			
Occurrence #2 Phase of Operation	ON GROUND COLLIST	ON WITH TERRAIN				
Finding(s) 6. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - SNO	WBANK			
Probable Cause						
The National Transports/are finding(s) 4	rtation Safety Boar	rd determines that th	e Probable Cause(s)	of this accid	lent	
Factor(s) relating to	this accident is	are finding(s) 1,2,3	,5,6			

File No 157 2/15/82 DES	MOINES, IA	A/C Reg. No. N	14710	7	Time (Lc1)	- 1830 CS	Т
Basic Information	DAI 4WT4TTOW)	I now a Cal Down			7 d	;	
Type Operating Certificate-NONE (GENE		ircraft Damage SUBSTANTIAL		Fatal	Serious	uries Minor	None
Type of Operation -BUSINESS		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	Ó
Accident Occurred During -LANDING			Other	ŏ	ŏ	Ö	ŏ
Aircraft Information							
Make/Model - PIPER PA-28-151		1 - LYCOMING 0-3	320-E3D			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engine					System -	YES
Max Gross Wt - 2325		- RECIPROCATIN	IG-CARBURETO	R Weat	ther Radar	- NO	
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary		Δ		Proximity		
Wx Briefing - FSS	Last Departure			OFF A1	RPORT/STR	IP	
Method - TELEPHONE	CLARKSVILLE,	TN					
Completeness - FULL	Destination		Ai	rport [
Basic Weather - IMC	WEBSTER CITY	IA			DINES MUNI		
Wind Dir/Speed- 130/003 KTS					/ Ident	- N/A	
Visibility - 2.0 SM	ATC/Airspace				/ Lth/Wid		
Cloud Conditions(1st) - 12000 FT DV				•	/ Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Cleara			Runway	/ Status	- N/A	
Obstructions to Vision- HAZE	Type Approach	Flown - ILS - CC	MPLETE				
Precipitation - NONE							
Condition of Light - NIGHT (DARK) 						
Personnel Information							t
Pilot-In-Command	Age - 39		Certificate			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi		Flight				
COMMERCIAL				00		24 Hrs -	4
SE LAND, ME LAND	Months Since -			49		30 Days-	13
	Aircraft Type -		ument-		Last	90 Days-	13
		Multi	i-Eng -	28			
Instrument Rating(s) - AIRPLANE							
Narrative							
E AIRCRAFT HAD NOT BEEN REFUELED AFTER A	PREVIOUS FLIGHT OF AROU	T ONE HOUR. THE	PILOT VISUA	LLY CHE	CKED		
E FUEL AND ESTIMATED 41 GALLONS REMAINING							
IGHT, HE DIVERTED FOR AN ENROUTE FUEL STO							
IGINE STOPPED OPERATING ABOUT 4.5 MILES FRO							
GHWAY AFTER ABOUT 4.3 HOURS OF FLIGHT TIM							
ID OF A BRIDGE. AN INVESTIGATION REVEALED I						RABLE	
OUNT OF TIME IN THE PIPER PA-28, BUT HIS						==	
3011 01 11ME 11 11ME 111 EN 1 A 20, 001 1113	THE IN A BANKTON WAS IN	One Cimilies.					

File No. - 157 2/15/82 DES MOINES.IA A/C Reg. No. N44710 Time (Lc1) - 1830 CST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. WEATHER CONDITION - HAZE 5. LIGHT CONDITION - DARK NIGHT 6. OBJECT - OBJECT ----Probable Cause----

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

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

-Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
•	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	, 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	3 0	0	0	3
Accident Occurred During -TAKEOFF		Othe	er O	0	0	0
Aircraft Information						
Make/Model - GRUMMAN AA-5A	Eng Make/Model - LYC	OMING 0-320-F2G	FIT	Installed/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		
Max Gross Wt - 2200	Engine Type - REC		FTOD West	her Padar -	NO	
No. of Seats - 4		150 HP	.e.ok weat	ner Radar	140	
Environment/Operations Information						
Weather Data	Itinerary		Ainmont	Onovimit		
			•	Proximity		
			ON AIR	PUKI		
the state of the s	SAME AS ACC/INC		4.1	- 4 -		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	WINONA, MN			MUNICIPAL		
Wind Dir/Speed- 360/005 KTS			•	- : -	36	
Visibility - 6.0 SM	ATC/Airspace		•	Lth/Wid -		-
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -			Surface -		URF
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 20	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Filo	tht Time (H	ours)		
PRIVATE	Current - YES	Total -	,	Last 24	Hrs -	3
SE LAND	Months Since - 12		7			7
	Aircraft Type - PA-28	Instrument-	2	Last 90		14
Instrument Rating(s) - NONE						

File No 9	2/2	1/82 MONONA,I	Α	A/C Reg. No.	N9958U	Time (Lc1) -	1600 CST
Occurrence #1 Phase of Operation	OVERRUN TAKEOFF						
Finding(s) 1. AIRPORT FACILITI 2. AIRPORT FACILITI 3. LIFT-OFF - PRE 4. ABORTED TAKEOFF	ES,RUNWAY/LA MATURE - PIL	ANDING AREA COND LOT IN COMMAND	ITION - SOFT				
Occurrence #2 Phase of Operation		COLLISION WITH T	ERRAIN				
Finding(s) 5. TERRAIN CONDITION	ON - DITCH						
Occurrence #3 Phase of Operation		EAR COLLAPSED					
Finding(s) 6. LANDING GEAR,MAI 7. LANDING GEAR,NOS							
Probable Cause	·					·	
The National Transporis/are finding(s) 3,4		ty Board determi	nes that the Pr	obable Cause(s)	of this acci	dent	
Factor(s) relating to	this accide	ent is/are findi	ng(s) 1,2,5				

Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	Non
Type of Operation -INSTRUCTIONAL	SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	O	O	0	0
Accident Occurred During -TAKEOFF			Other	0		0	0
ircraft Information					_		
Make/Model - CESSNA 152		Model - LYCOMING 0-				Activated	
Landing Gear - TRICYCLE-FIXED				Stal	l Warning	System - Y	ES
Max Gross Wt - 1675		e - RECIPROCATI	NG-CARBURET	OR Weatl	ner Radar	- NO	
No. of Seats - 2	Rated Powe	er - 110 HP					
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A	SAME AS	-	_				
Completeness - N/A	Destination		A	irport Da			
Basic Weather - VMC	LOCAL				MEMORIAL		
Wind Dir/Speed- 320/007 KTS	.== (- 29	
Visibility - 15.0 SM	ATC/Airspace					- 3000/	
Cloud Conditions(1st) - NONE		ight Plan - NONE				- CONCRETE	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE		earance - NONE		Runway	Status	- DRY	
	Type Approx	ach Flown - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT				*			
ersonnel Information Pilot-In-Command	Age - 24	Maddaal	Certificate	- VALTO	MEDICAL -N	O WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight			Time (He		O WAIVERS/	CIMII
STUDENT	Current		.1 -		-	4 Hrs -	2
STODENT	Months Since	- N/A Make	/Mode1-				
	Aircraft Type	- N/A Make - N/A Inst	rument-	3	last 9	O Days ON	6
	All Oralle Type			•		o says	•
Instrument Rating(s) - NONE							
arrative		E AIRCRAFT VEERED L					

File No 1	70 2/21/82	TIPTON, IA	A/C Reg. No. N64998	Time (Lc1) - 1400 CST
Occurrence #1 Phase of Operation				
	E OF EQUIPMENT/AIR	•	AND EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - S	NOWBANK	
Probable Cause				
The National Transports/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	nt
Factor(s) relating to	this accident is	/are finding(s) 2.4		

-NONE (GENERAL AV	•	ft Damage		Injur		
		ANTIAL	Fatal	Serious		None
	=	-		_	_	1
	NUNE			_	_	2
LANDING		0	ther 0	0		0
0/601P	Eng Make/Model - L	YCOMING IO-540-P	1A5 ELT	Installed/A	ctivated	- YES/N
ETRACTABLE				11 Warning S	System - Y	ES
	- 3					
 nation						
,	Itinerary		Airport	Proximity		
OF ROTEFING		+				
OF BRIEFING		•	ON AI	KFUKI		
	-		Ainmont	Data		
			•			
/TC	SAC CITY, IA				0.4	
	470 (4 1					~-
				•	•	75
				,		
			Runwa	y Status -	- WEI	
	Type Approach Flown	- NDB				
DRIZZLĘ						
IIGHT (DARK)						
Age	- 43	Medical Certif	icate - VALI	D MEDICAL-NO	WAIVERS/	LIMIT
				•	1 Hrs -	4
						-
•						104
	All Craft Type FA 23			Last st	Days	104
- AIRPLANE						
· AIRPLANE						
- AIRPLANE		AKING AN APPROAC				
	TRACTABLE ation OF BRIEFING TS SM 600 FT OVERCAST ONE OG RIZZLE IGHT (DARK)	14 CFR 91 LANDING /601P TRACTABLE Sumber Engines - Engine Type - Related Power - Itinerary Comparison of the provided of	14 CFR 91 LANDING /601P TRACTABLE Eng Make/Model - LYCOMING IO-540-PTRACTABLE Number Engines - 2	14 CFR 91 LANDING Action	14 CFR 91	14 CFR 91

File No. - 166 2/23/82 CARROLL,IA A/C Reg. No. N363VA Time (Lc1) - 1830 CST

Occurrence
Phase of Operation

HARD LANDING

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION ICING CONDITIONS
- 5. WING ICE
- 6. AIRSPEED INADEQUATE PILOT IN COMMAND
- 7. WEATHER CONDITION CROSSWIND
- 8. WEATHER CONDITION GUSTS

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENER		t Damage			ries	N
Type of Operation -INSTRUCTION	SUBSTA NAL - DUAL Fire	NIIAL Crew	Fatal		Minor O	None 2
Flight Conducted Under -14 CFR 91	NONE		ŏ	ŏ	-	Õ
Accident Occurred During -LANDING		Other	Ö	0 0 0	Ŏ	Ō
Aircraft Information						
Make/Model - PIPER PA-28-181	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Sta	ll Warning	System -	YES
Max Gross Wt - 2550 No. of Seats - 4	Engine Type - RE Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Departure Point		ON AIR	RSTRIP		
Method - N/A	HAILEY, ID					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL		JEROME		00	
Wind Dir/Speed- 040/016 KTS Visibility - 40.0 SM	ATC /Ainanaga			/ Ident / Lth/Wid	- 08	50
Visibility - 40.0 SM Cloud Conditions(1st) - 15000 FT BRO Cloud Conditions(2nd) - UNK/NR	OKEN Type of Flight Plan	- NONE		/ Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE		/ Status		
Obstructions to Vision- NONE	Type Approach Flown			, 514145	5	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,		-			
Condition of Light - NIGHT (DARK)	1					
Personnel Information						<i>.</i>
Pilot-In-Command	Age - 23	Medical Certificat			O WAIVERS	LIMII
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review	Filgn	t Time (F	nours)	4 Uno -	2
	Current - YES Months Since - 12	Total - Make/Model- Instrument-	110	Last 2	O Dave-	35
	MOTITIE 12	Instrument-	100	Last 9	O Days-	80
SE LAND, ME LAND, SE SEA	Aircraft Type - C-172					
	Aircraft Type - C-172	Multi-Eng -	12		, .	

File No. - 196 2/25/82 A/C Reg. No. N3561G JEROME, ID Time (Lc1) - 2145 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 3. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LIGHT CONDITION - DARK NIGHT 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK CLEARANCE - MISJUDGED - PILOT IN COMMAND(CFI) ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	L AVIATION)		t Damage				ries	
Time of Onemation INCTRIBUTIONA	. 51141	SUBSTA			Fatal	Serious		None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L - DUAL	Fire NONE		rew	0	0	0	2 0
Accident Occurred During -LANDING		NONE		ther	ŏ	0 0 0	Ö	ŏ
-Aircraft Information								
Make/Model - CESSNA 152			COMING 0-235-A2					
Landing Gear - TRICYCLE-FIXED						1 Warning	System - N	0
Max Gross Wt - 1670			CIPROCATING-CAR	BURETO	R Weat	her Radar	- NO	
No. of Seats - 2	Rated	Power -	110 HP					
-Environment/Operations Information								
Weather Data	Itinerary			A	•	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE		parture Point UL.IL			ON AIR	PORT		
Completeness - FULL	Destinat	· ·		A 4	rport D	a+a		
Basic Weather - VMC	PAXTO			~ ''	•	MUNICIPAL		
Wind Dir/Speed- 340/010 KTS		,					- 36	
Visibility - 5.0 SM	ATC/Airsp						- 3400/	100
Cloud Conditions(1st) - NONE	Type of	Flight Plan	- VFR			Surface		
Cloud Conditions(2nd) - NONE		Clearance			Runway	Status	- SNOW - DI	RY
Obstructions to Vision- FOG Precipitation - NONE	Type Ap	proach Flown	- PRACTICE VISUAL STRAIG	LIT TAI				
Condition of Light - DAYLIGHT			VISUAL STRAIG	111 - 114				
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 59 Biennial Flig	ht Poutou	Medical Certif		- VALID Time (H		AIVERS/LIM	IT
COMMERCIAL, CFI	Current	- YES				Last 2	4 Hrs -	2
SE LAND, ME LAND		nce - UNK/NR						
		Type - UNK/NR	Instrument	- 6	36	Last 9	O Days-	31
			Multi-Eng	- 36	44		-	
Instrument Rating(s) - NONE								
-Narrative ING THE STUDENT'S LAST LANDING, THE LANDIN			THE ADDRESS: -					

File No.	- 72	1/06/82	PAXTON, IL	A/C Reg.	No. N4900L	Time (Lc1) - 1015 CST
Occurrence #1 Phase of Operat		RSHOOT OACH - VFR P	ATTERN - FINAL AP	PROACH		
 ALTITUDE IMPROP 	- MISJUDGE ER DECISION	D - DUAL STU ,VISUAL/AURA	AREA CONDITION - DENT L PERCEPTION - DU IN COMMAND(CFI)			
Occurrence #2 Phase of Operat			ION WITH TERRAIN TOUCHDOWN			
Finding(s) 5. AIRPORT FA	CILITIES,RU	NWAY/LANDING	AREA CONDITION -	SNOWBANK		
Probable Ca	use					
The National Tr is/are finding(n Safety Boa	rd determines tha	t the Probable Cause	e(s) of this acc	cident
Factor(s) relat	ing to this	accident is	/are finding(s) 1	,3,5		

-Basic Information Type Operating Certificate-NONE (G	CHERAL AVIATION'S	Advances Domeso			Tmi		
Type operating certificate-noise (G	ENERAL AVIATION	Aircraft Damage SUBSTANTIAL		Fatal	•	uries Minor	None
Type of Operation -INSTRUC	TIONAL - SOLO	Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - CESSNA 152	Eng Make	/Model - LYCOMING O	-235	ELT			ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	1 Warning		· UNK/NR
Max Gross Wt - 1670 No. of Seats - 2	Engine T Rated Po	ype - RECIPROCATI	ING-CARBURETO	JR Weat	ner Radar	- NU	
NO. OF Seats - 2	Rated Po	wer - HO ne		- 			
Environment/Operations Information			ر	l innon+	Onevimi A.		
Weather Data Wx Briefing - FSS	Itinerary	rture Point	•	ON AIR	Proximity		
Method - TELEPHONE		ACC/INC		ON AIR	PURI		
Completeness - UNK/NR	Destinatio	•	Δ.	irport D	ata		
Basic Weather - VMC	LOCAL	••			HAWLEY		
Wind Dir/Speed- 230/011 KTS				Runway	Ident	- 35	
Visibility - 15.0 SM	ATC/Airspac	e		Runway	Lth/Wid	- 2800/	60
Cloud Conditions(1st) - 25000 FT				Runway	Surface	- ASPHAL	_T
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status	- SNOW -	- DRY
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE					
Precipitation - SNOW							
Condition of Light - DAYLIGHT							
-Personnel Information	4	48 41 V	Certificate	VA. TE	MEDICAL	NO HATVE	NC /1 TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 19 Biennial Flight		Flight			NO MATAEL	(2) CIMII
STUDENT	Current		a1 -		Last	24 Hrs -	0
31005141	Months Sinc	e - N/A Make	e/Model-	20	Last	30 Davs-	
	Aircraft Ty	pe - N/A Ins	e/Model- trument-	ō	Last	90 Days-	19
	•						
Instrument Rating(s) - NONE							
-Narrative							
DRIEDLY, THE STUDENT TOOKOFF WITHOUT	HIS INSTRUCTOR'S APPP	ROVAL HE INITIATED	A TAKEOFF RO	OLL ON R	RUNWAY 35	WITH	
WIND FROM 230 DEGREES AT 11 KNOTS. H							
IFT OFF. DIRECTIONAL CONTROL WAS LOS	T DURING ROTATION. TH	E PILOT ACCIDENTLY I	JII IME CELI	DKANE A	IND THE PL	ANE	

File No 1	54 1/08/82	PEORIA, IL	A/C	Reg. No.	N6265P	Time (Lcl) - 1110 CST
Occurrence #1 Phase of Operation						
	FOR WIND CONDITION E OF PROCEDURE,LAC TROL - NOT MAINTAI	K OF TOTAL EXPERIENTED - PILOT IN COMMAND	NCE - PILOT IN			
Occurrence #2 Phase of Operation						
Finding(s) 6. TERRAIN CONDITI	ON - SNOW COVERED					
Occurrence #3 Phase of Operation						
Finding(s) 7. LANDING GEAR,NO	SE GEAR - OVERLOAD					
Probable Cause						
The National Transpois/are finding(s) 2,		rd determines that	the Probable	Cause(s)	of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,	3,6			

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ge		Injur		
Type of Operation -PERSONAL		SUBSTANTIAL `		Fatal O	-	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass		ŏ	ŏ	i
Accident Occurred During -LANDING			Other		Ö	0	0
Aircraft Information							
Make/Model - CESSNA 182H		e/Model - CONTINENT					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800	Number	Engines - 1 Type <i>-</i> RECIPROC <i>I</i>	ATTNC-CARRIBET		1 Warning S	System - U	NK/NK
No. of Seats - 4	Rated P			UK WEAT	iller kadar	UNIX/NX	
Environment/Operations Information			+				
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Dep SAME A	arture Point		ON AIR	PORT		
Completeness - UNK/NR	Destinati			irport D)ata		
Basic Weather - VMC	LOCAL	511	-	•	HAWLEY AUX.		
Wind Dir/Speed- 240/009 KTS						17	
Visibility - 20.0 SM	ATC/Airspa	ce			/ Lth/Wid -		60
Cloud Conditions(1st) - UNK/NR	Type of	ce Flight Plan - NONE Clearance - NONE			/ Surface - / Status -		OMDACTE
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of	roach Flown - VISU			Status -	SNOW - C	UMPACIE
Precipitation - NONE	Type App	7130	ie Straight in	•			
Condition of Light - DAYLIGHT							
Personnel Information				*****			
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Fligh		al Certificate	: - VALID : Time (F		(IVERS/LIM	11
STUDENT	Current	- N/A To	ntal -	34	Last 24	Hrs -	1
31352.11		ce - N/A Ma	otal - ake/Model- nstrument-	17	Last 30	Days- UN	K/NR
	Aircraft T	ype - N/A Ir	nstrument-	0	Last 90	Days-	18
Instrument Rating(s) - NONE							
Narrative	OT 4110THER RESC	N			11F MAG ****	TED	
OWNER OF THE AIRCRAFT WAS A STUDENT PIL TIDE ALONG. THE PRIVATE PILOT REPORTED T							
IDE ALUNG. THE PRIVATE PILOT REPURTED T		MADE A CROSSWIND L				201.	

File No. - 61 2/06/82 PEORIA, IL A/C Reg. No. N8510S Time (Lc1) - 1330 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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) 1,2,4,6

File No 97 2/08/	82 MATTOON, IL	A/C Reg	. No. N8282Z	Т	ime (Lc1)	- 1800 CS	т
Basic Information Type Operating Certificate-N	NONE (GENERAL AVIATION)				Inju		A
		SUBSTANT		Fatal	Serious	Minor	None
• • •	PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -1 Accident Occurred During -L		NONE	Pass Othe	_	0	0 0	2 0
Aircraft Information							
Make/Model - PIPER PA-28F		Make/Mode1 - LYCO	MING IO-360-C1C6				- YES-UNK/I
Landing Gear - TRICYCLE-RET		ber Engines - 1			1 Warning		YES
Max Gross Wt - 2750			P - FUEL INJECTE	D Weat	her Radar	- NO	
No. of Seats - 4	Rat	ed Power - 2	00 HP				
Environment/Operations Informa							
Weather Data	Itiner	•			Proximity		
Wx Briefing - FSS		Departure Point		ON AIR	PORT		
Method - UNK/NR		ORA, IL					
Completeness - FULL		nation		Airport D			
Basic Weather - IMC		TTOON, IL			COUNTY		
Wind Dir/Speed- 090/004 KT						- 29	450
Visibility - 1.0 S		rspace			Lth/Wid		
Cloud Conditions(1st) - 1	1500 FI BRUKEN TYPE	of Flight Plan -		•		- CONCRET	
Cloud Conditions(2nd) - 2		of Clearance -		Runway	Status	- 2NOW -	UKY
Obstructions to Vision- BL		Approach Flown -					
Precipitation - SN Condition of Light - NI			VOR/TVOR				
Condition of Light - N							
Personnel Information	•					. WATVEDO	// ****
Pilot-In-Command			edical Certifica) MAINERS	/ LIMII
Certificate(s)/Rating(s)		light Review		ht Time (H		4 11	^
COMMERCIAL, ATP, CFI	Curren		Total -		Last 2		0
SE LAND, ME LAND		Since - 6	Make/Model- Instrument-		Last 3		
	Aircra	ft Type - UNK/NR			Last 9	Days-	55
			Multi-Eng -	1411			
Instrument Rating(s) -	AIRPLANE						
Narrative						_	
HE PILOT TOOKOFF WITH AN INOPERAT						G,	
ND THE VISIBILITY WAS ABOUT ONE M							
NOW HAD BEEN CLEARED FROM THE LIG							
REW HAD PROGRESSED FROM THE THRES							
NOTHER AIRCRAFT. THEY NOTIFIED TH				_		THE	
ILOT MADE AN ILS APPROACH. HE REF							
ENT OVER THE SNOW PLOW AND USED T			LAND. DURING THE	FLARE THE	TOUCHDOWN	•	
HE AIRCRAFT HIT A SNOWBANK ABOUT	1000 FT BEYOND THE SNO	W PLOW.					
					-		

File No. - 97 2/08/82 MATTOON,IL A/C Reg. No. N8282Z Time (Lc1) - 1800 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING LIGHT INOPERATIVE
- 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT ATTEMPTED PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 5. WEATHER CONDITION SNOW
- 6. LIGHT CONDITION DARK NIGHT
- 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOWBANK
- 8. PROPER ALIGNMENT MISJUDGED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.8

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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Time of Open Allen	SUBSTAI		Fatal	Serious	Minor	None
Type of Operation -OTHER Flight Conducted Under -14 CFR 91	Fire NONE	Crew	_	0	0	2 0
Accident Occurred During -LANDING	NONE	Pass Othe	_	0	0	0
-Aircraft Information						
Make/Model - SIKORSKY UH-19B	Eng Make/Model - WR			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			11 Warning S		JNK/NR
Max Gross Wt - 7200 No. of Seats - 4	Engine Type - REG	CIPRUCATING-CARBUR 600 HP	EIOR Wea	ther Radar -	· NO	
	Rated Fower					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AI	RPURI		
Completeness - N/A	HOMER,IL Destination		Airport	Data		
Basic Weather - VMC	URBANA, IL		•	ICTED HELIPO	DT	
Wind Dir/Speed- 180/005 KTS	ORDANA, IL				· UNK/NR	
Visibility - 12.0 SM	ATC/Airspace			y Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		y Surface -		<u> </u>
Cloud Conditions(2nd) - NONE	Type of Clearance				SNOW - D	
Obstructions to Vision- NONE	Type Approach Flown	- VISUAL FULL CIRC		•		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information					_	
Pilot-In-Command	Age - 48	Medical Certifica			IVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (•		_
PRIVATE, COMMERCIAL	Current - YES	Total -	561	Last 24		0
SE LAND	Months Since - 1	Make/Model- Instrument-	53 12	Last 90	Days- UN	38
HELICOPTER	Aircraft Type - UNK/NR	Multi-Eng -		Rotorce		291
		Marti-Eng -	04	KO (O) CI	art	231
Instrument Rating(s) - NONE						
-Narrative						
PILOT AND A MEDICAL ATTENDANT WERE ON A F						
JUST PRIOR TO TOUCHDOWN, THE HELICOPTER	BEGAN TO ROTATE TO THE LEFT	. HE REPORTED THAT	HE LANDE	D IMMEDIATEL	Υ.	

File No. - 69 2/10/82 URBANA,IL A/C Reg. No. N2256G Time (Lc1) - 1400 CST

Occurrence
Phase of Operation

HARD LANDING

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND

2. DISTANCE - MISJUDGED - PILOT IN COMMAND

3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - 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

-Basic Information Type Operating Certificate-NONE	(CENEDAL AVIATION)	Aircraft Damage			Indu	ries	
Type operating certificate-none	(GENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERS	DNAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 C		NONE	Pass	0	0	0	2
Accident Occurred During -LAND	ING		Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - PIPER PA-28-161		Model - LYCOMING 0-32				Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall	Warning	System - L	INK/NR
Max Gross Wt - 2325 No. of Seats - 4	Rated Pow	/pe - RECIPROCATING ver - 200 HP	i-CARBURE I	UR Weatr	er Radar	- NU	
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF I		rture Point		ON AIRF	ORT		
Method - N/A	CHICAGO,						
Completeness - N/A	Destination		A	irport Da	ta		
Basic Weather - VMC Wind Dir/Speed- 160/015 KTS	DWIGHT,	I L		DWIGHT	Ident	- 27	
Visibility - 6.0 SM	ATC/Airspace	_				- 27 - 2368/	100
Cloud Conditions(1st) - 10000						- ASPHALT	100
Cloud Conditions(2nd) - 25000		learance - NONE				- ICE	
Obstructions to Vision- HAZE		pach Flown - NONE			014140		
Precipitation - NONE	. 7	, ,,,,,,					
Condition of Light - DAYLI	GHT						
-Personnel Information							
Pilot-In-Command		Medical Ce				O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			:Time (Ho 74		4 Hrs -	•
PRIVATE	Current	- YES TOTA - 2 Make/N	- lode1 -			4 Hrs - O Days- UN	3 IV /ND
SE LAND	Months Since	pe - UNK/NR Instru	ment-			O Days- UN O Days-	22
	Aircraft Typ	De - UNK/INK THSCHO	illeri (-	2	Lasts	O Days	22
Instrument Rating(s) - NON	.						
-Narrative							
ER LANDING THE AIRCRAFT ENCOUNTERE) ICE ON THE RUNWAY. THE	PILOT APPLIED BRAKES.	SWERVED	LEFT. AND	COLLIDED	WITH	

File No. - 43 2/14/82 DWIGHT, IL A/C Reg. No. N8252V Time (Lc1) - 1300 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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) 1,5

-Basic Information					• •		
Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Inju Sertous	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF	. =		Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-28-151		e/Model - LYCOMING					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325		Engines - 1 Type - RECIPROC			1 Warning !		JNK/NK
No. of Seats - 4	Rated Po			iok weat	ner kauar	- 140	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		arture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS Destination			Airport D	a+a		
Basic Weather - VMC	LOCAL	211	•	SANGER			
Wind Dir/Speed- 225/010 KTS	20072			-		- 27	
Visibility - 15.0 SM	ATC/Airspac	e		Runway	Lth/Wid	- 2100/	35
Cloud Conditions(1st) - 6000 FT S	CATTERED Type of I	ilight Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR	Type of (learance - NONE		Runway	Status	- SNOW - V	
Obstructions to Vision- NONE	Type Appi	oach Flown - NONE				SNOW - C	COMPACTE
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 35	Media	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Age - 35 Biennial Flight	Review		t Time (H			
PRIVATE	Current	- UNK/INK I	otal -				0
SE LAND		e - UNK/NR N	lake/Mode1-	79	Last 30	Days- UN	
	Aircraft Ty	/pe - UNK/NR I	nstrument-	0	Last 90	Days-	33
Instrument Rating(s) - NONE							
-Narrative							
PILOT BEGAN HIS TAKEOFF AT THE APPROAC						=	
FT, THEN AT ABOUT 55 MPH (LIFT-OFF SPE		RED LEFT INTO A SN OW PLOWING OPERATI		CAW TAWRIL	22 LI MIDI	<u> </u>	

File No. -2/15/82 MONEE, IL A/C Reg. No. N56979 Time (Lc1) - 1015 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 5. WEATHER CONDITION - UNFAVORABLE WIND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

File No 55 2	2/15/82 EAST SA	INT LOUIS, IL	A/C Reg.	No. N7511L	T	ime (Lc1) -	2203 CS	T
Basic Information								
Type Operating Certifica			Aircraft D			Injur		
	ON-DEMAND AIR	TAXI	SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation		STIC,CARGO	Fire	Cre		0	0	2
Flight Conducted Under			NONE	Pas	-	0	0	0
Accident Occurred During				0th	er 0 	0	0	0
Aircraft Information								
Make/Model - PIPER PA				IING TIO-540-A2		Installed/A		
Landing Gear - TRICYCLE	-RETRACTABLE		ngines - 2		Stal	1 Warning S		JNK/NR
Max Gross Wt - 6500				- FUEL INJECT	ED Weat	her Radar -	UNK/NR	
No. of Seats - 8		Rated Po	ver - 31	O HP		-		
Environment/Operations Inf	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - BRFG R	CVD, SOURCE UNK	Last Depar	ture Point		ON AIR	PORT		
Method - RADIO	•	PADUCAH						
Completeness - SELF		Destination) }		Airport D	ata		
Basic Weather - VMC			NT LOUIS,IL			TE PARKS		
Wind Dir/Speed- 110/00	5 KTS						30	
Visibility - 4.0		ATC/Airspace	•			Lth/Wid -	5499/	100
Cloud Conditions(1st)				FR	-	Surface -	•	
Cloud Conditions(2nd)						Status -		
Obstructions to Vision				LS - COMPLETE				
Precipitation		TOPO APPI						
Condition of Light								
Pilot-In-Command	Λ.	ge - 52	Ма	dical Certific	ate - VALID	MEDICAL-NO	WATVEDS	/I TMTT
Certificate(s)/Rating(s	.) -	iennial Flight			ght Time (H		WAIVERS	CIMI
COMMERCIAL, ATP, CFI	,	Current	- YES	Total -			Hne -	3
SE LAND, ME LAND, SE S	EA ME CEA			Make/Model-			Days- UN	-
	EA,ME SEA	Admonast Tur	; - No - INV/ND	Instrument-	2450	Last 90	Days- Ur	•
HELICOPTER, GYROPLANE		Months Since Aircraft Typ	e - UNK/NK	Multi-Eng -	2150	Last 90	Days-	200
GLIDER				Multi-Eng -	13000	ROTORCE	aft -	2100
Instrument Rating(s)	- AIRPLANE							
-Narrative								
AIRCREW DID NOT KEY THE AP	PPOACH LIGHTS ON	DIDING THE EIDS	T TIS APPROAC	H AT NIGHT TH	FDFFODF A	MISSED		
AIROREW DID NO! RE! THE AI								
ROACH WAS MADE ON THE SECO							n	
							U	
SIBILITY WAS MUCH WORSE AT T		CMEDVED LEET 1	MILL V CHUMBYY					
PROACH WAS MADE. ON THE SECO SIBILITY WAS MUCH WORSE AT T DW AT THE EDGE OF THE RUNWAY	AND THE AIRCRAFT							
SIBILITY WAS MUCH WORSE AT T DW AT THE EDGE OF THE RUNWAY GH AND WERE LOCATED APPROXIM	AND THE AIRCRAFT	SIDE OF THE RUM	IWAY LIGHTS. T	HE PILOT REPOR	TED THAT TH	ERE WERE NO		
SIBILITY WAS MUCH WORSE AT T DW AT THE EDGE OF THE RUNWAY GH AND WERE LOCATED APPROXIM TAMS CONCERNING THE SNOWBANK	AND THE AIRCRAFT NATELY 10 FEET OUT S. THE 2221 CST W	SIDE OF THE RUN EATHER OBSERVAT	WAY LIGHTS. T	HE PILOT REPOR	TED THAT TH ABOUT 15 MI	ERE WERE NO LES AWAY AN	D	
SIBILITY WAS MUCH WORSE AT T DW AT THE EDGE OF THE RUNWAY GH AND WERE LOCATED APPROXIM	AND THE AIRCRAFT NATELY 10 FEET OUT S. THE 2221 CST W	SIDE OF THE RUN EATHER OBSERVAT	WAY LIGHTS. T	HE PILOT REPOR	TED THAT TH ABOUT 15 MI	ERE WERE NO LES AWAY AN	D	

File No	55 2/15/82	EAST SAINT LOUIS,IL	A/C Reg. No. N7511L	Time (Lc1) - 2203 CST	
Occurrence #1 Phase of Operation		- ON GROUND			
	DN - FOG NNING/DECISION - IN CISION,OVER CONFIDE	MPROPER - PILOT IN COMMAN ENCE IN PERSONAL ABILITY PILOT IN COMMAND	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation Finding(s) 6. TERRAIN CONDITI	LANDING - ROLL ON - SNOWBANK				
Occurrence #3 Phase of Operation		SED			
Finding(s) 7. LANDING GEAR,ND	SE GEAR ASSEMBLY -				
Probable Cause					
The National Transpois/are finding(s) 3	rtation Safety Boar	rd determines that the Pi	robable Cause(s) of this accide	ent	
Factor(s) relating t	this accident is/	are finding(s) 1,2,4,6			

File No 74 2/19/82 RC	SELLE, IL	A/C Reg.	No. N210GL	7	ime (Lc1) -	- 1815 CST	
Basic Information							
Type Operating Certificate-NONE (GEN	JERAL AVIATION)	Aircraft [Inju		
		SUBSTANT	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other	^ 0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172A	Eng Make/M	lode1 - CONT	NENTAL 0-300-C	ELT	Installed/	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number End				1 Warning S		
Max Gross Wt - 2200	Engine Typ		ROCATING-CARBURE				
No. of Seats - 4	Rated Powe		5 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - PATWAS	Last Depart	una Point			RPORT/STRIF	•	
Method - TELEPHONE	ROSELLE, I			011 41	Kroki, Sikii		
Completeness - UNK/NR	Destination	_		Airport D			
Basic Weather - UNK/NR	PLAINFIEL	D T1		Amport	ala		
Wind Dir/Speed- 240/008 KTS	PLAINFIEL	D, 11		Bunwas	Ident -	- N/A	
	ATC/Aineman					- N/A	
Visibility - 11.0 SM	ATC/Airspace	alla Diam I	IONE			N/A	
Cloud Conditions(1st) - OBSCURED C							
Cloud Conditions(2nd) - NONE	• •	arance - N		Runway	Status -	- N/A	
Obstructions to Vision- FOG	Type Approa	ch Flown - N	IUNE				
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 29		edical Certificat) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	F1 igh	nt Time (H	lours)		
PRIVATE	Current	- YES	Total -	120	Last 24	1 Hrs -	5
SE LAND	Months Since			13		Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	7	Last 90	Days-	12
Instrument Rating(s) - NONE							
Nonno+1ua							
Narrative	ADTIAL LOCK OF DOMES	HE TURNER S	ACK TOWARD THE	100007 44	ID TUDNED		
HORTLY AFTER TAKEOFF, THE PILOT NOTED A P							
HE CARBURETOR HEAT ON; HOWEVER, THE CARBU						•	
OTH TANKS TO THE RIGHT TANK, AND THIS DID							
THE AIRPORT. A FORCED LANDING WAS MADE						ARED	
D BE FLAT AND LIGHTLY COVERED WITH SNOW;							
HE AIRCRAFT ENCOUNTERED DEEP SNOW, THE NO							
DSSIBLE CARBURETOR ICE; HOWEVER, THIS WAS	NOT VERIFIED. NO PRE	-IMPACT, MEC	CHANICAL MALFUNCT	TION OR FA	ILURE WAS		
EPORTED.							

File No	74 2/19/82 ROSELLE,IL	A/C Reg. No. N210GL	Time (Lc1) - 1815 CST
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING ELADE /TOUGUDGUN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
3. TERRAIN CONDITI	ON - SNOW COVERED		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 5. LANDING GEAR, NO	SE GEAR - OVERLOAD		
Occurrence #5 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	ne Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3,4	ı	

	NERAL AVIATION) A1	rcraft Damage		Inju	ries	
	S	UBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	· · · · · · · · · · · · · · · · · · ·	re Ci	ew 0	0	0	1
Flight Conducted Under -14 CFR 9	i 1 Ni	-·· -	ass O	0	, 0	0
Accident Occurred During -LANDING		O1	ther O	0	0	0
-Aircraft Information				_		
Make/Model - BEECH 58		- CONTINENTAL IO-520		Installed/		
Landing Gear - TRICYCLE-RETRACTABL				ill Warning		ES
Max Gross Wt - 6100		- RECIP - FUEL INJEC	CTED Wea	ther Radar	- NO	
No. of Seats - 6	Rated Power	- 285 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE			ON AI	RPORT		
Method - IN PERSON	ST. CHARLES, I	<u> </u>	44	D-4-		
Completeness - FULL Basic Weather - IMC	Destination PONTIAC,MI		Airport	DATA AC-DAKLAND		
Wind Dir/Speed- 290/016 KTS	PUNITAC, MI				- 27	
Visibility - 2.0 SM	ATC/Airspace			y Lth/Wid		NIK /NID
Cloud Conditions(1st) - 600 FT		Plan - TFD		v Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			•	- SNOW - DI	
Obstructions to Vision- FOG		lown - RADAR MONITORE		.,	0.1011	
Precipitation - NONE	21 1,	ILS - BACKCOUP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 58	Medical Certif	cate - VALI	D MEDICAL-W	AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	w Fi	ight Time (Hours)		
COMMERCIAL	Current - Ul	NK/NR Total -			4 Hrs -	. 2
SE LAND, ME LAND	Months Since - U	NK/NR Make/Model			Days- UN	
JE LAND, ME LAND	Aircraft Type - Ul	NK/NR Instrument		Last 9	O Days-	6
SE LAND, ME LAND		Multi-Eng	788			
SE EAND, ME CAND						

File No. - 36 2/19/82 ST. CHARLES,IL A/C Reg. No. N1847X Time (Lc1) - 1540 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS

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

Finding(s)

2. WING - ICE

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	!		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO	NAL - SOLO	Fire.	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - CESSNA 152		e/Model - LYCOMING C	1-235		Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1		Stal	1 Warning S	ystem - L	INK/NR
Max Gross Wt - 1670		Type - RECIPROCAT	ING-CARBURETO	R Weat	her Radar -	UNK/NR	
No. of Seats - 2	Rated P	ower - 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - TELEPHONE		S ACC/INC					
Completeness - UNK/NR	Destinati	on	A 1	rport D			
Basic Weather - VMC	LOCAL				NTL AIRPORT		
Wind Dir/Speed- 340/010 KTS	470 (4)					36	
Visibility - 10.0 SM	ATC/Airspa				Lth/Wid -		50
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE		Flight Plan - NONE Clearance - NONE			Surface - Status -		
Obstructions to Vision- NONE		roach Flown - NONE		Runway	Status -	ICE	
Precipitation - NONE	Type App	POACH FIOWH - NOINE					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 36	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight	Time (H	ours)		
STUDENT	Current			21	Last 24		0
	Months Sin				Last 30		
	Aircraft T	ype - N/A Ins	trument-	1	Last 90	Days-	12
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PILOT STATED THAT DURING TAKEOF							
T AND THE LEFT WHEEL CONTACTED SNOW ON	THE SIDE OF TH E R I	UNWAY CAUSING DRAG O	N THE AIRCRAF	T. THE	AIRCRAFT NO	SED OVER	

File No. - 32

2/21/82

PLAINFIELD, IL

A/C Reg. No. N6112Q

Time (Lc1) - 1012 CST

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

4. ABORTED TAKEOFF - 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) 1,4

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

 Basic Information Type Operating Certificate-NONE (GEN 	NERAL AVIATION)	Aircraft [)amage		Injur	ies	
	·	SUBSTANT		Fatal	Sertous	Minor	None
Type of Operation -EXECUTIVE Flight Conducted Under -14 CFR 9		Fire NONE	Crew Pass	0	0	0	2 2
Accident Occurred During -LANDING	•	NONE	Other	-	0	ŏ	ő
-Aircraft Information		·					
Make/Model - GRUMMAN 1159 Landing Gear - TRICYCLE-RETRACTABLE			ROYCE SPEY 511-8		Installed/A		
Max Gross Wt - 62000	: Number E	Engines - 2 Type - TURBO). IET	Stat	ll Warning Sy ther Radar -	ystem - M	= 5
No. of Seats - 14		ower - 1140		weat	tilei kauai -	123	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS Method - TELEPHONE		arture Point		ON AIR	RPORT		
Completeness - FULL	CHICAGO Destinatio	•	1	Mirport [)ata		
Basic Weather - VMC	ANDERSO		•		SON MUNICIPAL	L	
Wind Dir/Speed- 210/003 KTS		,				30	
	ATC/Airspac				/ Lth/Wid -		100
Cloud Conditions(1st) - 1800 FT C	OVERCAST Type of F	light Plan - 1	FR		/ Surface -		
	. , ,				/ Status -	SNOW - DE	₹Y
Obstructions to Vision- HAZE Precipitation - NONE	Type Appr	oach Flown - V	/ISUAL STRAIGHT-IN	ı			
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 32 Biennial Flight	Me	edical Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s) ATP	Biennial Flight	Review	Filght	: Time (F	Hours)	Una -	•
ME LAND	Months Sinc	- UNK/NR	Make/Model - 3	70 14 1498	Last 24	Dave- UNA	∠
ME EARTH	Aircraft Tv	pe - UNK/NR	Instrument- UNK	/NR	Last 90	Days - UN	K/NR
		,	Total - 9 Make/Model - 2 Instrument - UNK Multi-Eng - UNK	/NR	Rotorcra	aft - UN	
Instrument Rating(s) - AIRPLANE	·						
·Narrative							
DRE THE AIRCRAFT ARRIVED, THE SNOW COVE	RED RUNWAY WAS PLOW	VED. A CESSNA 1	82 PILOT PREVIOUS	LY REPOR	RTED THE		
KING ACTION AS FAIR TO POOR. THE AIRCRE							
RTED THAT HE HAD NOT BEEN ADVISED BY N	IOTAM, TOWER, OR FBC	OF A SNOWBANK	WHICH WAS AT THE	THRESHO	DLD. HE STATE	ED	
			SHABLE. BOTH MAIN	L OF AD WE	NT TURNUCH		

File No. - 62 2/01/82 ANDERSON, IN A/C Reg. No. N5400G Time (Lc1) - 1130 EST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK 2. NOTAMS - NOT ISSUED - AIRPORT PERSONNEL 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

Aircraft Dama SUBSTANTIAL Fire NONE ALLISON Engines - 1 Type - TURBOSHA Ower - 420 H	Crew Pass Other 250-C28 AFT	Fatal Seric 0 (0 (0 (0 0 0 0 0 0 led/Activated ing System -	
Fire NONE Re/Model - ALLISON Engines - 1 Type - TURBOSHA Power - 420 F	Crew Pass Other 250-C28 AFT	0 (0 (0 (0 0 0 0 0 0 1ed/Activated	1 0 0
NONE Re/Model - ALLISON Engines - 1 Type - TURBOSHA Power - 420 H	Pass Other 250-C28 AFT HP	0 (0 (0 0 0 0 led/Activated ing System -	0 0
ce/Model - ALLISON Engines - 1 Type - TURBOSHA Power - 420 h	0ther 250-C28 AFT HP	ELT Instal	0 led/Activated ing System -	0
Engines - 1 Type - TURBOSHA Power - 420 H	250-C28 AFT HP	ELT Instal	led/Activated	YES/NO
Engines - 1 Type - TURBOSHA Power - 420 H	AFT HP	Stall Warn	ing System -	
Engines - 1 Type - TURBOSHA Power - 420 H	AFT HP	Stall Warn	ing System -	
Engines - 1 Type - TURBOSHA Power - 420 H	AFT HP	Stall Warn	ing System -	
Type - TURBOSHA Power - 420 H	AFT HP 	Weather Rad	dar - NO	NO
Power - 420 H	HP 	weather kad	Jar - NO	
	_			
	Δ	irport Proxim	itv	
	•	OFF AIRPORT/S		
AS ACC/INC		OFF AIRPORTY.	JIKIF	
The state of the s		Data		
on	Al	rport Data		
ice				
Flight Plan - NONE	E	Runway Surfac	ce - N/A	
Clearance - NONE	E	Runway Status	s - N/A	
roach Flown - NONE	E	•	•	
	_			
			L-NO WAIVERS	/LIMIT
nt Review	Flight	Time (Hours)		
- YES T	Tota1 - 26	46 Las	st 24 Hrs -	0
nce - 1 M	Make/Model-	10 Las	st 30 Days-	5
vpe - B-206 I	Instrument- 2	89 Las	st 90 Davs-	15
		93 Ro		2335
·				
	Medical Review - YES - 1 1 1 1 1 1 1 1 1 1	Medical Certificate t Review - YES Total ype - B-206 Flight Plan - NONE Medical Certificate Flight - 26 Make/Model-	Runway Ident Runway Lth/Wi Flight Plan - NONE Runway Surfac Clearance - NONE Runway Status Proach Flown - NONE Medical Certificate - VALID MEDICA PARTICLE TO TOTAL PARTICLE	Runway Ident - N/A Runway Lth/Wid - N/A Flight Plan - NONE Runway Surface - N/A Clearance - NONE Runway Status - N/A Proach Flown - NONE Medical Certificate - VALID MEDICAL-NO WAIVERS It Review Flight Time (Hours) - YES Total - 2646 Last 24 Hrs - Idee - 1 Make/Model - 10 Last 30 Days- Type - B-206 Instrument - 289 Last 90 Days-

File No	59 2/03/82 	INDIANAPOLIS, IN	A/C Reg. No.	N2777B	Time (Lc1) - 0325 EST	
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE - NORMAL					
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN				
Finding(s) 2. AUTOROTATION -	INITIATED - PILOT					
Occurrence #3 Phase of Operation		ION WITH OBJECT				
Finding(s) 3. LIGHT CONDITION 4. TERRAIN CONDITION 5. MANEUVER - PE						
Probable Cause						
The National Transports/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s)	of this accid	ent	

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

File No 60 2/07/82	GREENCASTLE, IN	A/C Reg. No. N	17804U	Т	ime (Lc1)	- 1645 EST	-
Basic Information Type Operating Certificate-NONE (G Type of Operation -INSTRUC Flight Conducted Under -14 CFR	TIONAL - SOLO	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fata1 0 0	Inju Serious O O	ries Minor O O	None 1 0
Accident Occurred During -LANDING			Other	Ŏ	Ö	Ö	Ŏ
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4		•		Stal	Installed/ l Warning her Radar	System - L	
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/014 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa DECATUR Destinatio GREENCA ATC/Airspac Type of F Type of C	n STLE, IN	At	ON AIR Irport D PUTNAM Runway Runway Runway Runway Runway	ata COUNTY Ident Lth/Wid Surface	- 36 - 3200 -U - Macadam - Snow - D	•
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Flight Current Months Sinc Aircraft Ty	Review - N/A Tota e - N/A Make	_	Time (H 39 39	ours) Last 2 Last 3	D WAIVERS/ 4 Hrs - UN O Days- UN O Days-	IK/NR
Instrument Rating(s) - NONE							
Narrative E STUDENT ARRIVED AT THE AIRPORT ON A EQUENCY. THE STUDENT STATED THAT SOMEB RPORT 4 TIMES. TWO OF THESE WERE LOW P EP. HOWEVER, THE RUNWAY WAS COVERED WI E LANDING ROLL, THE AIRCRAFT SLOWLY NO OWFALL HAD OCCURRED ABOUT 5 DAYS BEFOR D THE NEAREST FLIGHT SERVICE STATION B ANSMISSIONS ON THE UNICOM JUST PRIOR T	DDY REPLIED THAT RUNWASSES. THE PILOT NOTE TH 8 TO 10 INCHES OF S SED OVER AFTER IT HAD E THE ACCIDENT. THE RI EEN INFORMED OF THE RI	AY 18 WAS IN USE. BE D TIRE TRACKS WHICH SNOW. THE PILOT MADE DECELERATED AND WAS UNWAY HAD NOT BEEN P UNWAY CONDITION. NO	FORE LANDING HE ESTIMATED A SOFT FIEL ALMOST STOP LOWED AFTER AIRPORT PERS	G, THE P D WERE AL D LANDI PPED. TH THE SNO GONNEL H	ILOT OVERF BOUT ONE I NG. DURING E LATEST WFALL NOR AD MADE	NCH	

File No. - 60 2/07/82 GREENCASTLE, IN

A/C Reg. No. N7804U Time (Lc1) - 1645 EST

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 2. AIRPORT SNOW REMOVAL NOT PERFORMED AIRPORT PERSONNEL
- 3. NOTAMS SELECTED AIRPORT PERSONNEL
- 4. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

Aircraft Da SUBSTANTIA Fire NONE Ke/Model - LYCOMI Engines - 1 Type - RECIPR Power - 160 Darture Point	Crew Pass Other NG 0-320 CCATING-CARBURET HP	Stall OR Weath	Warning	Minor 1 0 0 Activated System - L	
Fire NONE Ke/Model - LYCOMI Engines - 1 Type - RECIPR Power - 160 Darture Point	Crew Pass Other NG 0-320 OCATING-CARBURET HP	O O O ELT 1 Stall	0 0 0 (Installed/	1 O O Activated System - L	0 0 0 - YES/N
NONE Ke/Model - LYCOMI Engines - 1 Type - RECIPR Power - 160 parture Point	Pass Other NG 0-320 OCATING-CARBURET HP	ELT 1 Stall	0 0 (nstalled/ Warning	O O Activated System - U	0 0 - YES/N
ke/Model - LYCOMI Engines - 1 Type - RECIPR Power - 160	Other NG 0-320 OCATING-CARBURET HP	ELT 1 Stall OR Weath	0 Installed/	O Activated System - L	O - YES/N
Engines - 1 Type - RECIPR Power - 160	OCATING-CARBURET	Stall OR Weath	Warning	System - l	
Engines - 1 Type - RECIPR Power - 160	OCATING-CARBURET	Stall OR Weath	Warning	System - l	
Type - RECIPR Power - 160 parture Point	HP	OR Weath			JNK/NR
Power - 160	HP				
parture Point					
parture Point					
			Proximity		
AS ACCITING		ON AIRF	OKI		
lon	Δ	irport Da	a+a		
	^	PORTER			
		Runway	Ident	- 09	
ace					150
			Status		
proach Flown - VI	SUAL FULL CIRCUI	1		ICE	
Med	ical Certificate	- VALID	MEDICAL-N	O WAIVERS	'LIMIT
nt Review					
- N/A	Total -	13	Last 2	4 Hrs -	0
nce - N/A	Make/Model-	13	Last 3	O Days- UN	IK/NR
lype - N/A	Instrument-	O	Last 9	O Days-	13
a -	Flight Plan - NO Clearance - NO Proach Flown - VI Med At Review - N/A ICE - N/A ype - N/A	Flight Plan - NONE Clearance - NONE Proach Flown - VISUAL FULL CIRCUIT Medical Certificate of Review Flight - N/A Total - ICE - N/A Make/Model- ype - N/A Instrument-	Runway Flight Plan - NONE Runway Clearance - NONE Runway Proach Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID It Review Flight Time (Ho - N/A Total - 13 Ice - N/A Make/Model - 13 Iype - N/A Instrument - O	Runway Ident Runway Lth/Wid Flight Plan - NONE Clearance - NONE Clearance - NONE Proach Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-N REVIEW Flight Time (Hours) - N/A Total - 13 Last 2 Runway Status Medical Certificate - VALID MEDICAL-N REVIEW Flight Time (Hours) - N/A Instrument - 0 Last 9	Runway Ident - 09 Runway Lth/Wid - 6000/ Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY Proach Flown - VISUAL FULL CIRCUIT ICE Medical Certificate - VALID MEDICAL-NO WAIVERS/ PROTECTION OF THE PROPERTY O

File No. - 34 2/08/82 VALPARAISO, IN A/C Reg. No. N2203B Time (Lc1) - 1400 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. TOUCH AND GO LANDING - SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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) 1,5

Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dam			Injur		
Type of Operation -INSTRUCT	IONAL - DUAL	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 9		NONE	Pass	ŏ	ŏ	ŏ	ō
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-38-112		Model - LYCOMIN	G 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Eng Engine Tvi	gines - 1	CATING-CARBURE		1 Warning S		NK/NR
No. of Seats - 2	Rated Powe			UK Weat	.iiei kauai -	NO	
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - BRFG RCVD, SOURCE				ON AIF	PORT		
Method - UNK/NR Completeness - UNK/NR	SAME AS / Destination	•	4	innont F	12+2		
Basic Weather - VMC	LOCAL		•	irport [ROONF	COUNTY		
Wind Dir/Speed- 190/015 KTS	LOCAL					18	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		30
Cloud Conditions(1st) - 10000 FT (Surface -		
Cloud Conditions(2nd) - NONE		earance - NON			Status -		
Obstructions to Vision- HAZE Precipitation - NONE	Type Approa	ach Flown - VIS	UAL FULL CIRCU	τ,		SNOW - C	RUSTED
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 44	Medi	cal Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight I	Review	Flight	: Time (F			
COMMERCIAL, CFI	Current		Total - 2		Last 24		. 1
SE LAND	Months Since		Make/Model-	525		Days- UN	
	Aircraft Type		Instrument- Multi-Eng -	91 30	Last 90	Days-	31
Instrument Rating(s) - AIRPLANE	.						
-Narrative	SOVERY PROCEDURES FROM	A A LOW ADDROSO	LI THE MATN OF	D CTDUCK	CHOW ON A		
LE THE INSTRUCTOR WAS DEMONSTRATING REC LLL RISE ABOUT 400 FEET SHORT OF THE RUN							
W AND THE GEAR FAILED. THE INSTRUCTOR S							
deni i nateri inte andinotion c			HE ALSO SAID TH				

File No	54 2/14/82	LEBANON, IN	A/C Reg. No. N24007	Time (Lc1) - 1105 EST
Occurrence #1 Phase of Operation		PATTERN - FINAL APPRO	ACH	
Finding(s) 1. WEATHER CONDITI 2. LIGHT CONDITION 3. DISTANCE - MI 4. ALTITUDE - MISO	I - SUNGLARE SJUDGED - PILOT II	COMMAND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN PATTERN - FINAL APPRO	ACH	
Finding(s) 5. TERRAIN CONDITI	ON - SNOW COVERED			
Occurrence #3 Phase of Operation				
Finding(s) 6. LANDING GEAR -	OVERLOAD		·	
Probable Cause				·
The National Transpois/are finding(s) 3.		ard determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 1,2,	5	

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Inju		
-		SUBSTANTIAL	_	Fatal			None
Type of Operation -INSTRU Flight Conducted Under -14 CFR	CTIONAL - SOLO	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDIN		NONE	Other	0	0	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA 152(II)		e/Model - LYCOMING 0-:	235-62C		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		Engines - 1 Type - RECIPROCATION	NO-CARRURET		Warning S		NK/NR
No. of Seats - 2		ower - 110 HP	NG-CARBORET	UR Weati	ier kagar	NU	
Environment/Operations Information-							
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary	arture Point		Airport F ON AIR	Proximity		
Method - N/A		S ACC/INC		UN AIR	PUR I		
Completeness - N/A	Destinati		Δ	irport Da	ata		
Basic Weather - VMC	LOCAL			•	YNE MUNI.		
Wind Dir/Speed- 230/012 KTS	_					- 22	
Visibility - 15.0 SM	ATC/Airspa				Lth/Wid -		150
Cloud Conditions(1st) - 9000 F Cloud Conditions(2nd) - UNK/NR		Clearance - TOWER			Surface -		
Obstructions to Vision- NONE		roach Flown - TOUCH A	ND GO	Ruiway	Status	DKI	
Precipitation - NONE	יאקאי טאני						
Condition of Light - DAYLIGH	r 						
Personnel Information Pilot-In-Command	Age - 35	Medical	Certificate	- VALTO	MEDICAL -NO	WATVERS/	TMTT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight	Time (Ho	ours)		
STUDENT	Current	- N/A Tota	1 -	28	Last 24	Hrs -	2
		ce - N/A Make,	/Mode1-	10	Last 30	Days- UNI	
	Aircraft T	ype - N/A Inst	rument-	0	Last 90	Days-	18
Instrument Rating(s) - NONE							
4							
Narrative STUDENT WAS ON HIS SIXTH TOUCH-AND-	SO LANDING WHEN THE M	TSHAD OCCUPED AFTED	I AND THE AN	n BEENDE	ADDING POL	IED	
SIGDER WAS ON HIS SIXTH HOUCH AND		AND REMOVE CARBURETOR				LIN	

File No	53 2/15/82	FORT WAYNE, IN	A/C Reg. No.	N757FX	Time (Lc1) - 1029 EST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND				•
IMPROPER US	E OF EQUIPMENT/AIR E OF PROCEDURE, LAC	NED - PILOT IN COMMAN CRAFT,DIVERTED ATTENT K OF TOTAL EXPERIENCE - PILOT IN COMMAND	ION - PILOT IN COMMAN	ND		
Occurrence #2 Phase of Operation		ION WITH OBJECT				
Finding(s) 5. TERRAIN CONDITI	ON - SNOWBANK					
Probable Cause						
The National Transpois/are finding(s) 1,		rd determines that th	e Probable Cause(s) c	of this accid	dent	
Factor(s) relating t	o this accident is	/are finding(s) 3,5				

File No 58 2/20/82	HUNTINGTON, IN	A/C Reg. N	lo. N291T	7	ime (Lc1) -	1930 EST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dan		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONA	iL.	Fire ·	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -TAKEOFF			Other	-	ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - BEECH 56TC		Model - LYCOMIN	IG TIO-541-E	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTAB		gines - 2		Stal	1 Warning S	ystem - U	INK/NR
Max Gross Wt - 5990	Engine Ty	pe - RECIP -	FUEL INJECTED	Weat	her Radar -	NO	
No. of Seats - 6	Rated Pow	er - 380	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - BRFG RCVD, SOURC Method - TELEPHONE	E UNK Last Depar FORT WAY			ON AIR	PORT		
Completeness - FULL	Destination	•	1	Airport D	ata		
Basic Weather - VMC	HUNTINGT		·	•	IGTON MUNI		
Wind Dir/Speed- 280/010 KTS						27	
Visibility - 10.0 SM	ATC/Airspace			•	Lth/Wid -		75
Cloud Conditions(1st) - 5000 FT	SCATTERED Type of F1	ight Plan - NON	IE		Surface -		
Cloud Conditions(2nd) - 8000 FT				•	Status -		
Obstructions to Vision- NONE			UAL FULL CIRCU		014145	J.,,	
Precipitation - NONE	2			-			
Condition of Light - NIGHT (B	RIGHT)						
Personnel Information		,					
Pilot-In-Command	Age - 54	Medi	cal Certificate	e - NON-V	ALID MEDICA	L	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	t Time (H	lours)		
COMMERCIAL	Current	- YES	Total -	1636	Last 24	Hrs -	0
SE LAND, ME LAND	Months Since	- 16	Make/Mode1-	289	Last 30	Days- UN	IK/NR
	Aircraft Typ	e - UNK/NR	Instrument-	274	Last 90	Davs-	13
	,,,	,	Total - ' Make/Model - Instrument - Multi-Eng -	294	Rotorcr	aft -	32
Instrument Rating(s) - AIRPLA	NE						
Namativa							
Narrative	ATROPAGE VECTORS LEGT	1110 07011014 A 01			4007110 0011		
DURING A NIGHT TOUCH AND GO LANDING, THE						FK	
TO TAKEOFF. SNOWBERMS WERE LOCATED INSID							
POSSIBLY RESTRICTING THE LIGHTING. THE P							
SLOWLY MOVED THROUGH ABOUT 1/2 OF THEIR							
ENOUGH RIGHT RUDDER AND DIFFERENTIAL POW							
REST NEAR THE RUNWAY CENTERLINE. THE NOS						_	
PILOT STATED HE THOUGHT THE WING TIP CAU		R THE LEFT MAIN	GEAR COLLAPSED	PRIOR T	O CONTACTIN	G	
THE SNOWBERM, NO IMPACT DAMAGE TO THE LE	FT WING WAS REPORTED.						

2/20/82 File No. - 58 HUNTINGTON, IN A/C Reg. No. N291T Time (Lc1) - 1930 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. LIGHT CONDITION - NIGHT 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD 6. 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) 3

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da			Injur		
Time of Onemakies DEDCOMAL		SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 2
Accident Occurred During -TAKEOFF		NONE	Other	· ŏ	0 0 0	ŏ	ō
-Aircraft Information							
Make/Model - CESSNA 182		e/Model - LYCOMI			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number E	ngines - 1		Stal	1 Warning S	ystem - Y	ES
Max Gross Wt - 3100 No. of Seats - 4	Rated Po	ype - RECIPR ower - 235	HP	IUR Weat	ner kadar -	NU	
-Environment/Operations Information							
Weather Data	Itinerary		•	•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	arture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	DELAWAR	•		44mman4 D			
Basic Weather - VMC	Destination	LLAGE, IN	•	Airport D	ata ILLAGE		
Wind Dir/Speed- 270/025 KTS	LAKE VI	LLAGE, IN				36	
Visibility - 20.0 SM	ATC/Airspac	e			Lth/Wid -		100
Cloud Conditions(1st) - NONE	Type of F	light Plan - NO	NE	Runway	Surface -	GRASS/TU	IRF
Cloud Conditions(2nd) - NONE	Type of C	learance - NO	NE			DRY	
Obstructions to Vision- NONE		oach Flown - UN					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 42	Med	ical Certificat	e - VALID	MEDICAL-NO	WATVERS/	'I TMTT
Certificate(s)/Rating(s)	Age - 42 Biennial Flight	Review	Fligh	t Time (H	ours)	·	
PRIVATE	Current	- YES	Total -	1506	Last 24	Hrs -	2
SE LAND	Months Sinc	ce - 5 /pe - C-182	Make/Mode1-	600	Last 30	Days-	6
	Aircraft Ty	/pe - C-182	Instrument-	130	Last 90	Days-	10
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT REPORTED THAT THE WIND WAS FROM THE	WEST AT 25. GUS	TING 40 KNOTS.	DURING LANDING	ON RUNWAY	36. HE		

File No. - 77 3/13/82 LAKE VILLAGE, IN A/C Reg. No. N757XU Time (Lc1) - 1430 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - CROSSWIND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - SOFT 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

-Basic Information Type Operating Certificate-NONE (GENERA		t Damage				ıries	
	SUBSTA			atal	Serious		None
Type of Operation -POWER AND PI			Crew	0	0	o	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	1	0
Accident Occurred During -LANDING			Other 			0	
-Aircraft Information							
Make/Model - CESSNA 182P	Eng Make/Model - CO		0-R-25A				
Landing Gear - TRICYCLE-FIXED	Number Engines -					System - \	/ES
Max Gross Wt - 2950	Engine Type - RE		RBURETOR	Weatr	ner Radar	- NO	
No. of Seats - 4	Rated Power -	230 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING			C	OFF AIR	PORT/STRI	P	
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airp	ort Da	ita		
Basic Weather - VMC	LOCAL					_	
Wind Dir/Speed- CALMABLE						- N/A	
Visibility - 15.0 SM	ATC/Airspace			-	Lth/Wid	•	
Cloud Conditions(1st) - NONE	Type of Flight Plan				Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance		F	≀unway	Status	- N/A	
Obstructions to Vision- NONE	Type Approach Flown	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 37					O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Ti				_
ATP,CFI	Current - YES	Total	- 14000			4 Hrs -	0
SE LAND, ME LAND	Months Since - 4	Make/Mode			Last 3		0
	Aircraft Type - UNK/NF	Instrumen Multi-Eng			Last 9	o bays-	0
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING AN AERIAL LINE PATROL FLIGHT THE PILOT	ENCOUNTERED LOW STRATUS CL	OUDS AND START	ED TO RET	TURN TO	BILLARD		
PORT WHEN THE ENGINE CEASED TO OPERATE. TH			BUT COUL	D NOT.	A FORCED	LANDING	
MADE INTO A MOWED PASTURE MEADOW AND THE	AIRCRAFT CAME TO REST IN A	RAVINE.					

File No. - 106 1/19/82 TOPEKA,KS A/C Reg. No. N52757 Time (Lc1) - 1015 CST Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - DITCH Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
Type of Operation -PERSONAL	SUBSTAI Fire	NIIAL Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pass	~	0	0	Ö
Accident Occurred During -LANDING	HONE	Othe	•	ŏ	ŏ	ŏ
Aircraft Information						
Make/Model - PIPER PA-32-300	Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	ll Warning S ther Radar -		:5
Max Gross Wt - 3400 No. of Seats - 6	Engine Type - RE Rated Power -	300 HP	y wear	ner kadar -	· UNK/NK	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIF	RPURT		
Completeness - N/A	Destination		Airport [la+a		
Basic Weather - VMC	LOCAL			P BILLARD		
Wind Dir/Speed- 290/015 KTS	2007.2				- 35	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		150
Cloud Conditions(1st) - NONE	Type of Flight Plan			/ Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			/ Status ·	· DRY	
Obstructions to Vision- NONE	Type Approach Flown	- VISUAL FULL CIRC TOUCH AND GO	JIT			
Precipitation - NONE Condition of Light - DAYLIGHT		TOUCH AND GO				
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica			(IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligi	ht Time (
PRIVATE	Current - YES Months Since - 11	Total -		Last 24		1 (AID
SE LAND	Aircraft Type - UNK/NR		24	Last 30) Days- UN	47
	All Craft Type - ONK/NK	That dilent	3	Last st	Days	٠,
Instrument Rating(s) - NONE						
Narrative						
PILOT WAS PRACTICING CROSSWIND LANDINGS OF	N RUNWAY 35. THE WIND WAS F	ROM 290 DEGREES AT	15 GUSTIN	IG 23 KNOTS.		
	COUNTERED, THE PLANE SKIDDE	AND DEDARTED THE	DUNIMAY	THE NOSE GEA	D	

File No	96 1/23/82	TOPEKA, KS	A/C Reg. No. 1	N2872D	Time (Lc1) - 1500 CST
Occurrence #1 Phase of Operation		-			
	ON - UNFAVORABLE W DOR - PILOT IN COM	MAND	ILITY - PILOT IN COMMANI)	
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN			
Finding(s) 5. TERRAIN CONDITION					
Occurrence #3 Phase of Operation	NOSE GEAR COLLAP LANDING - ROLL	SED			
Finding(s) 6. LANDING GEAR,NO	SE GEAR - OVERLOAD				
Probable Cause					
The National Transports/are finding(s) 3	rtation Safety Boa	rd determines that	the Probable Cause(s) o	this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,2	, 4 , 5		

Basic Information	ONE (CENEDAL AVIATION)	Admonast Barrana			* 4.		
Type Operating Certificate-No	JNE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal		uries Minor	None
Type of Operation -II	NSTRUCTIONAL - SOLO	Fire	Crew	0	0		1
Type of Operation -II Flight Conducted Under -14	4 CFR 91	NONE	Pass	0		Ö	0
Accident Occurred During -L/	AND ING		Other	0	_	0	0
Aircraft Information	•						
Make/Model - CESSNA 152		e/Mode1 - LYCOMING 0-				/Activate	
Landing Gear - TRICYCLE-FIXI		Engines - 1		Stal	Warning	System -	YES
Max Gross Wt - 1670 No. of Seats - 2		Type - RECIPROCATI	NG-CARBURE TO	R Weati	ner Radar	- NO	
no. or seats - 2	Rateu r	ower - 110 HP					
Environment/Operations Informations Uses Part Weather Data	tion Itinerary			1 mm m m m m m m m m m m m m m m m m m	Proximity		
Wx Briefing - NO RECORD (arture Point	A	ON AIR			
Method - N/A		S ACC/INC		ON AIRI	UKI		
Completeness - N/A	Destinati		A 4	rport Da	1+2		
Basic Weather - VMC	LOCAL	011	71	MCPHERS			
Wind Dir/Speed- 070/013 KTS					Ident	- 36	
Visibility - 10.0 SF		ce				- 4200	-UNK/NR
Cloud Conditions(1st) - 120						- ASPHAL	
Cloud Conditions(2nd) - 250	000 FT OVERCAST Type of	Clearance - NONE			Status		•
Obstructions to Vision- NO		roach Flown - UNK/NR		,			
Precipitation - NO	NE , , , , , , , , , , , , , , , , , , ,	·					
Condition of Light - DAY	/LIGHT						
Personnel Information							
Pilot-In-Command	Age - 39		Certificate			NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	it Review	Flight	Time (Ho	ours)		
STUDENT	Current	- N/A Tota	.1 -	18	Last	24 Hrs -	1
	Months Sin	- N/A Tota ce - N/A Make ype - N/A Inst	/Mode1-	18	Last :	30 Days-	8
७.	Aircraft T	ype - N/A Inst	rument-	0	Last 9	90 Days-	13
n"							
Instrument Rating(s) - N	NONE						
Narrative							
R RETURNING FROM A LOCAL FLIGHT	THE STUDENT DILAT LANDS	D ON BUNWAY 26 WITH A	WIND EDOM O	70 DECDS	EC AT		
NOTS. HE REPORTED THAT HE LOST	CONTROL ON THE LANDING DO	III AND DEDADTED THE I	EET CINE NE				

File No. - 171 2/26/82 MCPHERSON, KS A/C Reg. No. N757PF Time (Lc1) - 0930 CST

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

- 6. TERRAIN CONDITION SOFT
- 7. TERRAIN CONDITION WET

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1.3.6.7

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	rcraft Damage		Injur	ies	
	SU	JBSTANTIAL	Fatal	•	Minor	None
Type of Operation -PERSONAL	Fir		ew 0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N		iss 0 her 0	0 0	0 0	0
Aircraft Information						
Make/Model - ENSTROM F-28A		- LYCOMING HIO-360-0		Installed/Ad		
Landing Gear - SKID Max Gross Wt - 1950	Number Engines	- 1 - RECIP - FUEL INJEC		ll Warning Sy ther Radar -		J
No. of Seats - 3	Rated Power	- 205 HP	ico wea	ther kauar -	NU	
Environment/Operations Information						
Weather Data	Itinerary	5 - 4 · · ·		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	GROVE, OK	Point		IRPORT/STRIP		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	CHANUTE, KS		D		41/4	
Wind Dir/Speed- 315/010 KTS Visibility - UNK/NR	ATC/Airspace			y Ident - y Lth/Wid -	N/A	
Cloud Conditions(ist) - NONE	Type of Flight F	Dlan - VFD		y Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearand	ce - NONF		y Status -		
Obstructions to Vision- NONE	Type Approach Fi	lown - NONE		, 01	,	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 53	Medical Certifi	ooto - VALTI	n MEDICAL -WA	TVEDC /I TM	
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (14563/5101	
STUDENT.COMMERCIAL					Hrs -	1
• • • • • • • • • • • • • • • • • • •	Months Since - N	/A Make/Model-	40	Last 24 Last 30	Days- UN	C/NR
	Current - N/ Months Since - N/ Aircraft Type - N/	/A Instrument-	0	Last 90	Days-	40
				Rotorcra	aft -	40
Instrument Rating(s) - NONE						
Narrative						
E PILOT WAS RATED IN FIXED WING AIRCRAFT, B ROTORCRAFT. DURING A CROSS-COUNTRY IN HIS						
TO-ROTATIVE LANDING. THE PILOT STATED THAT						
HAD A LARGER THAN NORMAL TANK. WHEN HE FOU						

File No 16	7 3/20/82 PARS	ONS,KS	A/C Reg. No. N101AE	Time (Lc1) - 1230 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - CRUISE - NORMAL	NON-MECHANICAL		
	AUSTION NING/PREPARATION - INAD ISION,LACK OF FAMILIARI			
Occurrence #2 Phase of Operation				
Finding(s) 4. AUTOROTATION - F	ERFORMED - PILOT IN COM			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WIT	TH OBJECT		
Finding(s) 5. OBJECT - TREE(S)				
Probable Cause				
The National Transports/are finding(s) 1,2		ermines that the	Probable Cause(s) of this ad	ccident
Factor(s) relating to	this accident is/are f	inding(s) 3,5		

Basic Information Type Operating Certifica	te-NONE (GENER	AL AVIATION)	Aircraft Da	mage		Injur	ies	
			SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			Other	0	0	0	0
Aircraft Information								
Make/Model - PIPER PA				NG 0-540-E4B5		Installed/A		
Landing Gear - TRICYCLE	-FIXED		ngines - 1.			Warning S		INK/NR
Max Gross Wt - 3400		Engine_T		OCATING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 7		Rated Po	wer - 260) HP			-,	
Environment/Operations Inf	ormation					_		
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		•	rture Point		OFF AI	RPORT/STRIP		
Method - UNK/NR		NASHVIL	· ·		44 B	- 4 -		
Completeness - UNK/NR		Destinatio			Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 290/01	O VTC	LOUISVI	LLE,KY		Diam.	Talama -	N/A	
Visibility - 10.0		ATC/Airspac	_			Ident - Lth/Wid -		
Cloud Conditions(1st)			e light Plan - NO	ME		Surface -		
Cloud Conditions(2nd)			learance - To			Status -		
Obstructions to Vision				SUAL STRAIGHT-I		Status	14/ A	
Precipitation		()		COAL CIRALUM 1				
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 40	Med	iical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s	.)	Biennial Flight	Review	Fliah	t Time (H		- · - · · · · · · · · · · · · · · · · ·	
PRIVATE		Current	- UNK/NR	Total -		Last 24		2
		Months Sinc	e - UNK/NR	Make/Mode1-	50	Last 30	Days- UN	IK/NR
SE LAND		Aircraft Ty	pe - UNK/NR	Instrument-	10	Last 90	Days-	4
SE LAND								

File No. - 29 1/28/82 A/C Reg. No. N3654W Time (Lc1) - 1743 EST LOUISVILLE,KY Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 22 2/08/82 BROWN	SVILLE,KY	A/C Reg. No. N	13165	т	ime (Lc1)	- 1754 CST	
Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Admonast Domona			7 m 4	-1	
Type operating centificate-none (GENERA	L AVIATION)	Aircraft Damage DESTROYED		Fatal "	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	ŏ	ŏ	Ö	ŏ
Accident Occurred During -LANDING		OIV GROOMD	Other	ŏ	ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA C-172	Eng Make/	Model - LYCOMING 0-	320	ELT	Installed/	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED		gines - 1		Sta1	1 Warning S	System - U	NK/NR
Max Gross Wt - 2300	Engine Ty	De - RECIPROCATI	NG-CARBURET	TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Pow						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		ON AIR	PORT		
Method - N/A	SAME AS	•					
Completeness - N/A	Destination		A	Airport D			
Basic Weather - VMC	HOPKINSV	ILLE,KY		MEREDI	TH		
Wind Dir/Speed- CALM				Runway	Ident ·	- 24	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid ·		
Cloud Conditions(1st) - UNK/NR		ight Plan - NONE		Runway	Surface . ·	- GRASS/TU	RF
Cloud Conditions(2nd) - UNK/NR		earance - NONE		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Approx	ach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41		Certificate			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review		: Time (H			
COMMERCIAL, CFI	Current	- YES Tota	1 - 18	3000			1
SE LAND, ME LAND	Months Since		/Mode1- 3			Days- UN	K/NR
	Aircraft Type		rument- UNK		Last 90	Days-	5
		Mu1 t	i-Eng - 2	2000			
Instrument Rating(s) - NONE							
Narrative HILE CLIMBING AFTER TAKEOFF, THE PILOT NOTIC HILE CLIMBING AFTER TAKEOFF, THE PILOT NOTIC HILD AS HE WAS TURNING BACK TO THE AIRSTRIP. WH HIF THE FUEL, MASTER SWITCH AND MAGNETOS. A W HIE PILOT WAS UNABLE TO STOP ON THE RUNWAY. T HIE PILOT WAS DAZED AND ASSISTED IN EVACUATIN HIE SPARKS WERE COMING FROM BENEATH THE DASH HILD BURST INTO FLAMES. THE BARN AND AIRCRAFT W	EN HE SAW THAT HE ITNESS REPORTED TI HE AIRCRAFT COLLII G HIM FROM THE AII ON THE PILOT'S S	COULD LAND BACK ON HAT THE AIRCRAFT TO DED WITH A TREE AND RCRAFT. AT THAT TIM IDE. AFTER THEY MOV	THE STRIP, UCHED DOWN BARN. THE E, THE WITN	HE REPO AT ABOUT WITNESS NESS OBSE	RTEDLY SHUT MID-FIELD NOTED THAT RVED THAT	•	
						• • • • • • • • • • • • • • • • • • • •	

2/08/82	BROWNSVILLE,KY	A/C Reg. No. N13165	Time (Lc1) - 1754 CST
FIRE CLIMB			
PARTMENT - SMOKE - FIRE			
LOSS OF POWER(TOTA	AL) - NON-MECHANICAL		
VATION DURE - PERFORMED	- PILOT IN COMMAND		
OVERRUN LANDING - ROLL			
	MMAND		
ON GROUND COLLISION GROUND COLLISION	ON WITH OBJECT		
(NONRESIDENTIAL)		•	
	PARTMENT - SMOKE - FIRE - FIRE LOSS OF POWER(TOTAPPROACH VATION DURE - PERFORMED FORCED LANDING LANDING - FLARE/T OVERRUN LANDING - ROLL GED - PILOT IN CO GED - PILOT IN CO GED - PILOT IN CO ON GROUND COLLISI LANDING - ROLL	PARTMENT - SMOKE - FIRE LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH VATION DURE - PERFORMED - PILOT IN COMMAND FORCED LANDING LANDING - FLARE/TOUCHDOWN OVERRUN LANDING - ROLL GED - PILOT IN COMMAND GED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT LANDING - ROLL (NONRESIDENTIAL)	PARTMENT - SMOKE - FIRE LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH VATION DURE - PERFORMED - PILOT IN COMMAND FORCED LANDING LANDING - FLARE/TOUCHDOWN DOVERRUN LANDING - ROLL GED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT LANDING - ROLL

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

File No 91 3/02/82 BELT	ON,KY A/C Reg	. No. N63180	т	ime (Lc1) -	1700	СЅТ
Basic Information Type Operating Certificate-NONE (GENER	The state of the s		Fatal	Injur		n None
Type of Operation -PERSONAL	SUBSTANT Fire		Fatal	Sertous	Mino	
Flight Conducted Under -14 CFR 91	NONE	Crew	0	0	0	
Accident Occurred During -LANDING	NUNE	Pass Other	0	0	0	-
Aircraft Information						
Make/Model - MOONEY M2OF	Eng Make/Model - LYCO	MING 10-360-A1A				ed - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stal	1 Warning S	ystem	- YES
Max Gross Wt - 2740		P - FUEL INJECTED	Weat	her Radar -	NO	
No. of Seats - 4	Rated Power - 2	:00 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Point GREENVILLE,KY		OFF AI	RPORT/STRIP	1	
Completeness - N/A Basic Weather - VMC	Destination BOWLING GREEN,KY	•	Airport D	ata		
Wind Dir/Speed- UNK/NR	BOWLING GREEN, RI		Dunway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -				N/A	
Obstructions to Vision- NONE	Type Approach Flown -		na.may	5 14 146	117 7	
Precipitation - NONE	Type Approach From					
Condition of Light - DAWN						
Personnel Information						
Pilot-In-Command		ledical Certificate	e - VALID	MEDICAL-NO	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H	ours)		
PRIVATE	Current - YES	Total -	110	Last 24	Hrs -	3
SE LAND	Months Since - 6	Make/Mode1-	21	· Last 30	Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-	15	Last 90	Days-	30
		Multi-Eng -	9	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - NONE						
ER LEVELING AT 2500 FT, OIL FUMES WERE NO OT SUSPECTED OIL HAD BEEN SPILLED DURING A CREASE & WAS ADJUSTED BY THE PILOT. SUBSEQ BLE TO REACH A ROAD & LANDED IN A FIELD. TER CONTACTING THE GROUND & THE LEFT WING	A REPAIR BEFORE TAKEOFF. A SHO UENTLY, THE ENGINE FAILED. DUR THE MAIN GEAR FAILED AFTER HIT	RT TIME LATER, THE ING A FORCED LAND! TING A DITCH. THE	E ENGINE I ING, THE I RIGHT WII	RPM BEGAN T PILOT WAS NG WAS DAMA	O GED	
THE FUSELAGE. A HOLE WAS FOUND IN THE ENG. COOLER HAD CHAFED AGAINST THE EXHAUST ST						

File No	91 3/02/82	BELTON,KY	A/C Reg. No. N6318Q	Time (Lcl) - 1700 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE - NORMAL	TAL) - MECH FAILURE	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. LUBRICATING SYS 3. LUBRICATING SYS 4. INSTALLATION 5. FLUID,OIL - EXH	TEM,OIL LINE - CHA TEM,OIL LINE - LEA - IMPROPER - OTHER AUSTION	FED K MAINTENANCE PSNL		· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	.	SED		
Finding(s) 7. LANDING GEAR,MA	IN GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this acci	dent

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	0	1
		NONE	Pass	-	0	0	0
Accident Occurred During -TAKEOFF			Other	` 0	0	0	0
Aircraft Information							
Make/Mode1 - CESSNA 180K			NENTAL 0-470-U		Installed/A		
Landing Gear - FLOAT		ngines - 1			1 Warning S		ES
Max Gross Wt - 2650	Engine T	ype - RECIP	ROCATING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 6	Rated Po	wer - 23	O HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS Destinatio			Ainmont D			
Basic Weather - VMC	HOUMA, L			Airport D	ata		
Wind Dir/Speed- 090/015 KTS	HOOMA, L	^		Runway	Ident -	N/A	
Visibility - 1.0 SM	ATC/Airspac	е				N/A	
Cloud Conditions(1st) - NONE	Type of F	light Plan - N	ONE	Runway	Surface -	N/A	
Cloud Conditions(2nd) - NONE		learance - N		Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Appr	oach Flown - N	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 31		dical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current	Review		nt Time (F	ours) Last 24	llna	5
SE LAND, SE SEA	Months Sinc	- YES e - 9	Make/Model-			Davs- UN	-
SE LAND, SE SEA		pe - C-180K				Days ON	
	A11 01 01 1 1 1	pc 0 150K	Multi-Eng -		2201 00	Juyo	.
Instrument Rating(s) - NONE							
Namakka							
-Narrative	II A QUARTERING T	ATLUTAD DUE TO	ADDDOAGUTNO 500	. THE ATE	OD451 DD151	FD	
PILOT ELECTED TO TAKEOFF FROM A CANAL WIT T AND ITS WING STRUCK A PILING.	H A QUARIERING T	AILWIND DUE TO	APPROACHING FO	i. THE AIR	CRAFT DRIFT	EU	

	File No 11	1/18/82	S.E. OF HOUMA, LA	A/C Reg. No. N2705K	Time (Lc1) - 1000 CST
	currence #1 ase of Operation	LOSS OF CONTROL TAKEOFF - GROUND			
•	nding(s) I. WEATHER CONDITIC 2. JUDGEMENT - PC 3. WEATHER CONDITIC	OOR - PILOT IN COM	MAND		
	currence #2 ase of Operation				
	nding(s) I. OBJECT - OBJECT				
	Probable Cause	-			
	e National Transpor /are finding(s) 2	tation Safety Boa	rd determines that the I	Probable Cause(s) of this accide	ent
Fac	ctor(s) relating to	this accident is	/are finding(s) 1,4		

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Inje	uries	
	·	SUBSTANTIA		Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire	Crew	0 0	0	0	1
		NONE	Pass	0	0	-	1
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA A185F			ENTAL IO-520-D			/Activated	
Landing Gear - FLOAT	Number Ei	ngines - 1	- FUEL INJECTED	Stal	1 Warning	System - Y	/ES
Max Gross Wt - 3350	Engine_Ty	/pe - RECIP	- FUEL INJECTED	Weat	her Radar	- NO	
No. of Seats - 6	Rated Po	ver - 300) HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		rture Point		OFF AI	RPORT/STR	I P	
Method - N/A Completeness - N/A	SAME AS Destination			Airport D	-4-		
Basic Weather - VMC	LOCAL	•		A Import D	ata		
Wind Dir/Speed- 180/015 KTS	LOCAL			Punway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace	2			Lth/Wid		
Cloud Conditions(1st) - UNK/NR		light Plan - NO	NE		Surface		
Cloud Conditions(2nd) - UNK/NR		learance - NO			Status		
Obstructions to Vision- NONE	Type Appro	oach Flown - NO	NE	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 47 Biennial Flight	Med Peview	lical Certificat	e - VALID t Time (H		WAIVERS/LIN	AIT
COMMERCIAL	Current	- YES	Total -	7422	Last 2	24 Hrs -	3
SE LAND, SE SEA	Months Since	- 5	Make/Model-	250	Last	30 Davs- UN	IK/NR
·	Aircraft Typ	oe - A185F	Make/Model- Instrument-	8	Last 9	O Days-	150
Instrument Rating(s) - NONE	· 						
-Narrative	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~						
PILOT WAS MAKING A WESTBOUND TAKEOFF FROM	A CANAL WITH A	IS KNOT SOUTH O	ROSSWIND WHEN H	IS BOOT A	ND PANT I	-G	
AME ENTANGLED IN THE AIRCRAFT'S WATER RUDD							

File No. - 120 1/28/82 S. OF MORGAN CITY, LA A/C Reg. No. N6265E Time (Lc1) - 1530 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLT CONTROL SYST, RUDDER CONTROL - JAMMED 2. CONTROL INTERFERENCE - INADVERTENT - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 5. WEATHER CONDITION - CROSSWIND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 6. OBJECT - OBJECT ----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) 5,6

Type of Operation -OTHER Fire Crew O O O O Flight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During -LANDING Other O O O O CAircraft Information	Type Operating Certificate-NONE (GENERAL AVIATION)	File No 85 2/15/82 FARME	RVILLE, LA	A/C Reg. N	lo. N6822T	1	Time (Lc1)	- 1330 CST	•
DESTROYED	DESTRUYED								
Type of Operation	Type of Operation	Type Operating Certificate-NONE (GENERA	L AVIATION)		age				
Fight Conducted Under	Flight Conducted Under	Type of Openstion OTUED			0				
Accident Occurred During	Accident Occurred During					_	-	-	-
Aircraft Information Make/Model - CESSMA 310D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4830 No. of Seats - 5 No.	Aircraft Information Make/Model - CESSNA 310D	Accident Occurred During -LANDING		NONE		-	-	-	
Make/Model - CESSNA 310D	Make/Model - CESSNA 310D								
Max Gross Wt - 4830 No. of Seats - 5 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Max Gross W - 4830 Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Rated Power - 260 HP Weather Radar - YES Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP	Max Gross Wt - 4830 No. of Seats - 5 Rated Power - 260 HP Environment/Operations Information Weather Data Weather Data Weather One - NOR ECCORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(ist) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL_CFI SE LAND, ME LAND Marrative Norrative Narrative Narrative Narrative Narrative RectP - FUEL INJECTED Weather Radar - YES Rated Power - 260 HP Airport Proximity DFF AIRPORT/STRIP Airport Proximity DFF AIRPOR	Make/Model - CESSNA 310D	Eng Make/Mo	del - CONTINE	NTAL IO-470-D	ELT	Installed/	Activated	- YES/NO
No. of Seats - 5 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Destination Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Rated Power - 260 HP Itinerary Last Departure Point SAME AS ACC/INC Destination Last Departure Point SAME AS ACC/INC Destination Airport Data Runway Ident - N/A Runway Ident - N/A Runway Stafus - N/A Type of Flight Plan - NONE Runway Stafus - N/A Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YES Flight Time (Hours) Instrument 2165 Last 90 Days - 292 Multi-Eng - 3045	No. of Seats - 5 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 1600 FT BROKEN Cloud Conditions(1st) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Narrative Narrative Narrative	Landing Gear - TRICYCLE-RETRACTABLE	Number Engi	nes - 2		Sta ¹	11 Warning	System - Y	ES
Tenvironment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(ist) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Method - NO RECORD OF BRIEFING SAME AS ACC/INC Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximation OFF AIRPORT/STRIP Airport Proximation OFF AIRPORT/STRIP Airport	Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(ist) - 1600 FT BRICKEN Type of Clearance - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI SE LAND, ME LAND Method - N/A Itinerary Last Departure Point Last Departure Point OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIR	Max Gross Wt - 4830			FUEL INJECTE				
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 170/008 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND We Approach Flow - VISUAL FULL CIRCUIT Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC Destination SAME AS ACC/INC Destination SAME AS ACC/INC Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Airport Proximity OFF AIRPORT/STRIP Airport Poter Airp	Weather Data We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM Cloud Conditions(ist) - 1600 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Conditions(s) - AIRPLANE Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL Runway Ident - N/A Runway Ident - N/A Runway Stafus - N/A Runway Stafus - N/A Type of Flight Plan - NONE Runway Stafus - N/A Type Approach Flown - VISUAL FULL CIRCUIT Precipitation NONE Condition of Light - DAYLIGHT Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Siennial Flight Review Current - YES Total - 15000 Last 24 Hrs - 4 Months Since - 4 Make/Model- 2500 Last 30 Days- 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE	No. of Seats - 5	Rated Power	- 260	HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed - 170/OO8 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(ist) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Percipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 Months Since - 4 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A LOCAL Runway Lth/Wid - N/A Cloud Conditions(ist) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Destructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 15000 Last 24 Hrs - 4 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE	Environment/Operations Information							
Method - N/A	Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LUCAL Wind Dir/Speed- 170/008 KTS Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(st) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND, ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days- 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE					Airport	Proximity		
Basic Weather - VMC Wind Dir/Speed- 170/008 KTS Wisibility - 5.0 SM Cloud Conditions(1st) - 1600 FT BROKEN Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Dbstructions to Vision- Percipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Surface - N/A Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YES Make/Model- 2500 Last 24 Hrs - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Multi-Eng - 3045	Basic Weather - VMC	•				OFF A	IRPORT/STRI	P	
Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(ist) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument 2165 Last 90 Days- 292 Multi-Eng - 3045	Wind Dir/Speed- 170/008 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(ist) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT	Completeness - N/A	Destination			Airport [Data		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045	Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument 2165 Last 90 Days - 292 Multi-Eng - 3045 **Narrative		LOCAL			·			
Cloud Conditions(1st) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Type of Clearance - NONE Runway Status - N/A Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	Cloud Conditions(1st) - 1600 FT BROKEN Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT	Wind Dir/Speed- 170/008 KTS						- N/A	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Conditions to Vision- NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT Type Approach Flown - VISUAL FULL CIRCUIT Type Approach Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Current - YES Total - 15000 Last 24 Hrs - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Multi-Eng - 3045	Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE	Visibility - 5.0 SM				Runway	/ Lth/Wid	- N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Presonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	Obstructions to Vision- NONE		EN Type of Flig	ht Plan - NON	E	Runway	y Surface	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE						y Status	- N/A	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model- 2500 Last 30 Days- UNK/NR Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045	Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE		Type Approac	h Flown - VIS	UAL FULL CIRC	JIT			
-Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	-Personnel Information Pilot-In-Command	•							
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Age - 37 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - AA-5 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YES Make/Model - 15000 Last 24 Hrs - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Multi-Eng - 3045	Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 15000 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE	Condition of Light - DAYLIGHT				. .			
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SE LAND, ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045	SE LAND, ME LAND Months Since - 4 Make/Model - 2500 Last 30 Days - UNK/NR Aircraft Type - AA-5 Instrument - 2165 Last 90 Days - 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE -Narrative	Certificate(s)/Rating(s)	Biennial Flight Re	eview	Fligl	nt Time (H	dours)		
Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045	Aircraft Type - AA-5 Instrument- 2165 Last 90 Days- 292 Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE -Narrative	COMMERCIAL, CFI	Current	- YES	Total -	15000	Last 2	4 Hrs -	4
Multi-Eng - 3045	Multi-Eng - 3045 Instrument Rating(s) - AIRPLANE -Narrative	SE LAND, ME LAND	Months Since				Last 3	O Days- UN	K/NR
	Instrument Rating(s) - AIRPLANE -Narrative		Aircraft Type	- AA-5	Instrument-	2165	Last 9	O Days-	292
Instrument Rating(s) - AIRPLANE					Multi-Eng -	3045			
		Instrument Rating(s) - AIRPLANE							
								R.	
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ORE THIS FLIGHT, THE AIRCRAFT HAD NOT BEEN FLOWN FOR A PERIOD OF TIME. THE PILOT WAS THE OWNER OF A MAINTENANCE ILITY AND WAS PREPARING TO PERFORM AN ANNUAL INSPECTION OF THE AIRCRAFT. HE ELECTED TO FLY IT AROUND THE PORT TO WARM UP THE ENGINES BEFORE DRAINING THE CRANKCASE. SHORTLY AFTER TAKEOFF, THE LEFT ENGINE LOST POWER. PILOT WAS UNABLE TO RESTART THE ENGINE. HE ATTEMPTED TO FEATHER THE PROPELLER, BUT STATED THAT IT WOULD NOT	PORT TO WARM UP THE ENGINES BEFORE DRAINING THE CRANKCASE. SHORTLY AFTER TAKEOFF, THE LEFT ENGINE LOST POWER. PILOT WAS UNABLE TO RESTART THE ENGINE. HE ATTEMPTED TO FEATHER THE PROPELLER, BUT STATED THAT IT WOULD NOT							ED	
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ILITY AND WAS PREPARING TO PERFORM AN ANNUAL INSPECTION OF THE AIRCRAFT. HE ELECTED TO FLY IT AROUND THE PORT TO WARM UP THE ENGINES BEFORE DRAINING THE CRANKCASE. SHORTLY AFTER TAKEOFF, THE LEFT ENGINE LOST POWER. PILOT WAS UNABLE TO RESTART THE ENGINE. HE ATTEMPTED TO FEATHER THE PROPELLER, BUT STATED THAT IT WOULD NOT PROTATING. THE LANDING GEAR WAS NOT RETRACTED, AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE WITH THE GEAR NOW THE PLANE DESCENDED AND COLLIDED WITH TREES. WATER AND TRASH WAS FOUND IN THE FUEL LINES. THE PILOT STATED	PORT TO WARM UP THE ENGINES BEFORE DRAINING THE CRANKCASE. SHORTLY AFTER TAKEOFF, THE LEFT ENGINE LOST POWER. PILOT WAS UNABLE TO RESTART THE ENGINE. HE ATTEMPTED TO FEATHER THE PROPELLER, BUT STATED THAT IT WOULD NOT PROTATING. THE LANDING GEAR WAS NOT RETRACTED, AND THE AIRCRAFT WOULD NOT MAINTAIN ALTITUDE WITH THE GEAR N. THE PLANE DESCENDED AND COLLIDED WITH TREES. WATER AND TRASH WAS FOUND IN THE FUEL LINES. THE PILOT STATED							DOCTTION	
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File No. - 85 2/15/82 FARMERVILLE, LA A/C Reg. No. N6822T Time (Lcl) - 1330 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND 5. PROPELLER SYSTEM/ACCESSORIES, PROP BLADE RETENTION - UNDERTORQUED 6. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6 Factor(s) relating to this accident is/are finding(s) 7

Basic Information	AVIATION	Admonasta Dom			Ind		
Type Operating Certificate-NONE (GENERA	L AVIALIUN)	Aircraft Dam SUBSTANTIAL		Fata1	Serious	uries Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAXI			Other	0	0	0	0
-Aircraft Information						4	
Make/Model - CESSNA A185F		Model - CONTINE	NTAL 10-520-D	ELI Chal			ed - YES/N
Landing Gear - FLOAT Max Gross Wt - 3320	Number En Engine Tv	gines - 1	FUEL INJECTED	Stal	1 Warning her Radar		. 162
No. of Seats - 4	Rated Pow	er - 300		weat	iei kadai	140	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ture Point		OFF AI	RPORT/STR	IP	
Method - N/A	PATTERSO			4.1			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ата		
Wind Dir/Speed- UNK/NR	LUCAL			Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE		ight Plan - NON	E		Surface		
Cloud Conditions(2nd) - NONE		earance - NON			Status	- N/A	
Obstructions to Vision- NONE	Type Appro	ach Flown - VIS	UAL STRAIGHT-I	N			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 23	· Medi	cal Certificat	e - VALID	MEDICAL-	WAIVERS/L	IMIT.
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current	- YES - 11	Total -	1341	Last	24 Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since	- YES - 11 e - UNK/NR	Make/Model-	188	Last	30 Days-	UNK/NR
	Aircraft lyp	e - UNK/NK	Instrument- Multi-Eng -	194	Last	90 Days-	154
Instrument Rating(s) - AIRPLANE							
-Narrative							
ER LANDING THE PILOT BEGAN TO STEP TAXI ON URN IN THE CANAL, THE LEFT WING STRUCK A TI HIT THE WATER.	AN UNFAMILIAR CA REE LIMB. THE AIR	NAL TO A DRILLI CRAFT VEERED TO	NG RIG LOCATIO THE LEFT AND	N. WHILE THE RIGHT	WING DRO	NG PPED	

File No. - 87 2/22/82 NEAR PATTERSON, LA A/C Reg. No. N61766 Time (Lc1) - 0915 CST

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - TREE(S)

2. 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) 2

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	ircraft Damage			Inj	uries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -APPLYING SEE			Crew	o	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING			Other	0	0		
Aircraft Information							
Make/Model - ROCKWELL S-2R		1 - P & W R1340				/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		s - 1				System - N	D
Max Gross Wt - 6000	Engine Type	- RECIPROCATI	NG-CARBURET	OR Weat	ner Radar	- NO	
No. of Seats - 1	Rated Power	- 600 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				OFF AI	RPORT/STR	IP	
Method - N/A Completeness - N/A	SAME AS ACC/ Destination	INC		irport D	2+2		
Basic Weather - VMC	LOCAL		A	Trport D	ala		
Wind Dir/Speed- 180/002 KTS	LOCAL			Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight	Plan - NONE			•	- N/A	
Cloud Conditions(2nd) - NONE	Type of Cleara	nce - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Approach	Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43		Certificate			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			Time (H	•		_
COMMERCIAL		YES Tota		5//	Last	24 Hrs - 30 Days- 90 Days-	2
SE LAND, ME LAND	Months Since - Aircraft Type -		/Model- 4 rument-	12	Last	30 Days-	2 2
	All'Chart Type *		rument- i-Eng -		Last	ou Days-	2
		Marc	9	.,			
Instrument Rating(s) - NONE							
 Narrative							
NAMPATIVE HE PILOT WAS COMPLETING A SPRAY RUN, HE S	TARTED TO CLOSE THE H	OPPED RUT IT F	FIT TO HIM	THAT THE	HANDI F		
BROKEN. HE LOOKED INSIDE THE COCKPIT MOME							

File No. - 99 3/10/82 OBERLIN, LA A/C Reg. No. N8466V Time (Lc1) - 0900 CST

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

Finding(s)

1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

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

Type Operating Certificate-NONE (GENERA		t Damage		Inju		
Type of Operation -PERSONAL	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	ő	i
Accident Occurred During -LANDING		Other	•	ŏ	ŏ	Ó
-Aircraft Information						
Make/Model - BELLANCA 7KCAB	Eng Make/Model - LY			Installed/. Warning		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBURE				JNK/NK
No. of Seats - 2	- 3	150 HP	ion wear	thei Radai	OHR/ HIR	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR	Last Departure Point FALL RIVER.MA		ON AIF	RPURT		
Completeness - UNK/NR	Destination		Airport [)ata		
Basic Weather - VMC	MARTHAS VINEYARD.M			S VINEYARD		
Wind Dir/Speed- 330/020 KTS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Runway	/ Ident	- 24	
Visibility - UNK/NR	ATC/Airspace			/ Lth/Wid		150
Cloud Conditions(1st) - NONE	Type of Flight Plan			/ Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of Clearance Type Approach Flown		Runway	/ Status	- DRY	
Precipitation - UNK/NR	Type Approach Flown	NONE				
Condition of Light - DAYLIGHT						
Personnel Information	A	M-11-3 01161-1		MEDICAL M	ATVERC / LT	4**
Pilot-In-Command Certificate(s)/Rating(s)	Age - 47 Biennial Flight Review	Medical Certificate	e - VALIL t Time (H		AIVERS/LIM	411
PRIVATE	Cumpont - VEC	Total -	325	-	4 Hrs -	0
SE LAND	Months Since - 9	Make/Model-		Last 3		NK/NR
	Aircraft Type - UNK/NR	Instrument-	4	Last 9	O Days-	13
Instrument Rating(s) - NONE						
Narrative				 		
ER ARRIVING AT THE DESTINATION, THE PILOT	LANDED ON RUNWAY 24. THE WI	ND WAS FROM 330 DEG	REES GUS	TING TO 20 1	KTS.	
ING THE LANDING ROLL-OUT, THE AIRCRAFT GRO						

File No. - 186 2/07/82 MARTHAS VINEYARD, MA A/C Reg. No. N41694 Time (Lc1) - 1115 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS
- 3. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

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

Finding(s)

- 6. TERRAIN CONDITION HIGH VEGETATION
- 7. TERRAIN CONDITION ROUGH/UNEVEN
- 8. LANDING GEAR, MAIN GEAR OVERLOAD

----Probable Cause----

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

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

File No 183 3/03/82 PALME	ER, MA	A/C Reg. No.	N9678B	т	ime (Lc1)	- 1135 ES	т .
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Ai	rcraft Damage	 -		Inju	ries	
	S	UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS	F1	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			Other	0	0	0	0
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power		,	Stal	Installed/ l Warning her Radar	System -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure SAME AS ACC/I			Airport ON AIR	Proximity PORT		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	WESTERLY, RI			PALMER	METRO		
Wind Dir/Speed- VARIABLE/010 KTS				Runway	Ident	- 04	
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2500/	55
Cloud Conditions(1st) - UNK/NR	Type of Flight	Plan - NONE		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearan Type Approach F			Runway	Status	- DRY	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight Revie		Certificat	e - VALID t Time (H		O WAIVERS	/LIMIT
PRIVATE	Current - Y		tal -	168		4 Hrs -	0
SE LAND	Months Since -		ce/Mode1-	20		O Days- U	. •
41 1 1 1 1 1 1 1 1 1 	Aircraft Type - U		strument-	ō		O Days-	17
Instrument Rating(s) - NONE							
Narrative							
THE PILOT INITIATED A TAKEOFF ON RUNWAY O4. H DURING THE TAKEOFF ROLL, A BUMP IN THE RUNWAY THAT A GUST OF WIND FROM THE LEFT PICKED UP T SIDEWAYS ACROSS THE RUNWAY THROUGH A SNOWBANK SETTLED TO THE GROUND. THE BUMP IN THE RUNWAY	WAS ENCOUNTERED AND TO THE LEFT WING AS THE AID THE PLANE CONTINUED	HE AIRCRAFT E RCRAFT BECAME FLIGHT STRIKI	BECAME AIRBO E AIRBORNE,	RNE. THE THEN PUSH	PILOT REPO ED THE AIR	RTED	
						· 	

File No. - 183 3/03/82 Time (Lc1) - 1135 EST PALMER.MA A/C Reg. No. N9678B Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

-Basic Information						_	
Type Operating Certificate-NONE (GENE		Aircraft Damage		P-4-1	Inju		Mana
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	•	NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -LANDING			Other	-	ŏ	Ŏ	ŏ
-Aircraft Information							
Make/Model - CESSNA 182B		el - CONTINENTAL	IO-470-L			Activated	
		es - 1		Stall Warning System - UNK/NR			
Max Gross Wt - 2650		- RECIP - FUEL	_ INJECTED	Weath	ner Radar	- UNK/NR	
No. of Seats - 4	Rated Power	- 230 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departur	e Point		ON AIRF	PORT		
Method - TELEPHONE Completeness - SELF	NASHUA,NH Destination			Ainmont De			
Basic Weather - VMC	PEPPERELL.M			Airport Da PEPPERE			
Wind Dir/Speed- VARIABLE	FEFFERELL, MA	•				- 06	
Visibility - 15.0 SM	ATC/Airspace					- 2700-N/	Δ
Cloud Conditions(1st) - 3000 FT OV		t Plan - NONE				- N/A	•
Cloud Conditions(2nd) - UNK/NR	Type of Clear					- ICE	
Obstructions to Vision- NONE	Type Approach	Flown - NONE		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information						·	
Pilot-In-Command	Age - 35					O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		_	t Time (Ho			_
PRIVATE) - /24 - d = 3	208		4 Hrs -	0
SE LAND	Months Since -	4 Make, UNK/NR Instr	Mode (-	3	Last 3	0 Days- UN 0 Days-	25
	Africant Type	UNK/NK ITISTI	'dillerit'	3	Last	U Days"	23
Instrument Rating(s) - NONE							
-Narrative							
N THE PILOT ARRIVED AT HIS DESTINATION,	HE LANDED ON AN ICY RUI	NWAY, NEAR THE EN	ND OF HIS WAS LIGHT				

File No 18	3/13/82	PEPPERELL, MA	A/C Reg. No.	N2281G	Time (Lc1) - 0900 EST	
	LOSS OF CONTROL - LANDING - ROLL	ON GROUND				
2. AIRPORT FACILITY	IES,RUNWAY/LANDING ONTROL - NOT MAINTA	AREA CONDITION - ICY AREA CONDITION - ROU INED - PILOT IN COMM PILOT IN COMMAND	GH/UNEVEN			
Occurrence #2 Phase of Operation		ON WITH TERRAIN				
Finding(s) 5. AIRPORT FACILITY	ES,RUNWAY/LANDING	AREA CONDITION - SNO	WBANK			
Probable Cause	-					
The National Transports/are finding(s) 3	tation Safety Boar	d determines that th	e Probable Cause(s)	of this accid	ent	

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

	MINISTER,MD A/C R	eg. No. N117P		'ime (Lc1) -	1225 EST	·
Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		Other	0	0	0	0
Aircraft Information						
Make/Model - BEECH V35	Eng Make/Mode1 - CO	NTINENTAL E-185-8	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stal	1 Warning S	ystem - L	NK/NR
Max Gross Wt - 2550	Engine Type - RE	CIPROCATING-CARBURE	TOR Weat	her Radar -	NO	-
No. of Seats - 4		185 HP				
Environment/Operations Information	,					
Weather Data	Itinerary		Airnor+	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	•		
Method - N/A	GAITHERSBURG, MD		ON AIR	FURT		
	-		Ainmont C			
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	WESTMINISTER, MD		CLEARV		•	
Wind Dir/Speed- VARIABLE/010 KTS					31	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		30
Cloud Conditions(1st) - 2500 FT SCAT				Surface -		
Cloud Conditions(2nd) - 3000 FT OVER			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F			
PRIVATE	Current - UNK/NR		•	Last 24	Hrs -	1
1014016	Months Since - UNK/NR	Make/Model-	76		Days- UN	
SE LAND		Make/Moder				•
SE LAND	Aircraft Type - UNK/ND					26
SE LAND	Aircraft Type - UNK/NR	Instrument-	,	Last 90	Days-	26
SE LAND Instrument Rating(s) - NONE	Aircraft Type - UNK/NR	Instrument-	,	Last 90	Days-	26

File No	16 1/07/82	WESTMINISTER, MD	A/C Reg. No. N117P	Time (Lc1) - 1225 EST
Occurrence #1 Phase of Operation		TER WITH WEATHER ATTERN - FINAL APPROACH		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI 5. WEATHER CONDITI	ON - TURBULENCE ON - DOWNDRAFT ON - GUSTS			
Occurrence #2 Phase of Operation	LOSS OF CONTROL APPROACH - VFR P	- IN FLIGHT ATTERN - FINAL APPROACH		
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Occurrence #4 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT		
Finding(s) 6. TERRAIN CONDITI	ON - HIGH VEGETATI	ON		
Occurrence #5 Phase of Operation		SED		
Finding(s) 7. LANDING GEAR,NO				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 6,7		

Type Operating Certificate-NONE (GENERAL		aft Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	50BS Fire	TANTIAL Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE		· · · · · · · · · · · · · · · · · · ·	ŏ	Ó	Ŏ
Accident Occurred During -LANDING		Oth	er O	0	0	0
Aircraft Information						
Make/Model - BELLANCA 8GCBC		LYCOMING 0-360-C2E		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2600	Number Engines -	1 RECIPROCATING-CARBU	Stal	1 Warning S	system - Y	£5
No. of Seats - 2		180 HP	KEIUK WEA	iller Kadar	140	
Invironment/Operations Information						
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIF	PORT		
Method - N/A Completeness - N/A	CHURCHTON,MD Destination		Airport D	19+9		
Basic Weather - VMC	STEVENSVILLE, MD		• -	RIDGE INDUST	RIAL	
Wind Dir/Speed- 180/010 KTS			Runway	/ Ident	- 28	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid ·		50
Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - UNK/NR	Type of Flight Pla Type of Clearance			/ Surface - / Status -		
Obstructions to Vision- NONE	Type of Creatance Type Approach Flow		Kullway	Status	UKI	
Precipitation - NONE	.,,,,					
Condition of Light - DAYLIGHT						
Personnel Information	A 50	M	- 4- VAL *F	MEDICAL M	. TUEDO / L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight Review	Medical Certific	ate ~ VALIU ght Time (F		AIVERS/LIM	11 1
PRIVATE	Current - YES	Total -	834	Last 24	Hrs -	1
SE LAND	Months Since - 20	Make/Model- NR Instrument-	27	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/	NR Instrument-	0 .	Last 90	Days-	6
GLIDER		Multi-Eng -	4			
Instrument Rating(s) - NONE						
larrative						
PILOT LANDED WITH 10 DEGREES OF FLAPS IN A	A 10 TO 15 KNOT. LEFT CRO	SSWIND CONDITION. H	E REPORTED	THAT WIND		

File No. - 15 2/15/82 STEVENSVILLE, MD A/C Reg. No. N53899 Time (Lc1) - 1130 EST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. WEATHER CONDITION CROSSWIND
- 3. WEATHER CONDITION GUSTS
- 4. WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 5. COMPENSATION FOR WIND CONDITIONS NOT POSSIBLE PILOT IN COMMAND
- 6. LANDING GEAR, MAIN GEAR OVERLOAD

----Probable Cause----

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

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

SUBSTA Fire None	Cre Pas	s 0	0	s Minor O O	None 1
	Pas	s 0	-	-	1
NUNE			, ,		
	Uth	ner O	, 0	ŏ	1
					YES
		IRETOR W	eather Radar	- NO	
Rated Power -	100 HP				
Thimpson		44	na Dnavinia.		
		•		/	
		ON	AIRFURI		
		Airpor	t Data		
		Run	way Ident	- 36	
ATC/Airspace		Run	way Lth/Wid	- 2600/	100
			way Status	- SNOW -	COMPACTE
Type Approach Flown	- VISUAL FULL CIR	CUIT			
		- 1 - 3/4		NO HATVEDO	//
				NO WAIVERS	/ LIMII
				24 Une -	0
					6
					14
Arreful Ciype 0 100	This er amorre	•	2451	00 00,0	• •
	Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown ge - 28 iennial Flight Review Current - YES Months Since - 16	Number Engines - 1 Engine Type - RECIPROCATING-CARBL Rated Power - 100 HP Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIR ge - 28 Medical Certific iennial Flight Review Current - YES Total -	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR W Rated Power - 100 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar Rated Power - 100 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 100 HP Itinerary

File No	70 1/02/82	CHARLOTTE, MI	A/C Reg. No. N1549Q	Time (Lc1) - 1530 EST
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI 4. LOWERING OF F 5. DISTANCE - MISU 6. AIRSPEED - MISU 7. ALTITUDE - MISU	ON - CROSSWIND ON - GUSTS LAPS - IMPROPER - UDGED - PILOT IN UDGED - PILOT IN	PILOT IN COMMAND COMMAND COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLI LANDING - ROLL	SION WITH TERRAIN		
Finding(s) 8. TERRAIN CONDITI	ON - SNOWBANK			
Occurrence #3 Phase of Operation		PSED		
Finding(s) 9. LANDING GEAR,NO	SE GEAR - OVERLOA	D	· · · · · · · · · · · · · · · · · · ·	·
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 5,		ard determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating to	o this accident i	s/are finding(s) 1,2,3,4,8	B	

File No 64 1/	/19/82 GRAND	RAPIDS,MI	A/C Reg. No. N2	6093	Tí	me (Lc1) -	1536 ES	Г
Basic Information Type Operating Certificat	e-NONE (GENERAL	_ AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ites Minor	None
Type of Operation Flight Conducted Under	-14 CFR 91	CHECK	Fire NONE	Crew Pass	0	0	0 0	2 0
Accident Occurred During	-TAKEOFF			Other		0	0	0
Aircraft Information								
Make/Model - PIPER PA-			del - LYCOMING 0-2			nstalled/A		
Landing Gear - TRICYCLE- Max Gross Wt - 1670	FIXED	Engine Type	nes - 1 - RECIPROCATIN		Stall Weeth	Warning S	ystem - 1	/E2
No. of Seats - 2		Rated Power		G-CARBURE I	JK Weati	er kagar -	NU	
	rmation							
Weather Data		Itinerary		1	Airport P	roximity		
Wx Briefing - FSS		Last Départui	re Point		ON AIRP			
Method - UNK/NR		SAME AS ACC	C/INC					
Completeness - UNK/NR		Destination		A f	irport Da	ta		
Basic Weather - VMC		LOCAL			KENT CO	UNTY		
Wind Dir/Speed- 050/007	' KTS				Runway		08	
Visibility - 10.0		ATC/Airspace			Runway	Lth/Wid -	3 9 00/	75
Cloud Conditions(1st) -					Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) -	 7000 FT OVERO 	CAST Type of Clear	rance - TOWER		Runway	Status -	ICE	
Obstructions to Vision-	NONE	Type Approach	n Flown - NONE				SNOW - V	VET .
Precipitation -								
Condition of Light -	DAYLIGHT				. .			
Personnel Information								
		Age - 29		ertificate		MEDICAL-NO	WAIVERS/	LIMIT
Pilot-In-Command								
Pilot-In-Command Certificate(s)/Rating(s)		Biennial Flight Rev		Flight				
Pilot-In-Command		Biennial Flight Rev Current	- N/A Total	-	57	Last 24		, t
Pilot-In-Command Certificate(s)/Rating(s)		Biennial Flight Rev Current Months Since	- N/A Total - N/A Make/	- Mode1-	57 48	Last 24	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s)		Biennial Flight Rev Current	- N/A Total - N/A Make/	-	57 48	Last 24	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT		Biennial Flight Rev Current Months Since	- N/A Total - N/A Make/	- Mode1-	57 48	Last 24	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)		Biennial Flight Rev Current Months Since	- N/A Total - N/A Make/	- Mode1-	57 48	Last 24	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative	- NONE	Biennial Flight Rev Current Months Since Aircraft Type	- N/A Total - N/A Make/ - N/A Instr	Model- ument-	57 48 4	Last 24 Last 30 Last 90	Days- UND Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD	- NONE	Biennial Flight Rev Current Months Since Aircraft Type	- N/A Total - N/A Make/ - N/A Instr	Model- ument- ECK PILOT W	57 48 4	Last 24 Last 30 Last 90	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A	- NONE DENT ON A CHECK IN AIRPORT WITH	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F	- N/A Total - N/A Make/ - N/A Instr - N/A Instr	Model- ument- ECK PILOT W	57 48 4 	Last 24 Last 30 Last 90 A INSPECTO	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE	- NONE DENT ON A CHECK N AIRPORT WITH	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F	- N/A Total - N/A Make/ - N/A Instr - N/A Instr	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO	48 4 4 VAS AN FA AND ICE. DRDING TO	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE	- NONE DENT ON A CHECK IN AIRPORT WITH EMONSTRATING A S THE LEFT DURING	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F SHORT FIELD TAKEOFF ROTATION. THE PILOT	- N/A Total - N/A Make/ - N/A Instr TE LICENSE. THE CH PARTIALLY COVERED ON THE THIRD DEPA	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO	48 4 VAS AN FAIND ICE. DRDING TO	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT E DOWN,	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE E AIRCRAFT BEGAN TO VEER TO T UT THE POWER OFF, APPLIED BRA	- NONE DENT ON A CHECK AN AIRPORT WITH MONSTRATING A S THE LEFT DURING AKES, AND THE AI	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F SHORT FIELD TAKEOFF ROTATION. THE PILOT	- N/A Total - N/A Make/ - N/A Instr FE LICENSE. THE CH PARTIALLY COVERED ON THE THIRD DEPA F STATED THAT HE THE SNOW. THE INSPE	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO HEN BROUGHT CTOR REPORT	48 4 4 VAS AN FA AND ICE. DRDING TO THE NOS	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT E DOWN, THE PLANE	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE E AIRCRAFT BEGAN TO VEER TO T UT THE POWER OFF, APPLIED BRA FTED OFF PREMATURELY, THEN SE	- NONE	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F SHORT FIELD TAKEOFF ROTATION. THE PILOT IRCRAFT SLID INTO THE O THE RUNWAY AFTER A	- N/A Total - N/A Make/ - N/A Instr TE LICENSE. THE CH PARTIALLY COVERED ON THE THIRD DEPA T STATED THAT HE THE SNOW. THE INSPE	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO HEN BROUGHT CTOR REPORT WHEN THE F	48 4 4 AND ICE. DRDING TO THE NOS TED THAT PLANE SLI	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT E DOWN, THE PLANE D TO THE	Days- UM Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE E AIRCRAFT BEGAN TO VEER TO T JT THE POWER OFF, APPLIED BRA FTED OFF PREMATURELY, THEN SE FT OF THE CENTERLINE, THE INS	- NONE	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F SHORT FIELD TAKEOFF ROTATION. THE PILOT IRCRAFT SLID INTO THE O THE RUNWAY AFTER A FOOT ON THE RIGHT F	- N/A Total - N/A Make/ - N/A Instr TE LICENSE. THE CH PARTIALLY COVERED ON THE THIRD DEPA T STATED THAT HE T HE SNOW. THE INSPE A VERY SHORT TIME. RUDDER PEDAL SHE	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO HEN BROUGHT CTOR REPORT WHEN THE F	48 4 WAS AN FAIND ICE. DRDING TO THE NOS FED THAT PLANE SLI THE PILO	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT E DOWN, THE PLANE D TO THE	Days- Uf Days-	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)Narrative E PILOT-IN-COMMAND WAS A STUD E FLIGHT WAS CONDUCTED FROM A CURRED WHILE THE PILOT WAS DE E AIRCRAFT BEGAN TO VEER TO T JT THE POWER OFF, APPLIED BRA FTED OFF PREMATURELY, THEN SE	- NONE - NONE DENT ON A CHECK AN AIRPORT WITH EMONSTRATING A S THE LEFT DURING KES, AND THE AI ETTLED BACK ONTO SPECTOR PUT HER S THE LEFT MAIN	Biennial Flight Rev Current Months Since Aircraft Type FLIGHT FOR A PRIVAT RUNWAYS THAT WERE F SHORT FIELD TAKEOFF ROTATION. THE PILOT OTHE RUNWAY AFTER A FOOT ON THE RIGHT F GEAR WENT INTO THE	- N/A Total - N/A Make/ - N/A Instr TE LICENSE. THE CH PARTIALLY COVERED ON THE THIRD DEPA INSTRUCT THAT HE THE SNOW. THE INSPE A VERY SHORT TIME. RUDDER PEDAL: SHE SNOW, THE AIRCRAF	Model- ument- ECK PILOT W WITH SNOW A RTURE. ACCO HEN BROUGHT CTOR REPORT WHEN THE F FOUND THAT T WAS PULLE	48 4 4 VAS AN FA NOD ICE. ORDING TO THE NOS FED THAT PLANE SLI THE PILO ED FARTHE	Last 24 Last 30 Last 90 A INSPECTO THE MISHAP THE PILOT E DOWN, THE PLANE D TO THE	Days- Uf Days-	IK/NR

File No	64 1/19/82	GRAND RAPIDS,MI	A/C Reg. No. N26093	Time (Lc1) - 1536 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - GROUNG			
 RUDDER - IMPROF AIRPORT FACILIT DIRECTIONAL O 	CONTROL - NOT MAIN		ND	
Occurrence #2 Phase of Operation		SION WITH TERRAIN D RUN		
Finding(s) 6. AIRPORT FACILIT	TIES,RUNWAY/LANDING	AREA CONDITION - SNOW	COVERED	
Probable Cause-				
The National Transports/are finding(s) 2,		ard determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating t	to this accident is	s/are finding(s) 1,3,6		

Type Operating Certificate-NONE (GENERAL Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	Aircraft SUBSTAN Fire NONE				Inj	uries	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	SUBSTAN Fire	TIAL					
Flight Conducted Under - 14 CFR 91				Fatai			r None
	NONE		Crew	0	0	0	1
Accident Occurred During -CRUISE			Pass	0	0	0	1
			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 340A	Eng Make/Model - CON	NTINENTAL TS	10-520-N	ELT 1	nstalled,	/Activate	ed - YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stal1	Warning	System	- UNK/NR
Max Gross Wt - 5975	Engine Type - REC	CIP - FUEL I	NJECTED	Weath	ner Radar	- UNK/N	र
No. of Seats - 6	Rated Power -	310 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point				RPORT/STR		
Method - UNK/NR	CHICAGO, IL						
Completeness - UNK/NR	Destination		A	irport Da	ıta		
Basic Weather - UNK/NR	LANSING.MI						
Wind Dir/Speed- UNK/NR	Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z			Runway	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -	- TED			Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -				Status	- N/A	
Obstructions to Vision- UNK/NR	Type Approach Flown -			Kuliway	Status	- 14/ A	
Precipitation - NONE	Type Apploach Trown	NONE					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	A 5.4	Maddan L Com		V41 TD	MEDICAL	WATVEDC /	TMT T
		Medical Cer				MATAEK2/	TIMII
	Biennial Flight Review Current - YES	T-4-1	- 3	Time (Ho		24 Hrs -	LINIZ /ND
COMMERCIAL ME LAND							
ME LAND	Months Since - 17				Last		
	Aircraft Type - UNK/NR	Multi-E		560 600	Last 9	oo bays-	65
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING FLIGHT OVER LAKE MICHIGAN AT 13,000 FEE	T. THE PILOT NOTICED THAT T	THE THROTTLE	. MIXTUR	E AND PRO	PELLER		
ITROLS TO ONE OF THE ENGINES BEGAN BINDING.						то	
O FEET AND CONTINUED AT REDUCED POWER. AFTE							
SE AT A SLIP JOINT WHERE IT PASSED THROUGH							
ENGINE MOUNT AND THE FIREWALL. THE AIRCRAFT						•	
	The second second second material						

File No. - 52 1/19/82 NEAR LANSING,MI A/C Reg. No. N4140G Time (Lc1) - 1600 EST

Occurrence
Phase of Operation

FIRE/EXPLOSION CRUISE - NORMAL

Finding(s)

- 1. EXHAUST SYSTEM, STACK LOOSE
- 2. MAINTENANCE INADEQUATE OTHER PERSON
- 3. EXHAUST SYSTEM, STACK LEAK
- 4. THROTTLE/POWER LEVER, CABLE BURNED
- 5. PROPELLER CONTROL, CABLE BURNED
- 6. MIXTURE CONTROL, CABLE BURNED
- 7. ENGINE ASSEMBLY, MOUNT BURNED
- 8. FUSELAGE, BULKHEAD OVERTEMPERATURE

----Probable Cause----

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

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

File No 65 2/07/82 BE	NTON HARBOR, MI	A/C Reg	A/C Reg. No. N9893J			Time (Lc1) - 1415 EST					
-Basic Information			_								
Type Operating Certificate-NONE (GEN	ERAL AVIATION)				Injuries						
•		SUBSTANT	IAL		Fatal	Serious	Minor	None			
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1			
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	3			
Accident Occurred During -LANDING				Other	0	0	0	0			
-Aircraft Information											
Make/Model - CESSNA 172	Eng Make/	Model - LYCO	MING 0-320-	H2AD	ELT	Installed/	'Activated	- YES/YE			
Landing Gear - TRICYCLE-FIXED		ngines - 1			Stal	1 Warning	System -	UNK/NR			
Max Gross Wt - 2300	Engine Ty	/pe - RECI	PROCATING-C	ARBURETO	R Weat	her Radar	- UNK/NR				
No. of Seats - 4	Rated Pow		60 HP								
-Environment/Operations Information											
Weather Data	Itinerary			Δ	irport	Proximity					
Wx Briefing - BRFG RCVD, SOURCE		ture Point			ON AIRPORT						
Method - UNK/NR	KALAMAZO				3	••					
Completeness - UNK/NR	Destination	•		Δ +	rport D	ata					
Basic Weather - VMC		BENTON HARBOR, MI			ROSS F						
Wind Dir/Speed- VARIABLE/015 KTS	55141014 1	PEIALOIA LIMEDOK INIT					- 27				
Visibility - 7.0 SM	ATC/Airspace					Lth/Wid		100			
Cloud Conditions(1st) - NONE		= light Plan - i	NONE			Surface					
Cloud Conditions(2nd) - NONE		learance - I					- ICE				
Obstructions to Vision- NONE		pach Flown -		CIDCUIT		Status	- ICE				
	Type Appro	ach Flown -	VISUAL FULL	CIRCUII							
Precipitation - NONE Condition of Light - DAYLIGHT											
-Personnel Information											
Pilot-In-Command	. Age - 30	M	edical Cert				O WAIVERS	/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight	Review		Flight	Time (H	lours)					
PRIVATE	Current	- YES	Total		67	Last 2	4 Hrs -	2			
SE LAND	Months Since	5 - د	Make/Mode	e1-	13	Last 3	O Days- U	NK/NR			
		oe - UNK/NR	Instrume	nt-	8	Last 9	O Days-	5			
Instrument Rating(s) - NONE											
PILOT RECEIVED A WEATHER BRIEFING AT 1	030 EST FOR A CROSS-	·COUNTRY FLIG	HT. THE CRO	SS-COUNT	RY ORIG	INATED AT					
TON HARBOR AT 1100 EST USING RUNWAY 27.											
BATTLE CREEK AND KALAMAZOO, AND THEN RE							T				
LED BENTON HARBOR FOR WIND AND RUNWAY C											
PILOT OBSERVED THE WIND FROM ABOUT 200											
ABOUT 1/4 OF ITS WIDTH. RUNWAYS 13/31											
REMAINING WIDTH OF RUNWAY 27 AND ITS E											
RE WAS A MODERATE-TO-STRONG CROSSWIND.							-				
WAY. AS THE AIRCRAFT SLOWED, THE WIND B	FEM II OFF OF THE RI	GHI SIDE WHE	KE II MUMEN	IAKILY W	ENI UP	ON 112 MO2	· -				

File No. - 65 2/07/82 BENTON HARBOR,MI A/C Reg. No. N9893J Time (Lc1) - 1415 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. AIRPORT FACILITIES.RUNWAY/LANDING AREA CONDITION - SNOW COVERED ----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) 1,2,6

File No 66 2/14/82 LAME	BERTVILLE, MI	A/C Reg. N	o. N5543J	T	ime (Lc1)	- 1715 ES	T
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Dam	age		Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING			Other	0	0	. 0	0
Aircraft Information							
Make/Model - CESSNA 172N			G 0-320-H2AD		Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1		Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 2220	Engine Ty		CATING-CARBURETO	R Weat	her Radar	- UNK/NR	
No. of Seats - 4	Rated Pow	er - 150	HP 				
Environment/Operations Information							
Weather Data	Itinerary		A	•	Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - RADIO	SAME AS						
Completeness - PARTIAL, LMTD BY PILO			Ai	rport D			
Basic Weather - VMC	LOCAL				SUBURBAN		
Wind Dir/Speed- 190/010 KTS						- 27	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid		
Cloud.Conditions(1st) - 3000 FT OVE					Surface		
Cloud Conditions(2nd) - UNK/NR		earance - NON			Status	- WET	
Obstructions to Vision- NONE	Type Approa	ach Flown - VIS	JAL FULL CIRCUIT				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information			· _				
Pilot-In-Command	Age - 23	_	cal Certificate			A L	
Certificate(s)/Rating(s)	Biennial Flight I		Flight				_
PRIVATE	Current			11		4 Hrs -	0
SE LAND			Make/Model-		Last 3		
	Aircraft Type	e - UNK/NR	Instrument-	17	Last 9	Days-	4
Treatment Detime(a) NONE							
Instrument Rating(s) - NONE							
-Narrative							
PILOT AND 3 PASSENGERS RETURNED TO THE A	IRPORT AFTER A FLIC	GHT IN THE LOCA	L AREA. A NORMAL	APPROA	CH WAS MAD	Ē	
H 20 DEGREES OF FLAPS FOR A CROSSWIND LAM	IDING. THE PILOT REI	PORTED THAT HIS	APPROACH SPEED	WAS A L	ITTLE FAST	•	
RING LANDING, THE AIRCRAFT BALLOONED, BOUN						BANK	
THE PLANE SWUNG TO THE LEFT WITH THE RIC	NHT WING SWINGING DO	DWN. THE RIGHT	WING, LOWER COWL	ING AND	PROPELLER		
RE DAMAGED.							

File No	66	2/14/82	LAMBERTVILLE, MI	A/C Reg. No.	N5543J	Time (Lc1) - 1715 EST
Occurrence #1 Phase of Operation			- ON GROUND			
3. WEATHER CONDITI	OUNCED L	ANDING - I DSSWIND	OMMAND MPROPER - PILOT IN COMM S - IMPROPER - PILOT IN			
Occurrence #2 Phase of Operation			ION WITH TERRAIN			
Finding(s) 5. AIRPORT FACILIT	TIES,RUNV	/AY/LANDING	AREA CONDITION - SNOWB	ANK		
Probable Cause						
The National Transpo	ortation	Safety Boa	rd determines that the	Probable Cause(s)	of this acc	ident
Factor(s) relating t	to this a	ccident is	/are finding(s) 1.2.3.5	j		

File No 35 2/26/82 MANCH	ESTER,MI A/C	Reg. No. N9101U	Т	ime (Lc1) -	- 0930 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF		Other	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 150		ONTINENTAL 0-200A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning S		ES
Max Gross Wt - 1250		CIPROCATING-CARBURE	TOR Weat	her Radar -	- NO	
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PURI		
Method - N/A	SAME AS ACC/INC		44mman4 D	-4-		
Completeness - N/A Basic Weather - VMC	Destination JACKSON.MI		Airport D			
Wind Dir/Speed- CALM	UACKSUN, MI				- 36	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		100
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Approach Flown			•		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT		•				
Personnel Information						
Pilot-In-Command	Age - 23	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		-	
STUDENT	Current - N/A	Total -		Last 24		. 4
	Months Since - N/A	Make/Mode1-	37	Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	15
Instrument Rating(s) - NONE						
Narrative RING TAKEOFF THE STUDENT PILOT LOST DIRECTI FT WHEEL BOGGED DOWN IN SNOW OR ENCOUNTERED			IT STATED	AT 40-50 KN	OTS THE	

2/26/82 A/C Reg. No. N9101U Time (Lc1) - 0930 CST File No. - 35 MANCHESTER, MI Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES - SNOW COVERED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,4

File No 45 2/27/82 WIL		A/C Reg. No. N47559			ime (Lc1) -	1445 ESI	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft [SUBSTANT]		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0 0 0	0	1
		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other			0	0
Aircraft Information		•					
Make/Model - CESSNA 152			MING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number E	ingines - 1	PROCATING-CARBURE	Stal	1 Warning S	system - Y	ES
No. of Seats - 2		ower - 1		UK Weat	ner kagar -	NU	
no. or seats 2	Rateu Ft			. 			
Environment/Operations Information	***			4.4	Dunislandass		
Weather Data Wx Briefing - FSS	Itinerary	arture Point		ON AIR	Proximity		
Method - TELEPHONE	SAME AS			ON AIR	TOK I		
Completeness - PARTIAL, LMTD BY FCS	rR Destination		,	Airport D	ata		
Basic Weather - VMC	LOCAL			ACME			
Wind Dir/Speed- 330/007 KTS						27	
Visibility - 7.0 SM		ce			Lth/Wid -		
Cloud Conditions(1st) - 10000 FT SC	ATTERED Type of F	light Plan - N	NONE	Runway	Surface -		RF
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of (Type Appr	learance - r	NUNE Atsual Euri Ctrous	Runway	Status -	· ICE	
Precipitation - NONE	Type Appl	Oach Flown - V	VISUAL FULL CIRCU	. •			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 18	Me	edical Certificate	- VALIC	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	t Review	edical Certificate Flight	: Time (F	lours)		
PRIVATE	Current	- YES	Total -	78	Last 24	Hrs - UN	K/NR
SE LAND	Months Sind	ce - UNK/NR	Make/Model-	3	Last 30	Days- UN	K/NR
	Aircraft Ty	/pe - UNK/NR	Make/Model- Instrument- UNA Multi-Eng - UNA	(/NR	Last 90	Days-	3
			Multi-Eng - UN	K/NK	ROTORCI	art - UN	K/NK
Instrument Rating(s) - NONE		4					
narrative NG A VFR APPROACH THE PILOT STATED HE W	AS CONCENTRATING O	ON NOT LANDING	LONG. THE AIRCRAS	T TOUCHE	D DOWN IN S	WOW	
T 50 FEET SHORT OF THE LANDING AREA AND							

File No	45 2/27/82	WILLIAMSBURG, MI	A/C Reg. No. N47559	Time (Lc1) - 1445 EST	
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH			
Finding(s) 1. DISTANCE - MISU 2. ALTITUDE - MISU 3. IMPROPER US	UDGED - PILOT IN	COMMAND	IENCE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS				
Finding(s) 4. TERRAIN CONDITI	ON - SNOW COVERED				
Occurrence #3 Phase of Operation					
Probable Cause				·	
The National Transpois/are finding(s) 1,		ard determines that the	Probable Cause(s) of this accide	nt	
Factor(s) relating t	o this accident is	s/are finding(s) 3,4			

-Basic Information							
Type Operating Certificate-AIR CARRI		Aircraft D SUBSTANTI	_	Fatal	Injur Serious	ies Minor	None
ON-DEMAND Type of Operation -NON SCHED			.AL Crew		5er 10us 0	M11101	1
Type of Operation -NON SCHED Flight Conducted Under -14 CFR 91	, DOMESTIC, TERRI	NONE	Pass	-	Ö	ŏ	, 1
Accident Occurred During -LANDING			Other	_	ŏ	Ŏ	Ó
-Aircraft Information							
Make/Model - BEECH C-45H			/ R-985-14B		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE					1 Warning S		ES
Max Gross Wt - 10200 No. of Seats - 2	Rated Po		PROCATING-CARBURE 50 HP	iuk weat	ner Radar -	NU	
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS	Last Depa			ON AIR	PORT		
Method - TELEPHONE Completeness - FULL	DETROIT	•		Airport D	-+-		
Basic Weather - VMC	Destination ANOKA.M				COUNTY		
Wind Dir/Speed- 300/020 KTS	ANONA, MI	I.V				. 35	
Visibility - 0.0	ATC/Airspac	e			Lth/Wid -		100
Cloud Conditions(1st) - NONE		light Plan - I	FR		Surface -		
Cloud Conditions(2nd) - NONE			ADAR ADVISORIES	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - V	/ISUAL STRAIGHT-1	N			
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	Age - 63	Me	edical Certificat	e - VALID	MEDICAL -WA	TVFDS/LTM	T T
Certificate(s)/Rating(s)	Biennial Flight	Review	Fliat	nt Time (H		(IVEKS/ CIM	1
ATP	Current	- YES	Total - 2			Hrs -	7
SE LAND, ME LAND, SE SEA	Months Since	e - 5	Make/Model-				
	Aircraft Ty	Review - YES e - 5 pe - BE-18	Instrument-	2190	Last 90	Days-	49
	•	•	Multi-Eng -	5675		•	
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT ELECTED TO LAND ON RUNWAY 35 WITH	A LEFT QUARTERING	HEADWIND AT 2	O KNOTS. HE STAT	ED THAT T	HE APPROACH	1	
LANDING SEEMED NORMAL WITH NO UNDUE CRA	AB OR CROSSWIND COR	RECTION. AFTER	LANDING, THE PL	ANE MADE	A QUICK		
N TO THE LEFT. THE PILOT REPORTED THAT I							
DING. THE AIRCRAFT DEPARTED THE RUNWAY	AT APPROXIMATELY A	30 DEGREE ANGL	.E. THE NOSE GEAR	R HIT A HA	RD PACKED D	RIFT	

File No	68 1/15/82	ANOKA, MN	A/C Reg. 1	10. N300JR	Time (Lc1) - 1800 CST
Occurrence #1 Phase of Operation		- ON GROUND			
2. COMPENSATION	ON - UNFAVORABLE W FOR WIND CONDITION RVE - INADVERTENT	S - IMPROPER - PIL			
Occurrence #2 Phase of Operation	=	ION WITH TERRAIN			
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION -	SNOWBANK		
Occurrence #3 Phase of Operation		SED			
Finding(s) 5. LANDING GEAR,NO	DSE GEAR - OVERLOAD				
Probable Cause					·
The National Transpo	ortation Safety Boa	rd determines that	the Probable Cause(s	s) of this accid	dent
Factor(s) relating t	to this accident is	/are finding(s) 1,	4		

 Basic Information Type Operating Certificate 	NONE (GENERAL	AVIATION)	Aircraft Damage			Inju	ries	
Type operating certificate	NONE (GENERAL	AVIATION	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -		- SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -			NONE	Pass	0		0	0
Accident Occurred During -	LANDING			Other	0	0	0	0
-Aircraft Information								
Make/Model - AERONCA 7BC			del - CONTINENTA			Installed/		
Landing Gear - TAILWHEEL-A	ALL FIXED		nes - 1			1 Warning		NO
Max Gross Wt - 1220 No. of Seats - 2		Engine Type Rated Power	- RECIPROCAT - 85 HP	ING-CARBURET		her Radar		
-Environment/Operations Inform	nation							
Weather Data		Itinerary		•		Proximity		
	OF BRIEFING	Last Departu			ON AIR	STRIP		
Method - N/A		SAME AS AC	C/INC					
Completeness - N/A Basic Weather - VMC		Destination LOCAL		Α	irport D	ata E STRIP		
Wind Dir/Speed- 290/012 k	/T¢	LUCAL					- 36	
Visibility - 20.0		ATC/Airspace				Lth/Wid		140
Cloud Conditions(1st) -			ht Plan - NONE			Surface		
Cloud Conditions(2nd) - 2			rance - NONE					COMPACTED
Obstructions to Vision- N		Type Approac	h Flown - NONE					
Precipitation - N								
Condition of Light - D	DAYLIGHT							
-Personnel Information		05	Maddaal	0		MEDICAL N		C /1 TAATT
Pilot-In-Command Certificate(s)/Rating(s)		ge - 25 iennial Flight Re		Certificate	. 1420 (A	MEDICAL-N	U WAIVER:	2\ FIMI I
STUDENT		Current	VIEW - N/A Tot:	ringni al -	. 111116 (L	lac+ 2	d Wre -	0
31002141		Months Since	- N/A Make	e/Model-	14	last 2	O Davs-	6
		Aircraft Type	view - N/A Tot: - N/A Mak - N/A Ins	trument-	Ö	Last 9	Days-	17
•				•				
Instrument Rating(s) -	NONE							
Alexanda Alexan								
-Narrative				FT WING RAIS				

A/C Reg. No. N3174C File No. - 39 1/27/82 HOFFMAN, MN Time (Lc1) - 1350 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. TERRAIN CONDITION - SNOW COVERED Occurrence #2 NOSE DOWN 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 Factor(s) relating to this accident is/are finding(s) 1

File No 71 2/06/82	BUFFALO, MN	A/C Reg. No.	N10794	Time (Lc)	1) - 1715 CST	
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Ir Fatal Seriou	njuries us Minor	None
Type of Operation -INSTR	UCTIONAL - DUAL	Fire	Crew	0 0		0
Flight Conducted Under -14 CF		NONE	Pass	0 0		ŏ
Accident Occurred During -LANDI		NONE	Other	ŏŏŏ	-	ŏ
Aircraft Information	************					
Make/Model - CESSNA 150	Eng Make/I	Model - CONTINENTA	AL 0-200-A		ed/Activated	
Landing Gear - TRICYCLE-FIXED		gines - 1		Stall Warnir	ng System - U	INK/NR
Max Gross Wt - 1500	Engine Ty	De - RECIPROCAT	TING-CARBURETOR	R Weather Rada	ar - UNK/NR	
No. of Seats - 2	Rated Power	er - 100 HP				
Environment/Operations Information			,			
Weather Data	Itinerary			Irport Proximit	ty	
Wx Briefing - UNK/NR	Last Depar			ON AIRPORT		
Method - UNK/NR	SAME AS	· · · · · · · · · · · · · · · · · · ·				
Completeness - UNK/NR	Destination			port Data		
Basic Weather - VMC	LOCAL			BUFFALO		
Wind Dir/Speed- 210/009 KTS				Runway Ident		
Visibility ~ 20.0 SM	ATC/Airspace			Runway Lth/Wid		
Cloud Conditions(1st) - NONE		ight Plan - NONE		Runway Surface		
Cloud Conditions(2nd) - NONE		earance - NONE		Runway Status	- SNOW - D	DRY
Obstructions to Vision- NONE	Type Approx	ach Flown - VISUAL				
Precipitation - NONE		TOUCH	AND GO			
Condition of Light - DAYLIG	HT 					
Personnel Information						
Pilot-In-Command	Age - 65		Certificate -		MUIAFK2/ FIN	11 (
Certificate(s)/Rating(s)	Biennial Flight			ime (Hours)	. 04 11	•
COMMERCIAL, CFI	Current		tal - 2011		t 24 Hrs -	8
SE LAND, SE SEA	Months Since	- 6 Mak	ce/Mode1 - 602		t 30 Days- UN	-
	Aircraft lypo	e - UNK/NR Ins	strument- 33	36 Last	t 90 Days-	80
Instrument Rating(s) - AIRP	LANE					
Narrative HE INSTRUCTOR AND STUDENT DEPARTED WI HE LANDING, THE AIRCRAFT VEERED TO TH INAL, THE AIRCRAFT DROPPED AND BOUNCE ELT A PULL TO THE RIGHT AND ATTEMPTED OVERED WITH 1/2 INCH OF FLUFFY SNOW. HAT THE RIGHT BRAKE HAD FROZEN. ALONG ENT BACK. THE AIRCRAFT HAD FLOWN EARL	E RIGHT AND STRUCK A 3 TO D. HE SAID THAT WHEN THE TO CORRECT WITH LEFT RU THE TEMPERATURE WAS 5 DEC WITH OTHER DAMAGE, THE O	D 4 FT SNOWBANK. T MAIN LANDING GEAF DDER. THE INSTRUCT GREES. BOTH THE ST RIGHT WHEEL HAD SE	THE STUDENT STA R CAME IN CONTA FOR REPORTED TH FUDENT AND INST	ATED THAT ON SH ACT WITH THE RU HAT THE RUNWAY FRUCTOR SUSPECT	HORT JNWAY, HE WAS FED	

2/06/82 Time (Lc1) - 1715 CST File No. - 71 BUFFALO, MN A/C Reg. No. N10794 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TEMPERATURE EXTREMES 2. LEVEL OFF - IMPROPER - DUAL STUDENT 3. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK 6. LANDING GEAR, WHEEL - SEPARATION 7. LANDING GEAR MAIN GEAR STRUT - BENT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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) 1.4.5

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ge		Inju	uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0 0 0		1
Flight Conducted Under -14 CFR 91	÷	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0		0	0
Aircraft Information		_				_	
Make/Model - CESSNA 172		/Model - LYCOMING				'Activated	
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	l Warning	System - U	NK/NR
Max Gross Wt - 2300		ype - RECIPROCA		OR Weat	ner Radar	- UNK/NR	
No. of Seats - 4	kated Po	wer - 150 HF	, 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		rture Point		ON AIR	ORI		
Method - UNK/NR Completeness - UNK/NR	SAME AS Destination			irport Da			
Basic Weather - VMC	LOCAL	'!	•		y NORTH IN	INTETAL	
Wind Dir/Speed- 295/010 KTS	COORE				Ident	- 34	
Visibility - 15.0 SM	ATC/Airspace	e				- 2500 -U	NK/NR
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE			Surface		·
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appro	oach Flown - PRAC1					
Precipitation - NONE		VISUA	AL FULL CIRCUI	Т			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 20 Biennial Flight	Medica	al Certificate			VAIVERS/LIM	11
Certificate(s)/Rating(s) PRIVATE	Bienniai Flight	Keview	riignt	Time (He	ours)	14 Une -	4
SE LAND	Months Since	- 1E5 10	oka/Model-	5	Last 2	M Dave- IIN	k/ND
SE CAND	Aircraft Tv	- YES To e - 20 Ma pe - UNK/NR Ir	nstrument-	Õ	last	O Days ON	1
	, , , , , , , , , , , , , , , , , , ,			•			
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS PRACTICING TOUCH AND GO LANDI	IGS HE DEDODTED TI	HAT ON HIS LAST LA	ANDING THE WI	ND PUSHE	HIM TOWA	NRD	

File No	67 2/09/82 	ANOKA, MN	A/C Reg. No. N12562	Time (Lc1) - 0950 CST
Occurrence #1 Phase of Operation		- ON GROUND		
	FOR WIND CONDITION E OF EQUIPMENT/AIR	S - IMPROPER - P CRAFT, LACK OF RE	CENT EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION	- SNOWBANK	-
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines th	at the Probable Cause(s) of this accider	nt .
Factor(s) relating t	o this accident is	/are finding(s)	1,3,5	

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	je			uries	
Type of Operation -FERRY		SUBSTANTIAL Fire	Crew	Fatal O		Minor O	Nane
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		NOINE	Other		ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA 180	Eng Make/	Model - CONTINENT	AL 0-470	ELT		/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1				System - U	JNK/NR
Max Gross Wt - 2650 No. of Seats - 4	Rated Pow	pe - RECIPROCA ver - 230 HF		TUR Weat	ner kadar	- UNK/NR	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Depar			ON AIR	PORT		
Method - UNK/NR Completeness - UNK/NR	FREEBORN Destination	-		Airport D	10+0		
Basic Weather - VMC	NEW RICH		•	•	N FIELD		
Wind Dir/Speed- CALM	11211 11201				Ident	- 17	
Visibility - 10.0 SM	ATC/Airspace	•		,		- 3000/	60
Cloud Conditions(1st) - NONE		ight Plan - NONE				- GRASS/TI	JRF
Cloud Conditions(2nd) - NONE		earance - NONE			Status	- WET	
Obstructions to Vision- NONE	Type Appro	ach Flown - VISUA	L STRAIGHT-I	1		ICE	
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 61	Medica	1 Certificate			WAIVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (F	lours)		_
COMMERCIAL	Current		tal -	1551	Last	24 Hrs -	0
SE LAND, SE SEA	Months Since	e - UNK/NR Ma e - C-18O Ir	ke/model-	1001 60	Last	30 Days-	1
	All Clair Typ	e - C-180 II	is trumerit-	90	Last	o Days	•
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT WAS RETURNING HOME AFTER COMPLETIO	N OF AN ANNUAL INS	PECTION OF THE AT	RCRAFT. AFTER	RETURNI	NG. THE		

File No	76 2	/19/82	NEW	RICHLAND, MN	A/C Reg. No	. N3328D	Time (Lc1) - 1120 CST
Occurrence #1 Phase of Operation			ON	GROUND			
Finding(s) 1. AIRPORT FACILIT 2. AIRPORT FACILIT 3. DIRECTIONAL C 4. GROUND LOOP/SWE	IES,RUNWAY ONTROL - N	/LANDING /	AREA INED	CONDITION - ICY - PILOT IN COMMAND			
Occurrence #2 Phase of Operation			ON W	ITH TERRAIN			
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY	/LANDING /	AREA	CONDITION - SNOWBANK			
Occurrence #3 Phase of Operation	NOSE OVE	- ROLL					
Probable Cause							
The National Transpois/are finding(s) 3	rtation Sa	fety Board	d de	termines that the Pro	oable Cause(s)	of this accider	nt
Factor(s) relating to	o this acc	ident is/a	are	finding(s) 1,2,5			

	KIN,MN	A/C Reg. No. N2	396Z	T	ime (Lc1)	- 1530 CST	•
Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		F-4-1	Inju Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	Fatal O	Serious O	Minor	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ŏ	i
Accident Occurred During -LANDING			Other	Ö	Ö	Ö	0
Aircraft Information							
Make/Model - BEECH 23		e/Mode1 - LYCOMING 0-3	20-D2B			Activated	
Landing Gear - TRICYCLE-FIXED		Engines - 1				System - Y	'ES
Max Gross Wt - 1502 No. of Seats - 4	Engine Rated Po	Type - RECIPROCATIN ower - 160 HP	G-CARBURE T	JR Weati	ner Radar	- NU	
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		arture Point		ON AIRF	PORT		
Method - N/A		S_ACC/INC		D.			
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	on	А	irport Da	COUNTY		
Wind Dir/Speed- 170/006 KTS	LUCAL					- 16	
Visibility - 10.0 SM	ATC/Airspac	ce				- 3400/	100
Cloud Conditions(1st) - NONE		light Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE	Type of (Clearance - NONE		Runway	Status	- SNOW - D	RY
Obstructions to Vision- NONE	Type Appı	roach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A 40	Modical C		VALTO	MEDICAL	ATVERC/LIM	17.7
Certificate(s)/Rating(s)	Age - 49 Biennial Fligh		ertificate Flight	Time (Ho		AIVERS/LIM	11 1
PRIVATE	Current	- YES Total		103	•	4 Hrs -	0
SE LAND	Months Sind		Mode1-	45		O Davs- UN	IK/NR
	Aircraft Ty	pe - BE-23 Instr	ument-	0	Last 9	O Days-	. 0
Instrument Rating(s) - NONE							
Narrative R Landing on a Partially Snow Covered R ELED APPROXIMATELY 15 FEET BEFORE NOSIN			L AND STRU	CK A SNOV	BANK. THE	AIRCRAFT	

File No	33 2/25/82 	AITKIN,MN	A/C Reg.	No. N2396Z	Time (Lc1) - 153	O CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND				
	TROL - NOT MAINTAIN RVE - INADVERTENT -		· · · · · · · · · · · · · · · · · · ·		·	
Occurrence #2 Phase of Operation		ON WITH TERRAIN				
Finding(s) 3. TERRAIN CONDITI	ON - SNOWBANK					
Occurrence #3 Phase of Operation	NOSE DOWN LANDING - ROLL					
Finding(s) 4. TERRAIN CONDITI	ON - SNOW COVERED					
Probable Cause						
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that	the Probable Cause(s) of this acc	ident	

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

Type Operating Certificat							ır i es	
	ON-DEMAND AIR	P TAXI	SUBSTANTI	AL	Fatal			Non
Type of Operation	-NON SCHED, DON	IESTIC, PASSENGER	Fire	Cre	m Ö	0	0	1
Flight Conducted Under Accident Occurred During	-APPROACH			Oth	_	0	0 0	2 0
Aircraft Information				1				
Make/Mode1 - PIPER PA-				ING 10-540		Installed/		
Landing Gear - TRICYCLE- Max Gross Wt - 4700	RETRACTABLE	Number Eng	gines - 2	- FUEL INJECT	Sta	ll Warning ther Radar		YES
No. of Seats - 4		Rated Powe			co wea	ther Radar	- NU	
nvironment/Operations Info	ormation							
Veather Data Wx Briefing - BRFG RC	VD SOUDCE UNIX	Itinerary Last Depart	tuno Boint		Airport ON AI	Proximity		
Method - IN PERS	ON SOURCE UNK	MARQUETTI			UN AI	RPURT		
Completeness - FULL		Destination	. , 1912		Airport	Data		
Basic Weather - VMC		GRAND MAR	RAIS.MN			MARAIS		
Wind Dir/Speed- 200/014					Runwa	/ Ident	- 27	
Visibility - 1.5		ATC/Airspace				/ Lth/Wid		
Cloud Conditions(1st) -						/ Surface		
Cloud Conditions(2nd) -				ADAR ADVISORIE	S Runwa	/ Status	- SNOW -	WET
Obstructions to Vision-		Type Approx	ich Flown - N	DB				
Precipitation - Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 33	Me	dical Certific	ate - VALII	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s))	Biennial Flight F	Review	Fli	ght Time (I			
ATP		Current Months Since	- YES	Total - Make/Model-	3900	Last 2	4 Hrs -	4
SE LAND, ME LAND		Months Since	- 5	Make/Mode1-	1494	Last 3	O Days-	0
		Aircraft Type	e - PIPER	Instrument- Multi-Eng -		Last 9	O Days-	85
Instrument Rating(s)	- AIRPLANE							
larrative								
101 1 0 L 1 V C			ND OF THE BU	NWAY THE DILOT	DEDUCED D	WED AND AD	DED ELADS	
R CLEARING TREES LOCATED AP	PROXIMATELY 100	IO FEEL FRUM IHE I	INU UP INE KU	NWAL INC FILLS	KEDUCED PI		ULU ILAF3	

File No	41 3/08/82	GRAND MARAIS,MN	A/C Reg. No. N6625Y	Time (Lc1) - 0920 CST
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH		
Finding(s) 1. AIRSPEED - MISC 2. DISTANCE - MISC 3. WEATHER CONDITI 4. TERRAIN CONDITI 5. TERRAIN CONDITI	UDGED - PILOT IN ON - SNOW ON - SNOW COVERED	COMMAND CTION(S)		
Occurrence #2 Phase of Operation		ISION WITH TERRAIN PATTERN - FINAL APPROACH		
Finding(s) 6. AIRPORT FACILIT	IES,RUNWAY/LANDIN	NG AREA CONDITION - SNOWBA		
Occurrence #3 Phase of Operation		COLLAPSED PATTERN - FINAL APPROACH		
Finding(s) 7. LANDING GEAR,MA	IN GEAR - OVERLOA	AD.		
Probable Cause				
The National Transpois/are finding(s) 1,		pard determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident i	is/are finding(s) 3.4.5.6		

Injuries Serious Minor O O 1 2 O O stalled/Activated Warning System - Yir Radar - NO oximity ORT/STRIP	None 1 0 0
O O 1 2 0 O stalled/Activated Warning System - Y r Radar - NO	1 0 0
1 ~ 2 0 0 stalled/Activated Warning System - Y r Radar - NO	0
0 0 stalled/Activated Warning System - Y Radar - NO oximity	0
Warning System - Y r Radar - NO oximity	- YES/YI ES
Warning System - Y r Radar - NO oximity	- YES/YI ES
r Radar - NO oximity	ES
r Radar - NO oximity	
ORT/STRIP	
a	
dent - N/A	
tatus - N/A	
EDICAL-WAIVERS/LIM	ΙT
	3
Last 30 Days-	0
Last 90 Days-	3
	th/Wid - N/A urface - N/A tatus - N/A EDICAL-WAIVERS/LIM rs) Last 24 Hrs - Last 30 Days- Last 90 Days-

File No	78 3/13/82	CAMBRIDGE, MN	A/C Reg. No. N9697J	Time (Lc1) - 1615 CST
Occurrence #1 Phase of Operation	•	OTAL) - NON-MECHANICAL		
3. FLUID, FUEL - EX	NNING/PREPARATION CHAUSTION	WIND - INADEQUATE - PILOT IN - INACCURATE - PILOT IN		
Occurrence #2 Phase of Operation	FORCED LANDING APPROACH - VFR	PATTERN - FINAL APPROACH		
Occurrence #3 Phase of Operation		SION WITH OBJECT PATTERN - FINAL APPROACH		
Finding(s) 5. OBJECT - TREE(S	•)			
Probable Cause				
The National Transpois/are finding(s) 2,	-	ard determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident i	s/are finding(s) 1.5		

File No 158 1/06/82 ROLLA	A, MO	A/C Reg	. No. N267	72 A	T	ime (Lc1)	- 1430 CS	ST
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft					urtes	
		SUBSTANT	IAĻ	_	Fatal	Serious		None
Type of Operation -EXECUTIVE		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		Pass Other	0	0	0	2 0
Aircraft Information								
Make/Model - CESSNA 340		/Model - CONT	INENTAL TS	310-520-c			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2			Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 5990 No. of Seats - 6	Engine Ty Rated Pow	•	P - FUEL I 10 HP	NJECTED	Weat	her Radar	- UNK/NR	
Environment/Operations Information								
Weather Data	Itinerary					Proximity	•	
Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR	C Last Depar ST JOSEF	rture Point PH,MO			ON AIR	PORT		
Completeness - UNK/NR	Destination	1		Δ	Airport D	ata		
Basic Weather - VMC	ROLLA, MO	ס			DOWNTO			
Wind Dir/Speed- 330/010 KTS						Ident	- 27	
Visibility - 3.0 SM	ATC/Airspace				Runway	Lth/Wid	- 3145/	40
Cloud Conditions(1st) - 1200 FT OVER							- ASPHALT	
Cloud Conditions(2nd) - UNK/NR		learance -			Runway	Status	- UNK/NR	
Obstructions to Vision- UNK/NR		oach Flown -	VORTAC					
Precipitation - FREEZING RAIN	V							
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 57	N	edical Cer	tificate	- VALTO	MEDICAL -	NO WATVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		C u . Cu.		t Time (H			o,
COMMERCIAL	Current	- YES	Total	- 12			24 Hrs -	1
SE LAND, ME LAND	Months Since				400		30 Days- l	
	Aircraft Typ		Instrum	ent- 2	2375		90 Days-	65
	•	•	Mu1ti-E	ing - 8	3000			
Instrument Rating(s) - AIRPLANE							i	
·Narrative								
E AIRCRAFT WAS CERTIFICATED FOR FLIGHT INTO	NAIOWAL TOTALS COME	TTTONE HE TO	MODEDATE	TOTAL T		CTATED		
AT THE SURFACE DE-ICERS WERE OPERATING DURI							ON	
E AIRCRAFT ENTERED CLOUDS AT ABOUT 4400 FT						_		
BRATING AND CONTINUALLY GOT WORSE. WHEN THE								
DRMAL HEIGHT AND LANDED HARD. A CONSIDERABLE								
ARKED. THE PILOT REPORTED THAT THE PLANE HAD								
URING A FERRY FLIGHT AFTER THE ACCIDENT THE								
GROUND CHECK.	JONI MOL BOOTS DIL	HOT OF ERATE	. EMILK, I	50013	, OF ERAIL	DUNING		
UNDOID OILON.								
								

File No 1	58 1/06/82	ROLLA, MO	A/C Reg. No). N2672A	Time (Lc1) - 1430 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. PROPELLER SYSTE 4. WING - ICE	ON - ICING CONDITI				
Occurrence #2 Phase of Operation		NT/SYSTEM FAILURE/N	MALFUNCTION		
Finding(s) 5. ANTI-ICE/DE-ICE 6. MAINTENANCE - 7. PROPELLER SYSTE 8. ANTI-ICE/DE-ICE	INADEQUATE - OTHE M/ACCESSORIES - VI	R MAINTENANCE PSNL BRATION			
Occurrence #3 Phase of Operation		TOUCHDOWN			
Finding(s) 9. AIRSPEED - INAD	EQUATE - PILOT IN				
Probable Cause					
The National Transpois/are finding(s) 9	rtation Safety Boa	rd determines that	the Probable Cause(s)	of this acc	cident
Factor(s) relating t	o this accident is	/are finding(s) 1,2	2,3,4,5,6,7,8		

File No 159 1/08/82 LIBER	TY,MO	A/C Reg. No	. N7618P		ime (Lc1)	- 1400 CS	T
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ge		Inju	ıries	
		SUBSTANTIAL	_	Fata1	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L - DUAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	
Aircraft Information							
Make/Model - PIPER PA-24-250		Model - LYCOMING	O-540-A1A		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1			1 Warning		JNK/NR
Max Gross Wt - 2900		oe - RECIPROC	ATING-CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 4	Rated Powe	er - 250 H	P				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		ON AIR	PORT		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination			irport D	ata		
Basic Weather - VMC	LOCAL			MITHEL	.L		
Wind Dir/Speed- 045/005 KTS				Runway	Ident	- 19	
Visibility - 0.0	ATC/Airspace			Runway	Lth/Wid	- 2000/	90
Cloud Conditions(1st) - UNK/NR	Type of F1	ight Plan - NONE		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of Cle	earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approa	ach Flown - CONT	ACT				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31	Medic	al Certificate	- VALID	MEDICAL-N	O WAIVERS	/LİMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	F1 ight	: Time (F	lours)		•
COMMERCIAL	Current	- YES T	otal - 2	056	Last 2	4 Hrs -	. 6
SE LAND, ME LAND	Months Since	- UNK/NR M	ake/Mode1-	471	Last 3	O Days- U	NK/NR
	Aircraft Type	e - UNK/NR I	nstrument- 1	294	Last 9	O Days-	74
		M	ulti-Eng - 1	197		•	
To a to a second Data to a (a)							
Instrument Rating(s) - AIRPLANE							
-Narrative							
INSTRUCTOR PILOT REPORTED ENCOUNTERING WI					_		
NDING ON RUNWAY 19. SHE STATED THAT THERE W							
E SURFACE WIND WAS FROM THE NORTHEAST AT FI MAGED.	VE KNUIS. THE AIR	CRAFI LANDED HAR	D AND WAS SUBS	IANITALL	, Ү		

File No. - 159 1/08/82 LIBERTY,MO A/C Reg. No. N7618P Time (Lc1) - 1400 CST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. WEATHER CONDITION - WINDSHEAR
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 155 1/26/82	ESSEX,MO	A/C Reg. No.	N89772	т	ime (Lc1) -	- 1700 C	ST
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	
	TIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE-	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152	Eng Make	e/Model - LYCOMING O)-235-L2C	ELT :	Installed/A	ctivate	d - YES/YE
Landing Gear - TRICYCLE-FIXED		Engines - 1			Warning S		
Max Gross Wt - 1670	Engine 1	Type - RECIPROCAT	ING-CARBURETO	R Weatl	ner Radar -	NO	
No. of Seats - 2	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary		A	Airport !	Proximity		
Wx Briefing - NO RECORD OF BRII		arture Point			RPORT/STRIF	•	
Method - N/A	MT VERI						
Completeness - N/A	Destination		Δi	irport Da	ata		
Basic Weather - VMC	KENNET			,50			
Wind Dir/Speed- 170/008 KTS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,		Runway	Ident -	N/A	
Visibility - UNK 'N.≀	ATC/Airspa	ce			Lth/Wid -		
Cloud Conditions(1st) - 25000 FT		Flight Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE				N/A	
Obstructions to Vision- UNK/NR		roach Flown - VISUAL	FULL CIRCUIT		3 ta ta 3	14/ 5	
Precipitation - NONE	Type App	VISOAL	. FOLL GIROUIT				
Condition of Light - DUSK							
Pilot-In-Command	Age - 36	Medical	Certificate	- VALTO	MEDICAL -NO	WATUED	S/I TMTT
Certificate(s)/Rating(s)	Biennial Fligh			Time (He		MAIACK	3/ [] []
STUDENT	Current	- N/A Tot	al -	25	Last 24	Une -	6
3100EI41	Months Sin	•	e/Model-	25	Last 30		. •
	Aircraft T	ype - N/A Ins	trument-	25	Last 30	Days-	15
	Amerart	ype - N/A Ins	trument-	U	Last 90	Days-	15
Instrument Rating(s) - NONE							
Narrative							
E STUDENT DEPARTED ON A SOLO, CROSS-COU	INTRY FLIGHT. A COMFO	ORT STOP WAS MADE AT	AN ENROUTE A	IRPORT (OURING THE		
RST LEG OF THE FLIGHT. THE FLIGHT WAS T	HEN CONTINUED TO THE	E FIRST PRE-PLANNED	DESTINATION.	AFTER TA	AKING OFF		
THE SECOND LEG, THE STUDENT BECAME LOS	T AND LANDED AT THE	FIRST AIRPORT THAT	SHE SAW. AFTE	R LANDI	NG. SHE		
ARNED THAT SHE HAD GONE 60 MILES IN THE							
R HOME BASE. ENROUTE SHE BECAME DISORIE							
E LANDING ROLL AT DUSK, THE AIRCRAFT RO							
RROWS IN THE DARK COLORED FIELD AND NOS					- · · · · - · ·		
The state of the s							
				. 			

Time (Lc1) - 1700 CST File No. - 155 1/26/82 ESSEX, MO A/C Reg. No. N89772 ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6

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

-Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	e		Injur	ies	
		SUBSTANTIAL		Fatal	Seriou s	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 172H	Eng Make/Mode	el - CONTINENT	AL 0-300-D	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engine			Stal	1 Warning S	ystem - l	JNK/NR
Max Gross Wt - 2300	Engine Type	- RECIPROCA	TING-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		e Point			RPORT/STRIP)	
Method - N/A	KANKAKEE,IL				•		
Completeness - N/A	Destination		A	irport D	ata		
Basic Weather - VMC	WENTZVILLE,	MO		WENTZV	ILLE		
Wind Dir/Speed- 120/005 KTS				Runway	Ident -	18	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	2400/	50
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE		Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clears					DRY	
Obstructions to Vision- NONE	Type Approach	Flown - CONTA	CT	•			
Precipitation - NONE	,						
Condition of Light - NIGHT (DARK)							
Pilot-In-Command	Age - 47	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (H		•	
PRIVATE			_		Last 24	Hrs -	2
SE LAND	Months Since -			107	Last 30	Davs- U	
	Aircraft Type -	UNK/NR In	strument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE							
-Narrative							
ING A CROSS-COUNTRY FLIGHT, THE PILOT SWI							
ANCE THE FUEL. AFTER THE TANKS WERE BALANG	CED, HE FAILED TO SWIT	CH THE SELECT	OR BACK TO BO	TH. DURI	NG A NIGHT,		
AL APPROACH AT HIS DESTINATION, THE ENGIN							
ITIONED TO THE RIGHT TANK. HE DID NOT SWI							
RE OF POWER LINES NEAR THE RUNWAY AND FOCI	JSED HIS FULL ATTENTION	ON TO FLYING T	HE AIRCRAFT A	ND LOCAT	ING		
POWER LINES. HE SPOTTED THE POWER LINES (
AGED WHEN IT LANDED IN A CONSTRUCTION ARE	A AND CONTINUED INTO A	A CORN FIELD.	IT CAME TO RE	ST ABOUT	400 FT		
AGED WHEN IT CAMPED IN A CONSTRUCTION ARE							

S OF POWER(TOTAL) - NON-MECHANICAL		
ROACH - VFR PATTERN - FINAL APPROACH		
HIGH OBSTRUCTION(S) ED - PILOT IN COMMAND ROUGH/UNEVEN		
2 - 2 J	GROUND COLLISION WITH TERRAIN NDING - ROLL ARK NIGHT HIGH OBSTRUCTION(S) MED - PILOT IN COMMAND ROUGH/UNEVEN HIGH VEGETATION	ROPER USE OF - PILOT IN COMMAND RCED LANDING - FLARE/TOUCHDOWN - IMPROPER - PILOT IN COMMAND GROUND COLLISION WITH TERRAIN NDING - ROLL ARK NIGHT HIGH OBSTRUCTION(S) MED - PILOT IN COMMAND ROUGH/UNEVEN

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operating Certificate-NONE (GENERAL AVIATION) Type of Operating Certificate-NONE (GENERAL AVIATION) Type of Operating Certificate Sussibility Accident Occurred During	File No 172 1/31/82 MAL	DEN,MO A/C Re	g. No. N5005M	T	ime (Lc1) -	1055 CS	Γ
Type of Operation					_		
Type of Operation -BUSINESS Fire Crew 0 0 0 1	Type Operating Certificate-NONE (GENE						
Fight Conducted Under							
Accident Occurred During -LANDING					_		
-Aircraft Information Make/Model - BEECH 36		NONE		-		_	-
Make/Model - BEECH 36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650 No. of Seats - 6 Rated Power - 285 HP It inerary Last Departure Point LOUISVILLE, KY Destination	Accident Occurred During -LANDING		Other	0	0	0	0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650	Aircraft Information						
Max Gross Wt - 3650 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 300 FT PART OBSC Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Engine Type - RECIP - FUEL INJECTED Rated Power - 285 HP Rated Power - 285 HP Rated Power - 285 HP Reted Power - 285 HP Rated Power - 285 HP Rated Power - 285 HP Ripine Type - RECIP - FUEL INJECTED RECIP - FUEL INJECTED RECIP - FUEL INJECTED RECIP - FUEL INJECTED Rated Power - 285 HP Airport Proximity ON AIRPORT Airport Data Airport Data Airport Data Airport Data Airport Data Airport Proximity ON AIRPORT ON AIRPORT ON AIRPORT UNLINE NALDEN MUNI Runway Ident - 22 Runway Lth/Wid - 5000/ 150 Runway Status - ICE UNK/NR Runway Status - ICE UNK/NR RADAR MONITORED - VISUAL STRAIGHT-IN RADAR MONITORED - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 2593 Last 24 Hrs - 6 Months Since - UNK/NR Make/Model - 2593 Last 30 Days - UNK/NR	Make/Model - BEECH 36	Eng Make/Model - CON	TINENTAL IO-520-B	ELT :	installed/A	ctivated	- YES-UNK/
Max Gross Wt - 3650 No. of Seats - 6 Rated Power - 285 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - 1MC Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 300 FT PART 0BSC Cloud Conditions(1st) - 300 FT PART 0BSC Cloud Conditions to Vision- UNK/NR Obstructions to Vision- UNK/NR Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND Engine Type - RECIP - FUEL INJECTED Rated Power - 285 HP Wather Radar - NO Rated Power - 285 HP Airport Proximity ON AIRPORT ON AIRPORT Airport Data MALDEN MUNI Runway Ident - 22 Runway Lth/Wid - 5000/ 150 Clearance - UNK/NR Type of Clearance - UNK/NR RADAR MONITORED FREEZING RAIN Condition of Light - DAYLIGHT Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Seland Current - UNK/NR Make/Model - 2593 Last 24 Hrs - 6 Months Since - UNK/NR Make/Model - 2593 Last 30 Days- UNK/NR	Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stal '	Warning S	System - l	JNK/NR
Environment/Operations Information Weather Data Wx Briefing - FSS Last Departure Point Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM Cloud Conditions(ist) - 300 FT PART OBSC Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- Precipitation Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Environment/Operations Interact Last Departure Point COUISVILLE, KY CN	Max Gross Wt - 3650	Engine Type - REC	IP - FUEL INJECTED				
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 300 FT PART 0BSC Type of Flight Plan - IFR Cloud Conditions(2nd) - UNK/NR Destination Alirport Data Alirport Parious Alirport Pariou	No. of Seats - 6	Rated Power -	285 HP				
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 300 FT PART 0BSC Type of Flight Plan - IFR Cloud Conditions(2nd) - UNK/NR Destination Alirport Data Alirport Parious Alirport Pariou	Environment/Operations Information						
Wx Briefing - FSS		Itinerary		Airport F	Proximity		
Method - UNK/NR Completeness - FULL Destination Airport Data Basic Weather - IMC HOT SPRINGS, AR MALDEN MUNI Wind Dir/Speed- 040/010 KTS Runway Ident - 22 Visibility - 2.0 SM ATC/Airspace Runway Lth/Wid - 5000/ 150 Cloud Conditions(1st) - 300 FT PART OBSC Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR Runway Status - ICE Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR							
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/010 KTS Wisibility - 2.0 SM Cloud Conditions(1st) - 300 FT PART OBSC Type of Flight Plan - IFR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- UNK/NR Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMMERCIAL Completeness - FULL HOT SPRINGS, AR HOT SPRINGS, AR HOT SPRINGS, AR HOT SPRINGS, AR HOT SPRINGS, AR HOT SPRINGS, AR HOT SPRINGS, AR HALDEN MUNIT Runway Ident - 22 Runway Lth/Wid - 5000/ 150 Runway Surface - ASPHALT Runway Status - ICE OUNK/NR Type Approach Flown - VISUAL STRAIGHT-IN RADAR MONITORED Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Review Flight Time (Hours) Current - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 2593 Last 24 Hrs - 6 Months Since - UNK/NR Make/Model - 2593 Last 30 Days- UNK/NR				• • • • • • • • • • • • • • • • • • • •	•		
Basic Weather - IMC				Airport Da	at a		
Wind Dir/Speed- 040/010 KTS Visibility - 2.0 SM ATC/Airspace Runway Ident - 22 Visibility - 2.0 SM ATC/Airspace Runway Lth/Wid - 5000/ 150 Cloud Conditions(1st) - 300 FT PART OBSC Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR Runway Status - ICE Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR							
Visibility - 2.0 SM ATC/Airspace Runway Lth/Wid - 5000/ 150 Cloud Conditions(1st) - 300 FT PART OBSC Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR Runway Status - ICE Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR		HOT STRINGS, AR				. 22	
Cloud Conditions(1st) - 300 FT PART OBSC Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR Runway Status - ICE Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT		ATC/Ainspace					150
Cloud Conditions(2nd) - UNK/NR Type of Clearance - UNK/NR Runway Status - ICE Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN SNOW - CRUSTED Precipitation - FREEZING RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR			TED				130
Obstructions to Vision- UNK/NR Type Approach Flown - VISUAL STRAIGHT-IN SNOW - CRUSTED Precipitation - FREEZING RAIN RADAR MONITORED Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model - 2593 Last 30 Days- UNK/NR							
Precipitation - FREEZING RAIN RADAR MONITORED Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model - 2593 Last 30 Days- UNK/NR					Status		PRICTER
Condition of Light - DAYLIGHT				14		SIVOW - (CKOSTED
		-11	RADAR MONITORED				
Pilot-In-Command Age - 57 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR		Ago - 57	Modical Contificat	o - VALID	MEDICAL -WA	TVEDS /L TA	4 T T
COMMERCIAL Current - UNK/NR Total - 2593 Last 24 Hrs - 6 SE LAND Months Since - UNK/NR Make/Model - 2593 Last 30 Days - UNK/NR						I VEK3/LI	41.1
SE LAND Months Since - UNK/NR Make/Model- 2593 Last 30 Days- UNK/NR						llma -	6
		•					
Aircraft Type - UNK/NR Instrument- 315 Last 90 Days- 28	SE LAND						
		Aircraft Type - UNK/NR	Instrument-	315	Last 90	Days-	28
Instrument Rating(s) - NONE							
	JE EAND						•

A/C Reg. No. N5005M Time (Lc1) - 1055 CST File No. - 172 1/31/82 MALDEN, MO Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - ICING CONDITIONS 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 5. WING - ICE 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE ----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) 1,2,5,6

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ge		Injur		
Toma of Omena Llan		SUBSTANTIAL		Fatal	Serious	Minor	Nor
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	NAL - SULU	Fire NONE	Crew Pass	0	0	0	•
Accident Occurred During -LANDING		NOINE	Other	ŏ	Ö	o	Č
Aircraft Information							
Make/Model - PIPER PA-28-140		<pre>ke/Mode1 - LYCOMING</pre>	D-320-E3D		nstalled/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1			Warning S		YES
Max Gross Wt - 1950		Type - RECIPROCA		OR Weath	er Radar -	NO	
No. of Seats - 4	Rated F	Power - 150 HF	, 				
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - FSS		parture Point		ON AIRP	ORT		
Method - UNK/NR	CHANU1				• -		
Completeness - UNK/NR	Destinati			Airport Da			
Basic Weather - VMC	SPRING	GFIELD, MO			IELD MUNIC		
Wind Dir/Speed- 250/010 KTS	ATO / A I = = =				Ident -		INIV /ND
Visibility - 15.0 SM Cloud Conditions(1st) - NONE	ATC/Airspa	rce Flight Plan - VFR			Lth/Wid - Surface -		UNK/NK
Cloud Conditions(1st) - NONE		Clearance - TOWER			Status -		
Obstructions to Vision- NONE		proach Flown - VISUA			status -	OINT/ INK	
Precipitation - NONE	Type Apr	OF CACH FIGWII - VISOR	IL FULL CIRCUI				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 31	Medica	ıl Certificate	- VALTO	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Fligh			Time (Ho		WAIVENO,	,
STUDENT			tal -	24	Last 24	Hrs -	2
• · · · · · · · · · · · · · · · · · · ·							24
	Aircraft 7	vpe - N/A Ir	ike/Model- nstrument-	1	Last 90	Days-	24
			•				
Instrument Rating(s) - NONE							
larrative							
NG LANDING ON RUNWAY 31. THE STUDENT PIL	OT PERCEIVED THA	T HE WAS HIGH. HE N	OVED HIS TOUC	HDOWN POI	NT DOWN		

File No. - 156 2/06/82 SPRINGFIELD,MO A/C Reg. No. N7041C Time (Lc1) - 1506 CST

Occurrence
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ICY
- 2. WEATHER CONDITION UNFAVORABLE WIND
- 3. 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) 3

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

File No 169 2/07/82 CAPE (GIRARDEAU, MO	A/C Reg. No. No.	lo. N5272B Time (Lo			.c1) - 1345 CST			
Basic Information									
Type Operating Certificate-NONE (GENERAL	. AVIATION)	AVIATION) Aircraft Damage			•	uries			
		SUBSTANTIAL		Fatal	Serious		None		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	SOLO	Fire	Crew	0	0	0	1		
		NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING			Other	Ŏ	0	0	0		
Aircraft Information									
Make/Model - CESSNA 152	Eng Make	e/Model - LYCOMING 0-2	235-L2C	ELT	Installed	/Activated	- YES/YE		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1								
Max Gross Wt - 1670	Engine 1	ype - RECIPROCATIN	IG-CARBURET	OR Weat	her Radar	- NO			
No. of Seats - 2	Rated Po								
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - FSS	Last Departure Point			ON AIR	•				
Method - TELEPHONE		SAME AS ACC/INC							
Completeness - FULL	Destination		Δ	irport D	ata				
Basic Weather - VMC		LOCAL				MUNICIPAL			
Wind Dir/Speed- 180/012 KTS	2007.2				Ident	- 20			
Visibility - 15.0 SM	ATC/Airspac	:e				- 4000 -	INK /NR		
Cloud Conditions(1st) - 25000 FT BROK						- ASPHALT			
Cloud Conditions(2nd) - UNK/NR		Clearance - CONTROLL				- UNK/NR			
Obstructions to Vision- NONE		oach Flown - VISUAL F			014140	01111, 1111			
Precipitation - NONE	.ypc App.	Judit Tomit Visone 1	orr orkoor	•					
Condition of Light - DAYLIGHT									
Personnel Information Pilot-In-Command	A 0E	Madical (`antificata	- VALTO	MEDICAL -	NO WATVEDS	/: TMTT		
Certificate(s)/Rating(s)	Age - 25	ge - 25 Medical Certificate iennial Flight Review Flight				NU WAIVERS	/ LIMI!		
STUDENT	•		riight -	7		24 Hrs -	7		
210DEM1	Current Months Sind				Last	24 Hrs ~	-		
			Mode I -	7	Last	30 Days-	7		
	Aircraft Ty	/pe - N/A Instr	ument-	0	Last	90 Days-	7		
Instrument Rating(s) - NONE									
Narrative									
RING HIS SECOND SOLO FLIGHT, THE STUDENT PI					TED THAT				
HAD LEFT RUDDER APPLIED ON TOUCHDOWN AND TH	HE AIRCRAFT VEER	RED LEFT INTO A SNOWBA	NK AND NOS	E OVER.					

File No 1	69 2/07/82	CAPE GIRARDEAU, MO	A/C Reg. No. N5272B	Time (Lc1) - 1345 CST
Occurrence #1 Phase of Operation		- ON GROUND		
3. DIRECTIONAL CON	E OF EQUIPMENT/AINTROL - NOT MAINTA	RCRAFT LACK OF TOTAL EXPE INED - PILOT IN COMMAND - PILOT IN COMMAND	RIENCE - PILOT IN COMMAND	·
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 5. AIRPORT FACILIT	IES, RUNWAY/LANDING	AREA CONDITION - SNOWBA	NK	
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the P	robable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	s/are finding(s) 2,5		

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ies	
,,,,, cps, demig se, in reason mene (acree		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	AL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	O
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152		<e -="" 0-2<="" lycoming="" model="" td=""><td>35-L2C</td><td></td><td>Installed/A</td><td></td><td></td></e>	35-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning S		UNK/NR
Max Gross Wt - 1670 No. of Seats - 2		Type - RECIPROCATIN	G-CARBURE I	uk weat	ner kadar -	NU	
NO. Of Seats - 2	Kateo P	ower - 110 AP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		parture Point		ON AIR	PURI		
Method - N/A Completeness - N/A	Destinat	ERFIELD,MO	A	irport D	2+2		
Basic Weather - VMC	LOCAL	1011	~		OF ST. LOU	TS	
Wind Dir/Speed- 260/007 KTS	LOUAL					07	
Visibility - 10.0 SM	ATC/Airspa	ace			Lth/Wid -	- .	150
Cloud Conditions(1st) - NONE		Flight Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE		Clearance - TOWER		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apr	proach Flown - VISUAL F	ULL CIRCUI	Т			
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
Personnel Information							_
Pilot-In-Command					MEDÍCAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh		_	Time (H			AUG /AUD
STUDENT	Current	- N/A Total	_ Mada1	20	Last 24	Hrs - U	NK/NK
		nce - N/A Make/ Type - N/A Instr	Mode!-	20	Last 24 Last 30 Last 90	Days- U	10
	AirCraft	Type - N/A Thistir	umerrt-	U	Last 90	Days-	10
Instrument Rating(s) - NONE							
Narrative NG TAKEOFF FROM A TOUCH AND GO LANDING,	THE ENGINE LOST	POWED AT ABOUT 200 ET	AGI THE S	TUDENT D	TLOT		
UNABLE TO RESTART THE ENGINE. THE AIRCRA							
UNABLE IU RESIARI IHE ENGINE. IHE AIRCRA	FI WAS DAMAGED L	PILOT STATED THAT HE HA	UFF UF 11	E KUNWAT	. 110		

File No 1	61 2/11/82	CHESTERFIELD, MO	A/C Reg. No. N757YE	Time (Lc1) - 1110 CST
Occurrence #1 Phase of Operation	•	TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
Probable Cause			Probable Cause(s) of this accide	

Basic Information Type Operating Certificate-I	NONE (GENERAL	AVIATION)	Aircraft Damag	ie		Inju	ries	
, , po operating the extreme	(,	SUBSTANTIAL	,,,	Fatai	Serious	Minor	None
	INSTRUCTIONAL	- SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -			NONE	Pass	0	0	-	0
Accident Occurred During -	LANDING			Other	0	0	0	0
Aircraft Information								
Make/Model - CESSNA 152		Eng Ma	ke/Model - LYCOMING	0-235-L2E		Installed/		
Landing Gear - TRICYCLE-FIX	XED		Engines - 1			1 Warning S		/ES
Max Gross Wt - 1670			Type - RECIPROCA		DR Weat	her Radar ·	- NO	
No. of Seats - 2		Rated	Power - 110 HF) ·				
Environment/Operations Informa	ation							
Weather Data		Itinerary		,		Proximity		
Wx Briefing - UNK/NR			parture Point		ON AIR	PORT		
Method - UNK/NR			AS ACC/INC					
Completeness - UNK/NR		Destinat		A	irport D			
Basic Weather - VMC Wind Dir/Speed- 180/009 K	TC	LOCAL	•		BRADLE		40	
Visibility - 0.0	13	ATC/Airsp	200			Ident ·	· 12 · 4690 ~!	INIV /NID
Cloud Conditions(1st) - U	NIK /NID		Flight Plan - NONE			Surface		JINK/ INK
Cloud Conditions(2nd) - U		Type of	Clearance - NONE			Status ·	-	
Obstructions to Vision- No			proach Flown - VISUA			314145		
Precipitation - NO		. , , ,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - N	IGHT (DARK)							
Personnel Information								
Pilot-In-Command	1	ae - 30	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		iennial Flig	ht Review		Time (H			
STUDENT		Current	- N/A To	otal -	37	Last 24	Hrs -	1
			nce - N/A Ma Type - N/A Ir	ıke/Model- nstrument-	37	Last 30	Days-	14
		Aircraft	Type - N/A Ir	strument-	1	Last 90	Days-	14
Instrument Rating(s) -	NONE							
Nama Adva								
Narrative PILOT HAD MADE FIVE LANDINGS F	ODIOD TO THE S	TOUAD THE S	TAIAL LANDING WAS MAD	E ON BUNGAY 4	. AT NITO	UT WITU		
WIND FROM 180 DEGREES AT NINE		-	= = = = = = = = = = = = = = = = = = = =					
			NTERED SNOW, AND WAS					

File No 1	62 2/13/82	MOBERLY, MO	A/C Reg. No. N4822B	Time (Lc1) - 1900 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL -	- ON GROUND		
	ON - CROSSWIND	AINED - PILOT IN CO - PILOT IN COMMAND	MMAND	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - S	NOWBANK	
Probable Cause				
The National Transpo is/are finding(s) 3	rtation Safety Boar	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	are finding(s) 2.5		

File No 164 2/14/82	CHESTERFIELD, MO	A/C Reg. No. N	18102	Т	ime (Lc1) -	1105 CST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
	TIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	
Aircraft Information							
Make/Model - CESSNA 150		e/Mode1 - CONTINENTAL	0-200A		Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning S		NK/NR
Max Gross Wt - 1600 No. of Seats - 2	Engine Rated Po	Type - RECIPROCATI ower - 100 HP	NG-CARBURET	OR Weat	her Radar -	NO	
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		arture Point		ON AIR	•		
Method - N/A	SAME AS	S ACC/INC					
Completeness - N/A	Destination	on	A	irport Da	ata		
Basic Weather - VMC	LOCAL			SPIRIT	OF ST. LOU	IS	
Wind Dir/Speed- 200/011 KTS						25	
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid -		150
Cloud Conditions(1st) - 20000 FT				Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE		Clearance - TOWER			Status -	DRY	
Obstructions to Vision- NONE	Type Appr	roach Flown - VISUAL	FULL CIRCUI	Т			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 29	Moddool	Certificate	- VAL TD	MEDICAL -NO	WATVEDC/	TMIT
Certificate(s)/Rating(s)	Biennial Flight			Time (H		WAIVERS	-1411
STUDENT	Current	- N/A Tota		17	Last 24	Hre -	3
31000141	Months Sind		/Model-	3		Days- UN	
	Aircraft Ty		rument-		Last 90		15
	Andrait	ype 147 A 2110 C	, americ	Ü	Last 30	Juyo	,,,
Instrument Rating(s) - NONE							
Narrative							
HE STUDENT PILOT WAS MAKING A FULL-STOP FTER TOUCHDOWN, THE AIRCRAFT VEERED LEF							

File No 1	164	2/14/82	CHESTERFIELD, MO	A/C Reg. No	N18102	Time (Lc1) - 1105 CST
Occurrence #1 Phase of Operation			ON GROUND			
3. IMPROPER US	FOR WIND SE OF PRO ITROL - N	CONDITIONS CEDURE, LACK OT MAINTAINE	- IMPROPER - PILOT IN OF FAMILIARITY WITH A ED - PILOT IN COMMAND PILOT IN COMMAND	AIRCRAFT - PILOT II		
Occurrence #2 Phase of Operation			•			
Finding(s) 6. AIRPORT FACILIT	IES,RUNW	AY/LANDING A	REA CONDITION - SNOW	BANK		
Occurrence #3 Phase of Operation						
Probable Cause						
The National Transports/are finding(s) 2,		Safety Board	determines that the	Probable Cause(s)	of this accid	dent
Factor(s) relating t	o this a	.ccident is/a	re findina(s) 1.3.6			

File No 168 2/15/82	A/C Reg. No. N2	A/C Reg. No. N24311			Time (Lcl) - 1117 CST				
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Inj	uries			
		SUBSTANTIAL		Fatal	Serious	Minor	None		
	TIONAL - SOLO	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0		
Accident Occurred During -TAKEOFF			Other	0	0	0	0		
-Aircraft Information									
Make/Model - CESSNA 152		e/Model - LYCOMING 0-2:	35-L2C			/Activated			
Landing Gear - TRICYCLE-FIXED		Engines - 1				System - U	INK/NR		
Max Gross Wt - 1670		Type - RECIPROCATING	G-CARBURETO	R Weath	ner Radar	- NO			
No. of Seats - 2	Rated P	ower _. - 110 HP							
-Environment/Operations Information									
Weather Data	Itinerary		A		roximity				
Wx Briefing - FSS	Last Dep	arture Point		ON AIR	PORT				
Method - UNK/NR		S ACC/INC							
Completeness - UNK/NR	Destinati	on	Αi	rport Da					
Basic Weather - VMC	LOCAL				OF ST. L				
Wind Dir/Speed- 230/006 KTS	_				Ident	- 25			
Visibility - 5.0 SM	ATC/Airspa		·			- 6000/	150		
Cloud Conditions(1st) - 25000 FT		Flight Plan - NONE				- ASPHALT			
Cloud Conditions(2nd) - NONE		Clearance - TOWER		Runway	Status	- DRY			
Obstructions to Vision- NONE	Type App	roach Flown - TOUCH AND) GO						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information						•			
Pilot-In-Command	Age - 44		rtificate						
Certificate(s)/Rating(s)	Biennial Fligh			Time (Ho			_		
STUDENT	Current			24	Last	24 Hrs -	2		
						30 Days- UN			
	Aircraft T	ype - N/A Instru	iment-	U	Last	90 Days-	11		
Instrument Rating(s) - NONE									
Thatrument Rating(s) - None									
-Narrative									
STUDENT PILOT WAS MAKING A TOUCH AND	GO LANDING. HE FATE	ED TO KEEP THE AIRCRAFT	ON THE RU	NWAY DUE	ING THE				
OFF. THE PLANE DEPARTED THE RUNWAY TO									
PED DOWN. THE PROPELLER AND RIGHT WING	3 MEKE ODDSTABILIALLY	DAMAGED.							

2/15/82 A/C Reg. No. N24311 File No. - 168 CHESTERFIELD, MO Time (Lc1) - 1117 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injur		
Time of Openshian INCTO	10770141 6010	SUBSTANTIAL	0	Fatal		Minor	None
Type of Operation -INSTRU Flight Conducted Under -14 CFF	UCTIONAL - SOLO	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDIN		NUNE	Other	_	o	ŏ	ő
Aircraft Information							
Make/Model - PIPER PA-28-161		e/Model - LYCOMING O-:	320-D3G		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning S		UNK/NR
Max Gross Wt - 2325		ype - RECIPROCATIN	NG-CARBURE	OR Weat	her Radar -	· NO	
No. of Seats - 4	Rated Po	ower - 160 HP					
Environment/Operations Information					D		
Weather Data	Itinerary	mating Dodma			Proximity		
Wx Briefing - NO RECORD OF BI Method - N/A	RIEFING LAST Depa DYERSBL	arture Point		ON AIR	PURI		
Completeness - N/A	Destinatio		4	Airport D	2+2		
Basic Weather - VMC	PERRYVI		•	MUNICI			
Wind Dir/Speed- 220/012 KTS	- EKKI V					· 19	
Visibility - 12.0 SM	ATC/Airspac	e			Lth/Wid -		160
Cloud Conditions(1st) - 6000 F					Surface -		
Cloud Conditions(2nd) - 10000 i	FT BROKEN Type of C	learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - VISUAL I	FULL CIRCU	ΙT			
Precipitation - NONE							
Condition of Light - DAYLIGH	нт 						
Personnel Information							<i>(.</i>
Pilot-In-Command	Age - 31				MEDICAL-NO) WALVERS,	/LIMII
Certificate(s)/Rating(s)	Biennial Flight			t Time (H 44		Hrs -	6
STUDENT	Current Months Sind	- N/A Tota ce - N/A Make, pe - N/A Inst	/Model-	44	Last 24 Last 30 Last 90) Dave-	9
	Aircraft Ty	ne - N/A Insti	rument-	1	185+ 90	Days-	31
	Andraicin	/pe 11/A 11/3 (1	, dilicit	•	2431 30	, bays	01
Instrument Rating(s) - NONE							
N							
Narrative STUDENT PILOT LANDED ON RUNWAY 19 A	AT LITE HOME ATDROPT AES	ED DETUDING EDOM A CO	OLO CDOSC-4	OUNTRY F	TOUT THE		

File No. - 165 2/20/82 PERRYVILLE, MO A/C Reg. No. N2240K Time (Lc1) - 1515 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3,6

File No 107 3,	/10/82 LEE'S	SUMMIT,MO	A/C Reg. N			ime (Lc1) -		
Type Operating Certificat	te-NONE (GENERAL	AVIATION)	Aircraft Dam	age		Injur		
			SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	O	0	0	0
Accident Occurred During	-LANDING			Other	0	0	0	0
-Aircraft Information								
Make/Model - CESSNA 15			'Model - CONTINE	NTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE	-FIXED		ngines - 1		Stai	1 Warning S	ystem - U	NK/NR
Max Gross Wt - 1600			pe - RECIPRO		OR Weat	her Radar -	NO	
No. of Seats - 2		Rated Pow	ver - 100	HP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR			ture Point		ON AIR	PORT		
Method - UNK/NR		INDEPEND	ENCE, MO					
Completeness - UNK/NR		Destination	1	A	irport D			
Basic Weather - VMC		LOCAL				S-LEE'S SUM	MIT	
Wind Dir/Speed- 180/012		_					18	
Visibility - 7.0		ATC/Airspace				Lth/Wid -		60
Cloud Conditions(1st) -			ight Plan - NON			Surface -		
Cloud Conditions(2nd)			earance - NON		Runway	Status -	DRY	
Obstructions to Vision-		Type Appro	ach Flown - UNK	/NR				
	NONE							
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 58		cal Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s))	Biennial Flight		Flight	Time (H	ours)		
PRIVATE		Current		Total -	279	Last 24	Hrs - UN	
SE LAND				Make/Model-	106	Last 30 Last 90	Days- UN	K/NR
		Aircraft Typ	- · ·	Instrument- UNK				
				Multi-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- NONE							
-Narrative								
LANDING THE AIRCRAFT VEERED	OFF THE LEFT ST	DE OF THE RUNWAY	AND DOWN A BAN	K. THE NOSE GEA	R ENTERE	D A DITCH		

File No 10	07 3/10/82	LEE'S SUMMIT, MO	A/C Reg. No. N45078	Time (Lc1) - 1440 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. GROUND LOOP/SWEF 2. DIRECTIONAL CONT		NED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITION				
Occurrence #3 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR, NOS				
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 3		

File No 163 3/17/82 THAYE	R,MO A/C I	Reg. No. N73828		ime (Lc1)	- 1800 CST	.
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Inju	ries	
	DESTR	DYED	Fatai	Sertous	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	•	0
Accident Occurred During -TAKEOFF		Other	· O	0		0
Aircraft Information						
Make/Model - CESSNA 172N		COMING 0-320-H2AD		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning		'ES
Max Gross Wt - 2300		CIPROCATING-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	· · · · · · · · · · · · · · · · · · ·	:	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	HARRISON, AR			MEMORIAL		
Wind Dir/Speed- UNK/NR					- 27	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		50
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of Clearance		Runway	Status	- DRY	
Precipitation - NONE	Type Approach Flown	- NUNE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 35	Medical Certificat	e - VALTO	MEDICAL-N	NATVERS/	'I TMTT
Certificate(s)/Rating(s)	Age - 35 Biennial Flight Review Current - YFS	Filah	it Time (F		- WALVENO,	
PRIVATE	Current - YES	Total -			4 Hrs -	7
SE LAND	Months Since - 1	Make/Model-	69	Last 3	Davs- UN	K/NR
	Months Since - 1 Aircraft Type - C-172	Total - Make/Model- Instrument- UN	IK/NR	Last 9	Davs-	69
Instrument Rating(s) - NONE	,		•		•	
Namakiya						
Narrative	T HIST AS THE ATBODAST DES	ME ATROOPNE THE ST	1 OT WAS !	NADIE TO		
NG TAKEOFF, THE PILOT'S SEAT SLID FULL AF H THE RUDDERS OR POWERPLANT CONTROLS AND	TOUST AS THE ATROPART BECK	ME AIRBURNE. THE PI	LUI WAS L	NABLE IU		
HE LEFT SIDE OF THE RUNWAY. NO PRE-IMPACT			DED THIO	IREES		

File No 16	63 3/17/82 	THAYER, MO	A/C Reg. No	. N73828	Time (Lc1) - 1800 CST
Occurrence #1 Phase of Operation					
Finding(s) 1. FUSELAGE,SEAT - 2. AIRCRAFT PREFI		- PILOT IN COMMAND			
Occurrence #2 Phase of Operation					
Finding(s) 3. OBJECT - TREE(S)				
Probable Cause					
The National Transports/are finding(s) 1,2		d determines that t	the Probable Cause(s)	of this accid	dent
Factor(s) relating to	this accident is/	are finding(s) 3			

File No 90 2/24/82 CLARK	SDALE,MS A/C Re	g. No. N8803H	Т	ime (Lc1)	- 1330 CST	,
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious	ies Minor	None
Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -CRUISE		Crew Pass Other	0 0	0 0	0 0	1 0 0
Aircraft Information Make/Model - EAGLE DW-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - i		DMING IO-540 IP - FUEL INJECTED BOO HP	Stal	Installed// l Warning ! her Radar	System - L	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/012 KTS Visibility - UNK/NR Cloud Conditions(1st) - 1500 FT UNK/I Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace	NONE	OFF AI dirport D Runway Runway Runway		- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Age - 47 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - UNK/NR	Total - 13 Make/Model-	Time (H	lours)		II. /AID
Instrument Rating(s) - AIRPLANE						
Narrative HE PILOT REPORTED NO INDICATION OF ENGINE MAN DWNWIND DIRECTION, HE NOTED A LOSS OF AIRSPEN HAT HE NOTICED NOTHING UNUSUAL UNTIL THE PLAN WAMP GROUND. ALSO, HE TRIED TO DUMP THE DRY N HE SPREADER THROAT AND WOULD NOT DUMP. THE P LELD TO AVOID TREES AND HIGHLINE WIRES. DURING HE NUMBER 4 CYLINDER FUEL INJECTOR NOZZLE LIN	ED AND POWER. HE STATED THAT NE BEGAN LOSING AIRSPEED. HE FERTILIZER, BUT REPORTED THA' ILOT WAS FORCED TO LAND WITH NG LANDING, THE PLANE NOSED (THE POWER LOSS WAS TURNED AWAY FROM A T THE MATERIAL APPA A TAILWIND IN A MU DVER. AN INVESTIGAT	S SO GRAD WOODED RENTLY C IDDY, CUL ION REVE	DUAL AREA AND CHOKED UP II TIVATED CALED THAT		

File No. - 90 2/24/82 CLARKSDALE, MS A/C Reg. No. N8803H Time (Lc1) - 1330 CST LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FUEL SYSTEM, LINE - FATIGUE 2. FUEL SYSTEM, LINE - SEPARATION 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AERIAL APPLICATION EQUIPMENT - BLOCKED(TOTAL) 5. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 NOSE OVER LANDING - ROLL Phase of Operation Finding(s) 6. WEATHER CONDITION - TAILWIND 7. OBJECT - TREE(S) 8. OBJECT - WIRE, TRANSMISSION 9. TERRAIN CONDITION - SOFT 10. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,9,10

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

File No 9 3/14/82 MAHE	W.MS 	A/C Reg. No. N	12965J 	T ·	ime (Lc1)	- 0925 C	ST
-Basic Information Type Operating Certificate-NONE (GENERATION)	AL AVIATION)					ırtes	
T 0 0 1 1 ADDIVING OF		DESTROYED		Fatal			
Type of Operation -APPLYING SE	EDS, CHEMICALS, ETC	Fire	Crew Pass	1	0		0
Type of Operation -APPLYING SE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		NUNE	Other		ŏ	0	ŏ
-Aircraft Information							
Make/Mode1 - CESSNA T188C		del - CONTINENTAL			•		d - NO -N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engt	nes - 1		Stall	Warning		UNK/NR
Max Gross Wt - 2500	Engine Type	- RECIP - FUE	L INJECTED	Weath	ner Radar	- NO	
No. of Seats - 1	Rated Power	· - 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F		-	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departu COLUMBUS.M			OFF AIR	RPORT/STRI	P	
Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- 090/003 KTS	Destination	15		Airport Da	.+-		
Rasic Weather - INK/ND	LOCAL			A II POI C DE	ıta		
Wind Dir/Speed- 090/003 KTS	LOCAL			Runway	Ident	- N/A	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of Flid	ht Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clea	rance - NONE			Status		
Obstructions to Vision- HAZE	Type Approac	h Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,SE SEA,ME LAND,ME SEA							_ 4
Pilot-In-Command	Age36	Medical	Certificat			O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Fligh	t Time (Ho	ours)	4 1155	•
SE LAND, SE SEA, ME LAND, ME SEA	Current Months Since	- IES IOTA	1 - /Model- rument-	4000	Last 2	M Dave-	IINK /ND
SE LAND, SE SEA, ME LAND, ME SEA	Aircraft Type	- UNK/NP Inet	rument-	550	last o	O Days	200
	Arriciant Type	Mult	i-Eng -	500	Last	o bays	200
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING RETURN FLIGHT TO AIRPORT THE PILOT FLI	EW INTO A PREVIOUSLY	TREATED FIELD FO	R A CLEANU	P SWATH RU	IN. APPROX	IMATELY	
O FEET FROM THE SOUTH END OF THE FIELD TH							
T-WEST ACROSS THE FIELD.							

File No	9 3/14/82 MAHEW,MS	A/C Reg. No. N2965J	Time (Lc1) - 0925 CST
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. VISUAL LOOKOUT - 2. OBJECT - WIRE,TR	NOT MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING - AERIAL APPLICATION		
Probable Cause	·		
The National Transports/are finding(s) 1	tation Safety Board determines that th	e Probable Cause(s) of this accider	nt
Factor(s) relating to	this accident is/are finding(s) 2		

File No 89 3/18/82 TERRY	,MS A/C Reg	. No. N86440	Time (Lc1)	- 1100 CST	
Type OperationBasic Information Type Operating Certificate-NONE (GENERA Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	SUBSTANT		Inju atal Serious 0 0 0 0	uries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECII Rated Power - 20	INENTAL IO-520-D P - FUEL INJECTED	ELT Installed, Stall Warning Weather Radar	System - U	
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 Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - P Type of Clearance - P Type Approach Flown - P	Air None None	rport Proximity ON AIRPORT port Data BERRYHILL Runway Ident Runway Lth/Wid Runway Surface Runway Status		NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 57 Me Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Total - 1006 Make/Model - 999	ime (Hours) 2 Last 2 9 Last 3 4 Last 9	14 Hrs - 10 Days- UN	1
Instrument Rating(s) - AIRPLANENarrative DURING DEPARTURE FROM A 2100 FT RUNWAY THE PI DUMP GATE ABOUT 100 FT FROM THE END OF THE RU OF THE HOPPER PREVENTED THE LOAD FROM DUMPING END OF THE RUNWAY.	NWAY. HOWEVER HE REPORTED THA	ERLOADED FOR THE CON	DITIONS. HE OPEN		

File No. -3/18/82 TERRY, MS A/C Reg. No. N86440 Time (Lc1) - 1100 CST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. AERIAL APPLICATION EQUIPMENT - BLOCKED(TOTAL) 4. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - OBJECT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,5

-Basic Information; Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	70		Inti	ıries	
Type operating delitificate None (delier	AL AVIATION,	SUBSTANTIAL	je	Fatal			None
Type of Operation -BUSINESS		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - BELLANCA 7GCBC		Model - LYCOMING				'Activated	
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1				System -	UNK/NR
Max Gross Wt - 1650		pe - RECIPROCA		OR Weatl	ner Radar	- NO	
No. of Seats - 2	Rated Pov	ver - 150 HF) 				
-Environment/Operations Information	,						
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - IN PERSON		ture Point		OFF AIR	RPORT/STRI	P	
Method - IN PERSON	SAME AS	ACC/INC				•	
Completeness - SELF Basic Weather - VMC	Destination	1 ()	A	irport Da	ата		
Wind Dir/Speed- 330/012 KTS	LOCAL	\$ F		Bunkay	Ident	- N/A	
Visibility - 50.0 SM	ATE/Airenace				Lth/Wid		
Cloud Conditions(ist) - NONE	Typo of E	Habt Dian - NONE			Surface		
Cloud Conditions(2nd) - NONE	Type of Ci	earance - NONE				- N/A	
Obstructions to Vision- NONE		pach Flown - NONE		-			
Precipitation - UNK/NK							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 33	Medica Review	al Certificate	- VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (Ho	ours)		_
PRIVATE	Current	- YES To e - 1 Ma be - UNK/NR Ir	otal -	400	Last 2	!4 Hrs -	1
SE LAND	Months Since	9 - 1 Ma	ake/Model-	365	Last 3	O Days- U	NK/NR
	Aircraft lyp	be - UNK/NK I	istrument-	4	Last 9	o Days-	,
e							
Instrument Rating(s) - NONE							
					·		
-Narrative							
LE TAKING OFF TO HELP GATHER CATTLE, THE						<u>.</u>	
PLANE SPUN AROUND 180 DEGREES AND FLIPPE	D OVER. THE PILOT	REPORTED THAT THE	AXLES WERE N	OT HEAVY	ENOUGH FO	R	

File No	84 1/26/82 HAVRE,MT	A/C Reg. No. N88202	Time (Lc1) - 1045 MST
	MAIN GEAR COLLAPSED TAKEOFF - GROUND RUN		•
Finding(s) 1. WEATHER CONDITI 2. TERRAIN CONDITI 3. LANDING GEAR,AX	ON - ROUGH/UNEVEN LE - FAILURE,TOTAL		
	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN		
	NOSE OVER TAKEOFF - GROUND RUN		
Probable Cause			
The National Transpois/are finding(s) 3	rtation Safety Board determines tha	at the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s)	1,2	

	1/05/82	GASTONIA, NC	· A	/C Reg. No	. N2139T		Time (Lc1)	- 1250 ES	ST
Basic Information Type Operating Certifica	ite-NOŅE (G	ENERAL AVIAT		craft Dama	ge	Fatal	Inj Serious	uries Minor	None
Type of Operation	-FERRY		Fir		Cre		5er 10us	0	1
Flight Conducted Under	-14 CFR	0.1	NO NO		Pas		Ö	0	ö
Accident Occurred During	-LANDING	}	140	IAC	Oth	er O	Ö	Ö	Ö
Aircraft Information Make/Model - PIPER PA Landing Gear - TRICYCLE Max Gross Wt - 2600 No. of Seats - 4	\-28R-200		Eng Make/Model Number Engines Engine Type Rated Power	- 1	FUEL INJECT	Sta		System -	i - YES-UNK/ YES
Environment/Operations Inf	ormation								
Weather Data			inerary			Airport	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR			Last Departure P CHARLOTTE.NC	oint			IRPORT/STR		
Completeness - UNK/NR Basic Weather - VMC		C	estination FRANKLIN.NC			Airport	Data		
Wind Dir/Speed- 330/00	אה עדכ		FRANKLIN, NC			Punwa	y Ident	- N/A	
Visibility - 25.0		AT	C/Airspace				y Lth/Wid	- N/A	
Cloud Conditions(1st)			Type of Flight P	lan - NONE	•		y Surface		
Cloud Conditions(2nd)			Type of Clearanc				y Status	- N/A	
Obstructions to Vision	- NONE - NONE		Type Approach F1			· ·	y Status	14/ 6	
Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s	;)	Age - Bienni	55 al Flight Review		al Certifica Fli	ate - VALI ght Time (and the second second	NO WAIVERS	S/LIMIT
COMMERCIAL		Cu	ırrent - YE	S T	otal -	5525	Last	24 Hrs -	3
SE LAND, ME LAND		Mo	onths Since - 3	M	lake/Mode1-	3000	Last	30 Days- L	JNK/NR
		Αi	rcraft Type - UN	•	nstrument- ulti-Eng -		Last	90 Days-	268
		NE							

File No	17	1/05/82	GASTONIA, NC	A/C Reg	No. N2139T	Time (Lc1) - 1250 EST
Occurrence #1 Phase of Operation			RTIAL) - MECH FAILL	JRE/MALF		
Finding(s) 1. LUBRICATING SYS 2. 100 HOUR INSP 3. PROPELLER SYSTE 4. PRECAUTIONARY 5. PLANNING-DECISI 6. FLUID,OIL - EXH 7. ENGINE ASSEMBLY	PECTION - EM/ACCESSO / LANDING EON - POOR HAUSTION / - FAILUR	INADEQUATE RIES, HYDRA - PERFORME - PILOT 1	E - OTHER MAINTENAN AULIC PITCH CTL - F ED - PILOT IN COMM/ IN COMMAND	FLUCTUATING AND		
Occurrence #2 Phase of Operation	LANDING	- FLARE/1	OUCHDOWN			
Occurrence #3 Phase of Operation						
Finding(s) 8. TERRAIN CONDITI	ON - ROUG					
Occurrence #4 Phase of Operation						
Finding(s) 9. LANDING GEAR,MA		OVERLOAD				
Probable Cause						
The National Transpois/are finding(s) 1,		afety Boar	rd determines that	the Probable Cause	(s) of this	accident
Factor(s) relating t	o this ac	cident is/	are finding(s) 8,9	•		

File No 93 3/17/82 MIDL	AND, NC A/C	Reg. No. N6449A		Time (Lc1)	- 1900 EST	Г
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	ft Damage		Inju	ries	
,,pp		ANTIAL	Fatal			None
Type of Operation -PARACHUTE J	JMPING Fire	Crew	0	0	0	1
Trigit conducted chaet 14 of K 51	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING		0the	r 0	0	0	0
-Aircraft Information						
Make/Mode1 - CESSNA 182	Eng Make/Mode1 - C	ONTINENTAL 0-470-L	ELT	Installed/	Activated	- YES-UN
Landing Gear - TRICYCLE-FIXED	Number Engines -			11 Warning		JNK/NR
Max Gross Wt - 2550	Engine Type - R	ECIPROCATING-CARBUR	ETOR Wea	ther Radar	- NO	
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
.Wx Briefing - NO RECORD OF BRIEFING		t	ON AI	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL			LINA PARA-C		
Wind Dir/Speed- VARIABLE-UNK/NR					- 30	
Visibility - 20.0 SM	ATC/Airspace			y Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			y Surface		JRF
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runwa	y Status	- SOFT	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DUSK						
-Personnel Information	•					
Pilot-In-Command	Age - 30				D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F11g	ht Time (i			_
COMMERCIAL	Current - YES Months Since - 19	Total -	1398	Last 2	4 Hrs -	2
SE LAND	Months Since - 19	Make/Model-	1320	Last 3	D Days- UN	NK/NR
	Aircraft Type - UNK/N	R Instrument-	10	Last 9	o Days-	34
Instrument Rating(s) - NONE						
-Narrative						
PILOT REPORTED LANDING ON A SOFT, SLICK I	MINWAY AT DUSK AFTER DETURN	TNG FROM A PARACHUT	F JUMPING	MISSION TI	HF	
CRAFT WAS LANDED OFF OF THE CENTER OF THE						
		- i i i i i i i i i i i i i i i i i i i		J 217 1400		
THE PLANE CROSSED A SHALLOW DITCH AND FLII	PPED OVER.					

File No. -3/17/82 MIDLAND, NC A/C Reg. No. N6449A Time (Lc1) - 1900 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - DUSK 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5 Factor(s) relating to this accident is/are finding(s) 1,3,4

Type Operating Certificate-NONE (GENERAL		t Damage	1	Injur		1 1
Type of Operation -PERSONAL	SUBSTA Fire	NilaL Crew	Fata1 O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	ŏ	•
Accident Occurred During -TAKEOFF		Other	•	ŏ	ŏ	ö
Aircraft Information						
Make/Model - CESSNA 150L	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		JNK/NR
Max Gross Wt - 1600		CIPROCATING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIR	RPURT		
Method - N/A Completeness - N/A	Destination		Airport D	10+0		
Basic Weather - VMC	LOCAL		MILLAR			
Wind Dir/Speed- 330/015 KTS	EOUAL				30	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	-	75
Cloud Conditions(1st) - 6000 FT BROKE		- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						_
	Age - 23	Medical Certificat			WAIVERS/	LIMIT
	Biennial Flight Review		t Time (F			
COMMERCIAL, CFI	Current - YES		1600		Hrs - UN	
SE LAND, ME LAND	Months Since - 3	Make/Model -	365	Last 30	Days- UN	IK/NK
	Aircraft Type - UNK/NR		312 550	Last 90	uays- aft - UN	
		Multi-Eng	550	ROTORCE	art - UN	IK/ INK
Instrument Rating(s) - AIRPLANE						
Narrative						
NG A MAXIMUM ANGLE CLIMB AFTER LIFT-OFF, T	HE AIRCRAFT STALLED WHILE	CLIMBING THROUGH AB	OUT 200 1	0 300 FT AG	L.	
	BTAIN A FASTER AIRSPEED. H					

File No	95 	3/25/82 	OMAHA, NE	A/C Reg.	No. N21932	Time (Lc1) - 1750 CST
Occurrence #1	LOSS OF	CONTROL -	IN FLIGHT			
Phase of Operation	TAKEOFF	- INITIAL	CLIMB			
Finding(s) 1. AIRSPEED - NOT 2. STALL - INADVER						
Occurrence #2 Phase of Operation						
Probable Cause						
The National Transpo is/are finding(s) 1	rtation S	Safety Boar	d determines that	t the Probable Cause	(s) of this a	ccident

File No 174 1/19/82 ENFI	LD,NH	A/C Reg. No. N6	Time (Lc1) - 1245 EST				
-Basic Information Type Operating Certificate-NONE (GENER)	L AVIATION)	Aircraft Damage			Inju		
Type of Operation -INSTRUCTION	.I - SOLO	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	ic Joeo	NONE	Pass	ŏ	ŏ	ŏ	ó
Accident Occurred During -LANDING			Other	ŏ	Ŏ	Ö	ō
-Aircraft Information							
Make/Model - CESSNA 152		/Model - LYCOMING 0-2:	35-L2C			Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1				System - L	JNK/NR
Max Gross Wt - 1670 No. of Seats - 2	Engine i Rated Po	ype - RECIPROCATING wer - 115 HP	3-CARBURE I	OR Weati	ner Radar	- UNK/NR	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Depa MANCHES	rture Point TER,NH		OFF AIR	RPORT/STRI	P	
Completeness - N/A	Destinatio		A	Mirport Da	ata		
Basic Weather - VMC	BURLING	TON, VT .		_			
Wind Dir/Speed- 300/030 KTS Visibility - 0.0	ATC/Airspac	•			Ident Lth/Wid	- N/A	
Cloud Conditions(1st) - UNK/NR		e light Plan - VFR			Surface		
Cloud Conditions(2nd) - UNK/NR		learance - NONE			Status		
Obstructions to Vision- NONE		oach Flown - NONE		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 25	Medical Ce	artificate	- VALTO	MEDICAL -N	O WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	: Time (Ho	ours)		
STUDENT	Current	- N/A Total	-	25	Last 2	4 Hrs -	0
	Months Sinc	e - N/A Make/I	Model -	19	Last 3	4 Hrs - O Days- UN O Days-	IK/NR
	Aircraft Ty	pe - N/A Instru	ument-	0	Last 9	O Days-	9
Instrument Rating(s) - NONE							
							·
-Narrative					**********	T1.5	
LE THE STUDENT PILOT WAS ON A SOLO CROSS-(ER LOSS OCCURRED WHILE THE PLANE WAS OVER						IHE	
THE LAKE. AFTER TOUCHDOWN. THE GEAR CAUGHT				LECIED IL	LAND		
THE BARE. ATTER TOUGHDOWN, THE GEAR CAUGH	IN THE SHOW AND	THE AIRONALL LETTED	OFEN.				

File No 1	74 1/19/82 ENFIELD,NH	A/C Reg. No. N68292	Time (Lc1) - 1245 EST
Occurrence #1 Phase of Operation	1500 0: : 0		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITI			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	e Probable Cause(s) of this acciden	t
Factor(s) relating t	o this accident is/are finding(s) 2	egista eta eta eta eta eta eta eta eta eta e	s.

Type Operating Certifica	TE-NUNE (GENERAL		Damage		Injur		
Type of Openation	-BUCTNESS	SUBSTAI Fire		Fatal O	Serious	Minor O	None
Type of Operation Flight Conducted Under	-BUSINESS	NONE	Crew Pass	-	0	. 0	1
Accident Occurred During		NONE	Othe	_	Ö	ŏ	ó
Aircraft Information							
Make/Model - PIPER PA		Eng Make/Model - LY(COMING 0-360A4M		Installed/A		
Landing Gear - TRICYCLE	-FIXED	Number Engines - i		Stal	1 Warning S	ystem - U	NK/NR
Max Gross Wt - 2450		Engine Type - REC		ETOR Weat	her Radar -	UNK/NR	
No. of Seats - 4		Rated Power -	180 HP				
Environment/Operations Inf	ormation	*******			D		
Weather Data		Itinerary			Proximity		
Wx Briefing - NO REC Method - N/A	ORD OF BRIEFING	Last Departure Point SAME AS ACC/INC		ON AIR	PURI		
Completeness - N/A		Destination		Airport D	12+2		
Basic Weather - IMC		STOW, MA		•	Y MUNI		
Wind Dir/Speed- UNK/NR	,	3104,144		_		34	
Visibility - 2.0		ATC/Airspace			Lth/Wid -		50
		AST Type of Flight Plan	· TFR		Surface -		50
Cloud Conditions(2nd)		Type of Clearance				SNOW - D	RY
Obstructions to Vision		Type Approach Flown		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •	
Precipitation		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light							
Personnel Information							
Pilot-In-Command		Age - 28	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) E	Biennial Flight Review	-	ht Time (F	•		_
COMMERCIAL, CFI		Current - YES	Total -		Last 24		0
		Months Since - 3	Make/Mode1-		Last 30	Days- UN	K/NR
SE LAND, ME LAND		Aircraft Type - UNK/NR	Instrument-	219	Last 90	Days-	11 .
SE LAND, ME LAND			M 1 1 1 =				
SE LAND, ME LAND		, , , , , , , , , , , , , , , , , , , ,	Multi-Eng -	14			

File No 1	89 3/09/82	JAFFREY,NH	A/C Reg.	No. N9256C	Time (Lc1) - 1515 EST	
Occurrence #1 Phase of Operation		CLIMB				
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation		OUCHDOWN				
Occurrence #3 Phase of Operation	ON GROUND COLLISI	ON WITH TERRAIN				
	IES,RUNWAY/LANDING			•••••		
Occurrence #4 Phase of Operation		LAPSED				
Finding(s) 4. LANDING GEAR -						
Probable Cause						
The National Transpois/are finding(s) 1	rtation Safety Board	d determines that t	he Probable Cause	(s) of this acc	dent	
Factor(s) relating t	o this accident is/	are finding(s) 2.3				

Type Operating Certificate-NONE (GENERA		craft Damage		Inju		
		BSTANTIAL	Fata1		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NON	-	rew 0	0	0	1
Accident Occurred During -LANDING	NUN		her 0	ŏ	ŏ	ö
Aircraft Information						
Make/Model - PIPER PA-28-140		· LYCOMING 0-320-E2A		T Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150	Number Engines -	· 1 · RECIPROCATING-CARE		all Warning !		JNK/NR
No. of Seats - 4		150 HP	ORETOR WE	ather kagar	- UNK/NK	
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	- · · · · · · · · · · · · · · · · · · ·		UN A	IRPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination	•	Airport	Data	-	
Basic Weather - VMC	LOCAL		SUSSI			
Wind Dir/Speed- 310/015 KTS	200/12				- 03	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid	- 3510/	75
Cloud Conditions(1st) - UNK/NR	Type of Flight Pl		Runwa	ay Surface	- ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runwa	ay Status	- SNOW - (COMPACTED
Obstructions to Vision- NONE	Type Approach Flo	own - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 59	Medical Certifi	cate - VAL	ID MEDICAL-N	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	FI	ight Time			
PRIVATE		(/NR Total -			4 Hrs -	0
SE LAND	Months Since - UNK	K/NR Make/Model-	96	Last 3	Days- U	
	Aircraft Type - UNK	(/NR Instrument-	0	Last 9	Days-	. 6
Instrument Rating(s) - NONE						-
Narrative	T LANDED ON BURNEY OF ST	THE WIND FROM O	0.00000	AT 45		
R RETURNING FROM A LOCAL FLIGHT, THE PILO ING 20 KNOTS. THE RUNWAY HAD BEEN PLOWED,	T LANDED ON RUNWAY 03 WI	TH THE WIND FROM 31	O DEGREES	AI 15		

File No. - 177 1/26/82 SUSSEX.NJ A/C Reg. No. N5989W Time (Lc1) - 1500 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da	mage		Injuri	29	
type operating out the loads make (as	TERRE AVIATION,	SUBSTANTIA		Fatal			None
Type of Operation -INSTRUCT	IONAL - DUAL	Fire	Crew	0	0 0	0	2
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0		0
Accident Occurred During -LANDING			utner	0	0	0	0
Aircraft Information			•				
Make/Model - CESSNA 150L			ENTAL 0-200A		Installed/Ad		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning Sy		UNK/NR
Max Gross Wt - 1600 No. of Seats - 2		Type - RECIPE Power - 100	OCATING-CARBURETO	R Weat	ner Radar -	UNK/NR	
No. 01 Seats - 2	Rateu P	ower - 100	пг 				
Environment/Operations Information			_				
Weather Data Wx Briefing - FSS	Itinerary		A		Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Dep TETERB	arture Point		ON AIR	PURT		
Completeness - UNK/NR	Destinati	•	A 4	rport D			
Basic Weather - VMC	CALDWE		A1		COUNTY AIRPO	1DT	
	OALDWL	LL,140				04	
Wind Dir/Speed- 330/015 KTS Visibility - 7.0 SM	ATC/Airspa	ce			Lth/Wid -	• .	80
Cloud Conditions(1st) - 5000 FT	BROKEN Type of	Flight Plan - NO	NE		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of	Clearance - NO	NE		Status -		
Obstructions to Vision- UNK/NR	Type App	roach Flown - NO	NE				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							_
Pilot-In-Command	Age - 33	Med	ical Certificate Flight	- VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight	Time (H	ours)		/
COMMERCIAL,CFI Me land		- UNK/NR ce - UNK/NR	Make/Model = 2	04 70	Last 24	Hrs - U	NK/NR
ME LAND	Months 5111	ype - UNK/NR	Total - 4 Make/Model - 3 Instrument - UNK/	/ Z ND	Last 30	Days- U	NK/NK 55
	Allorate	ype only in	Multi-Eng -	16	Last 30	Days	33
Instrument Rating(s) - AIRPLAN	E						
Narrative							
STUDENT PILOT WAS AT THE CONTROLS DUR						THE	
RUCTOR REPORTED THAT THE PLANE WAS SL L STRUCK A SNOWBANK. THE STUDENT APPL	IPPEU IU IHE LEFT U	N SHUKI FINAL, A	NU SHUKILY IHEREA	FIER, T	HE KIGHT		
	TELL PLIMED AND	INC AIRCRAFT DRI	FIED ID IME RIGHT	ANU SI	KUUK ANUIHER	ζ	

File No 179 1/31/82 CALDWELL,NU	A/C Reg. No. N17065	Time (Lc1) - 1130 EST	
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH			
Finding(s) 1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 2. AILERON - IMPROPER USE OF - DUAL STUDENT 3. TERRAIN CONDITION - SNOWBANK 4. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT			
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR)			
Finding(s) 5. ABORTED LANDING - INITIATED - DUAL STUDENT 6. TERRAIN CONDITION - SNOWBANK 7. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT			
Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN			
Finding(s) 8. TERRAIN CONDITION - SNOW COVERED 9. PROPER ASSISTANCE - DELAYED - PILOT IN COMMAND(CFI)			
Probable Cause			-
The National Transportation Safety Board determines that the I is/are finding(s) 1,2,4,9 $$	Probable Cause(s) of this accide	ent	
Factor(s) relating to this accident is/are finding(s) 3,6,8			

Brief of Accident

File No 185 2/07/82 WRIGH	HTSTOWN,NJ A/C	Reg. No. N738QM		Time (Lc1)	- 1245 ES1	
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL	Fatal		ıries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		s 0	0 0 0	0 0 0	1 4 0
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines -	LYCOMING 0-320-H2AD 1 RECIPROCATING-CARBUR 160 HP	Sta '	Installed/ Il Warning ther Radar	System - L	
Environment/Operations Information Weather Data Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 260/010 KTS Visibility - 7.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poil SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Approach Flow	an - VFR - NONE	ON AIF Airport [MCGUIF Runway Runway Runway	Data RE AFB / Ident / Lth/Wid / Surface	•	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/	Total - Make/Model-	ght Time (F 81 81	lours) Last 2	4 Hrs - 10 Days- UN	2
Instrument Rating(s) - NONE						
Narrative THE PILOT RETURNED FROM A LOCAL FLIGHT WITH F MAXIMUM LIMIT AND THE CENTER OF GRAVITY WAS N LANDING ON RUNWAY 36. THE WIND WAS FROM 270 D TO 20 DEGREES AND THE AIRSPEED WAS AT 60 KTS. WHEN HE APPLIED LEFT AILERON AND RIGHT RUDDER WAS MADE TO GO-AROUND. HE APPLIED FULL POWER TO 5 FT AGL AND THE SPEED INCREASED TO 80 KTS RIGHT. THE PILOT STATED HE WAS UNABLE TO APPL RUNWAY, BECAME AIRBORNE AGAIN, THEN TOUCHED D	EAR THE FORWARD LIMIT. THE DEGREES AT 10 GUSTING 21 M ACCORDING TO THE PILOT, TO CORRECT FOR THE DRIFT AND TURNED THE CARBURETOR THE FLAPS WERE RAISED, Y ENOUGH BACK PRESSURE TO	HE PILOT ENTERED THE KTS. ON FINAL, THE PI THE AIRCRAFT WAS DRI T. AT AN ALTITUDE OF R HEAT OFF. THE PILOT THE TRIM WAS NEUTRAL D PULL UP. THE PLANE	TRAFFIC PAILOT HAD LO IFTING TO TO ABOUT 50 F I STATED TH LIZED, AND	ATTERN FOR DWERED THE THE RIGHT FT, A DECIS HAT THE PLA THE PLANE	ION NE SETTLED DRIFTED	

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File No. - 185 2/07/82 WRIGHTSTOWN,NJ A/C Reg. No. N738QM Time (Lc1) - 1245 EST

Occurrence
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. WEATHER CONDITION GUSTS
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 4. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4 Environment/Operations Information	AL - SOLO	e - RECIPROCA	Crew Pass Other 0-320-E3D TING-CARBURETO	Stall	Injur Serious O O O O nstalled/A Warning S	Minor 0 0 0 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/M Number Eng Engine Typ	Fire NONE Odel - LYCOMING Ines - 1 Pe - RECIPROCA	Crew Pass Other 0-320-E3D TING-CARBURETO	0 0 0 ELT I Stall	0 0 0 nstalled/A Warning S	0 0 0 	1 O O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/M Number Eng Engine Typ	NONE Ode1 - LYCOMING Ines - 1 Pe - RECIPROCA	Pass Other 	0 ELT I Stall	0 nstalled/A Warning S	0 ctivated	O
Aircraft Information Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Eng Engine Typ	ines - 1 e - RECIPROCA	 0-320-E3D TING-CARBURETO	ELT I	nstalled/A	ctivated	- YES/YE
Make/Model - PIPER PA-28-151 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Eng Engine Typ	ines - 1 e - RECIPROCA	TING-CARBURETO	Stall	Warning S		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Eng Engine Typ	ines - 1 e - RECIPROCA	TING-CARBURETO	Stall	Warning S		
Max Gross Wt - 2150 No. of Seats - 4	Engine Typ	e - RECIPROCA		Stall R Weath	warning S	vstem - Y	
No. of Seats - 4	0 7.			k weatn		NO	ES
Environment/Operations Information					er kadar -	NU	
Weather Data	Itinerary		A	•	roximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIRP	ORT		
Method - N/A	ALEXANDRI	LN, A		_			
Completeness - N/A	Destination		A1	rport Da			
Basic Weather - VMC	LOCAL			ALEXAND		40	
Wind Dir/Speed- 130/005 KTS	ATO / A 4			Runway		12	00
Visibility - 8.0 SM Cloud Conditions(1st) - 2500 FT OVER	ATC/Airspace	mbt Diam - NONE			Lth/Wid - Surface -		20
Cloud Conditions(18t) - 2500 F1 OVER		arance - NONE		Runway		DRY	
Obstructions to Vision- NONE		ch Flown - NONE		Ruiway	status -	DKI	
Precipitation - NONE	Type Approa	CIT I TOWN 140NE					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 49	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			Time (Ho			
STUDENT	Current			86	Last 24	–	0
	Months Since			36		Days- UN	•
	Aircraft Type	- N/A In	strument-	0	Last 90	Days-	5
Instrument Rating(s) - NONE							
Narrative							
TER ARRIVING FROM ALEXANDRIA, NJ WITH AN IN							
TTSTOWN AIRPORT WITHOUT INCIDENT. HOWEVER,							
OO FT RUNWAY. HE STATED THAT HE RAN OFF THE	RUNWAY, LOST CONT	ROL IN MUD, AND	STRUCK A PARKE	D CESSNA	170. ALSO	•	
REPORTED THAT THE SHORT RUNWAY, MUD AT THE			SLOPE OF THE R	UNWAY WE	RE FACTORS	•	
E PLANE RAN OFF THE SIDE OF THE RUNWAY BEFO	DRE HITTING THE CES	SNA.					

File No 18	3/10/	/82 PITTSTOWN,NJ	A/C Reg. No. N8787F	Time (Lc1) - 1445 EST
Occurrence #1 Phase of Operation	OVERRUN LANDING - RO	DLL		
Finding(s) 1. AIRPORT FACILIT 2. AIRSPEED - MIS 3. DISTANCE - MISJU 4. GO-AROUND - NOT	SJUDGED - PILO JDGED - PILOT	IN COMMAND PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LANDING - RO	DLL		
Occurrence #3 Phase of Operation		· ·		
Finding(s) 5. TERRAIN CONDITIO 6. TERRAIN CONDITIO				
Occurrence #4 Phase of Operation				
Finding(s) 7. OBJECT - AIRCRAF				
Probable Cause				
The National Transportis/are finding(s) 2,3		Board determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating to	this accider	nt is/are finding(s) 1,5,6	,7	

-Basic Information Type Operating Certificate-NONE (GENER)	AL AVTATION)	Aircraft Damage			Inju	oios	
Type operating certificate none (denem	AL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ö	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-28-161		Model - LYCOMING 0-3			[nstalled/		
taria iiig dad. Iiita i atta	Number Er	ngines - 1		Stali	l Warning :		/ES
Max Gross Wt - 2325 No. of Seats - 4	Engine Ty Rated Pov	rpe - RECIPROCATIN ver - 160 HP	IG-CARBURE	ror Weath	ner Radar	- NO	
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Depar	ture Point		OFF AIR	RPORT/STŘII	•	
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	1		Airport Da	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 180/012 KTS	ATO / A d m = m = m =					- N/A	
Visibility - 20.0 SM Cloud Conditions(1st) - 9000 FT BRO	ATC/Airspace				Lth/Wid Surface		
	Type of Ci					- N/A - N/A	
Obstructions to Vision- NONE		ear ance NONE		Kuliway	Status	N/A	
Precipitation - NONE	Type Applic	ACT FOWN NOTE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command					MEDÍCAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho	•		
STUDENT	Current	- N/A lotal				4 Hrs -	
	Months Since		Model-	37	Last 30 Last 90	Days- Ur	NK/NK 8
	All'Clait Typ	e N/A INSC	direr (-	O	Last st	Days	0
Instrument Rating(s) - NONE							
Narrative							
NAMMATIVETTE TINAL APPROACH TO A GRAVEL ROAD THE MAIN !	ANDTHO OF AD COLL	DED WITH THE HIDDED C	TRAND OF A	DOWEDLIN	IE THE ATE	CDAET	

File No 1	09 1/01/82 HOBBS	,NM A/C Reg	g. No. N44832	Time (Lc1) - 1330 MST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN	- FINAL APPROACH		
2. DISTANCE - MISU	UDGED - PILOT IN COMMAND UDGED - PILOT IN COMMAND E OF PROCEDURE,LACK OF TO	TAL EXPERIENCE IN TYPE OPERAT	ION - PILOT IN COMMANI	D
	IN FLIGHT COLLISION WITH APPROACH - VFR PATTERN			
Finding(s) 4. OBJECT - WIRE, T	RANSMISSION			
Occurrence #3 Phase of Operation				
Finding(s) 5. LANDING GEAR -				
Probable Cause				
The National Transpois/are finding(s) 1,		rmines that the Probable Caus	e(s) of this accident	
Factor(s) relating t	o this accident is/are fir	nding(s) 3,4		

-Basic Information	OFNEDAL AVIATION)	Manach Damana		•		
Type Operating Certificate-NONE (C		Aircraft Damage SUBSTANTIAL	Fa	tal Serio	njuries us Minor	None
Type of Operation -PERSONA		ire	Crew	0 0		0
Flight Conducted Under -14 CFR		NONE	Pass	0 0	1	Ö
Accident Occurred During -LANDING	3		Other	0 0	0	0
-Aircraft Information						
Make/Model - PIPER PA-28R-200		el - LYCOMING IO-36	SO-CIC		ed/Activated	
Landing Gear - TRICYCLE-RETRACTAE				Stall Warni	ng System -	YES
Max Gross Wt - 2650 No. of Seats - 4	Engine Type Rated Power	- RECIP - FUEL 1 - 200 HP	NUECTED	Weather Rad	ar - NU	
-Environment/Operations Information						
Weather Data	Itinerary			port Proximi		
Wx Briefing - FSS	Last Departure	Point	0	FF AIRPORT/S	TRIP	
Method - TELEPHONE	AUSTIN, TX			D-1-		
Completeness - PARTIAL, LMTD BY Basic Weather - VMC		A IDA		ort Data STANCIA MUNIO	CTDAL	
Wind Dir/Speed- 250/022 KTS	ALBUQUERQUE	, IVM		unway Ident		
Visibility - 60.0 SM	ATC/Airspace			unway Lth/Wic		
Cloud Conditions(1st) - 25000 F1		Plan - NONE		unway Surface		
Cloud Conditions(2nd) - NONE	Type of Clears	ance - NONE	R	unway Status	- N/A	
Obstructions to Vision- NONE	Type Approach	Flown - VISUAL STR	AIGHT-IN			
Precipitation - NONE						
Condition of Light - DAYLIGHT	·					
-Personnel Information		M 111 0		VII TO MEDICAL	No WATVERS	/: TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 21 Biennial Flight Rev			VALID MEDICAL me (Hours)	NO WAIVERS	/ LIMII
PRIVATE	Current -				t 24 Hrs - U	NK/NR
SE LAND	Months Since -			Las.		
	Aircraft Type -		ent- 4	Las	t 90 Days-	22
			ing - 26			
Instrument Rating(s) - NONE	~					
-Narrative						
PILOT STATED HE EXPERIENCED AN ENGIN	NE STOPPAGE IN FLIGHT AND A	ATTEMPTED TO LAND	N A DIRT RO	AD. BOTH FUEL	_ TANKS	
E FOUND EMPTY AND A TOTAL OF 3 TO 4 C						

File No. - 112 1/04/82 ESTANCIA, NM A/C Reg. No. N32335 Time (Lc1) - 1225 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE Occurrence #4 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1.4

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ie.		Intu	ıries	
Type operating out the fourth flower (dame	ARE AVERTEDITY	SUBSTANTIAL	,-	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -TAKEOFF			Other	0	0	0	0
Aircraft Information							
Make/Model - BEECH A23-24		Model - LYCOMING	10-360-A2B			'Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1				System - Y	ES
Max Gross Wt - 2550		pe - RECIP - I		Weat	ner Radar	- NO	
No. of Seats - 4	Rated Pow	er - 200 HF) 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		ture Point		ON AIR	PORT		
Method - TELEPHONE	SAME AS	•					
Completeness - UNK/NR	Destination	1		Airport Da		•	
Basic Weather - VMC	LOCAL				JNTY HOBBS		
Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM	ATC/Airspace				Ident	- 21	450
Cloud Conditions(1st) - NONE		: ight Plan - NONE				- 7399/ - ASPHALT	150
Cloud Conditions(1st) - NONE		earance - UNK/	.ID	•	Status	- ICE	
Obstructions to Vision- NONE		earance - black	AIK.	Kullway	Status	101	
Precipitation - NONE	Type Applic	ACTI TOWN 14014E					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 23	Medica	al Certificat	e - NO MEI	DICAL		
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time .(He	ours)		
NONE	Current	- N/A To	otal -	34		4 Hrs -	0
	Months Since	e – N/A Ma	ake/Model-	9	Last 3	30 Days- UN	K/NR
	Aircraft Typ	pe - N/A Ir	nstrument-	0	Last 9	O Days-	34
Instrument Rating(s) - NONE							
Narrative							
PILOT ATTEMPTED TO TAKEOFF ON A RUNWAY	WITH ICV DATCHES I	OST CONTROL AND	SITD OFF THE	SIDE INTO	A SNOWBAN	IV	

File No 1	11 1/13/82 HOBBS,NM	A/C Reg. No. N2396W	Time (Lc1) - 1710 MST
	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN		
 UNSUITABLE TE DIRECTIONAL CON 	IES,RUNWAY/LANDING AREA CONDITION - I RRAIN - SELECTED - PILOT IN COMMAND TROL - NOT MAINTAINED - PILOT IN COMM E OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL	IAND	
	ON GROUND COLLISION WITH TERRAIN TAKEOFF - GROUND RUN		
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDITION - S	NOWBANK	
Occurrence #3 Phase of Operation	GEAR COLLAPSED TAKEOFF - GROUND RUN		
Finding(s) 6. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			·
The National Transpois/are finding(s) 2,	rtation Safety Board determines that 3,4	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,5	i.	

Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 No. of Seats - 2 Rated Power - 110 HP	Serious Minor None	IAL Fatal Crew O Pass O	- DUAL Fire	Type Operating Certificate-NONE (GENERAL A Type of Operation -INSTRUCTIONAL -
Type of Operation	0 0 2 0 0 0 0 0 0 	Crew O Pass O	- DUAL Fire	
Make/Model - CESSNA 152	tall Warning System - YES			———————————————————————————————————————
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 Max Gross Wt - 1675 No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 220/009 KTS Cloud Conditions(sts) - 25000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Obstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Months Since - 18 Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 110 HP Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 110 HP Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Reather Power - 110 HP Airport Proximity ON AIRPORT ON AIRPORT AIRPORT ON AIRPORT AIRPORT AIRPORT AIRPORT ON AIRPORT AIRPORT AIRPORT ON AIRPORT ON AIRPORT AIRPORT ON AIRPORT ON AIRPORT ARUS AIRPORT ON AIRPORT AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT AIRPORT ON AIR	tall Warning System - YES			
Max Gross Wt - 1675 No. of Seats - 2 Regine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 110 HP				
No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Visibility - 60.0 SM Visibility - 60.0 SM Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- HAZE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND No. of Seats - 2 Rated Power - 110 HP Alteropre - 110 HP Airport Proximity ON AIRPORT Alteropre - 1010 Airport Davimity ON AIRPORT Alteropre - 1010 Alteropre - 2010 Airport Proximity ON AIRPORT Alteropre - 1010 Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Alteropre - 1010 Airport Proximity ON AIRPORT Alteropre - 100 Airport Poximity ON AIRPORT Alteropre - 100 Airpor	eather Ragar - No			
Weather Data Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 220/009 KTS Cloud Conditions(1st) - 25000 FT BROKEN Obstructions to Vision- HAZE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, FI SE LAND, ME LAND Wx Briefing - BRFG RCVD, SOURCE UNK Last Departure Point ALBUQUERQUE, NM ALBUQUERQUE, NM ALBUQUERQUE INTL. Runway Ident - 30 Runway Ith/Wid - 5395/ 15 Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision- HAZE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Months Since - 18 Make/Model - 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument - 120 Last 90 Days - 2 Multi-Eng - 110			J 7.	
Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 220/009 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 25000 FT BROKEN Obstructions to Vision - HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Wx Briefing - BRFG RCVD, SOURCE UNK ALBUQUERQUE; NM AIrport Data AlpuquerQUE INTL. Runway Ident - 30 Runway Ident - 30 Runway Lth/Wid - 5395/ 15 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision - HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 2590 Last 24 Hrs - SE LAND, ME LAND Months Since - 18 Make/Model - 340 Multi-Eng - 110				Environment/Operations Information
Method - TELEPHONE Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL ALBUQUERQUE INTL. Wind Dir/Speed- 220/009 KTS Runway Ident - 30 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 5395/ 15 Cloud Conditions(ist) - 25000 FT BROKEN Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/A ircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110				
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 220/009 KTS Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- HAZE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Destination LOCAL ALBUQUERQUE INTL. Runway Ident - 30 Runway Lth/Wid - 5395/ 15 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation Condition of Light - DAYLIGHT Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110	AIRPORT	ON AIR		•
Basic Weather - VMC				
Wind Dir/Speed- 220/009 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - 30 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 5395/ 15 Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110		•		·
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 5395/ 15 Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model 340 Last 30 Days - UNK/ Aircraft Type - UNK/NR Instrument 120 Last 90 Days - 2 Multi-Eng - 110			LUCAL	
Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - Months Since - 18 Make/Model - 340 Last 30 Days- UNK/A Aircraft Type - UNK/NR Instrument - 120 Last 90 Days - 2 Multi-Eng - 110	· ·	•	ATC/Ainspace	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- HAZE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Current - YES Months Since - 18 Make/Model - 340 Aircraft Type - UNK/NR Multi-Eng - 110				
Obstructions to Vision- HAZE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110			• • • • • • • • • • • • • • • • • • • •	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110	, 5 12 12 5			
PPersonnel Information Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model - 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument - 120 Last 90 Days 2 Multi-Eng - 110		·	,	Precipitation - NONE
Pilot-In-Command Age - 27 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model - 340 Last 30 Days - UNK/NR Instrument - 120 Last 90 Days - 2 Multi-Eng - 110				Condition of Light - DAYLIGHT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CDMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110				
CDMMERCIAL,CFI Current - YES Total - 2590 Last 24 Hrs - SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110			_	
SE LAND,ME LAND Months Since - 18 Make/Model- 340 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110			•	
Aircraft Type - UNK/NR Instrument- 120 Last 90 Days- 2 Multi-Eng - 110				· · · · · · · · · · · · · · · · · · ·
Multi-Eng - 110				SE LAND, ME LAND
	Last 30 Days 221		All State Type Onnym	
Instrument Rating(s) - AIRPLANE				Instrument Rating(s) - AIRPLANE
Instrument Rating(s) - AIRPLANENarrative				

File No	88 1/31/82	ALBUQUERQUE, NM	A/C Reg. No	. N89963	Time (Lcl) - 1250 MST
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITION 2. PREFLIGHT PLAN 3. WEATHER CONDITION 4. TERRAIN CONDITION 5. ABORT - NOT PREFERENCE	NNING/PREPARATION DN - HIGH DENSITY DN - DIRT BANK		N COMMAND(CFI)		
Occurrence #2 Phase of Operation					
Finding(s) 6. LANDING GEAR,NO	SE GEAR - OVERLOAD				
Probable Cause					
The National Transports/are finding(s) 2,5		rd determines that the	Probable Cause(s)	of this acciden	it
Factor(s) relating to	this accident is	/are finding(s) 1,3,4			

File No 125 2/13/82 NAV	AJO DAM, NM	A/C Reg. No. N	8862	Т:	ime (Lc1)	- 1530 MST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fata!	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172		/Model - CONTINENTAL	0-300-A		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			Warning !		ES
Max Gross Wt - 2200		ype - RECIPROCATI	NG-CARBURETO	R Weatl	ner Radar ·	- NO	
No. of Seats - 4	Rated Por	wer - 145 HP					
Environment/Operations Information							
Weather Data	Itinerary		A	irport i	roximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depai	rture Point		ON AIRS	STRIP		
Method - N/A	DURANGO	, CO					
Completeness - N/A	Destination		Ai	rport Da			
Basic Weather - VMC	NAVAJO I	DAM, NM			STATE PARI		
Wind Dir/Speed- UNK/NR				Runway		- 24	
Visibility - 75.0 SM	ATC/Airspace				Lth/Wid		60
Cloud Conditions(1st) - 25000 FT SC					Surface		
Cloud Conditions(2nd) - UNK/NR		learance - NONE			Status	- SNOW - C	
Obstructions to Vision- NONE Precipitation - NONE	Type Appro	oach Flown - VISUAL	FULL CIRCUIT			SNOW - W	EI
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 56		Certificate			AIVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight		Flight		•	4 11	
PRIVATE	Current	- YES Tota		00 70	Last 24		1 V/ND
SE LAND	Months Since	e - 23 Make	/model- 2 rument- UNK/	/O	Last 30	Days- UN	K/NK 25
	Aircraft Typ	pe - UNK/NR Inst	rument- unk/	NK	Last 90	Days-	25
Instrument Rating(s) - NONE							
Narrative E PILOT LANDED AT AN UNATTENDED AIRPORT O BE 8 INCHES AND THE AIRCRAFT TURNED OVER		TO BE APPROXIMATELY	2 INCHES OF	SNOW. IT	TURNED O	JT	

File No. - 125 2/13/82 A/C Reg. No. N8862 Time (Lc1) - 1530 MST NAVAJO DAM, NM Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage				uries	
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	atai O	Serious O	Minor O	None .1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	Ö	ő	ő	1
Accident Occurred During -LANDING	·		Other	Ö	Ō	Ö	Ó
-Aircraft Information							
Make/Model - MAULE M-5-235C		Model - LYCOMING I	0-540				d - YES/YE
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300	Number Engine Ty	gines - 1 pe - RECIPROCAT	TNO-CARRUNETOE			System -	
No. of Seats - 4	Rated Pow		ING-CARBURETUR	weatr	er kadar	- UNK/NK	
-Environment/Operations Information	-						
Weather Data	Itinerary				roximity		
Wx Briefing - FSS	Last Depar			ON AIRP	ORT		
Method - UNK/NR Completeness - UNK/NR	SAME AS . Destination						
Basic Weather - VMC	LOCAL			port Da	TA STER COU	MTV	
Wind Dir/Speed- VARIABLE	EGOAL				Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace					- UNK/NR	
Cloud Conditions(1st) - 3000 FT		ight Plan - NONE				- UNK/NR	
Cloud Conditions(2nd) - UNK/NR		earance - TOWER		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appro	ach Flown - NONE					
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 38		Certificate -			NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight T	ime (Ho	urs)		
PRIVATE	Current		al - 20	14	Last	24 Hrs - 30 Days-	UNK/NR
SE LAND, SE SEA	Months Since	e - UNK/NR Ins	e/Model- 5	iD	Last (30 Days-	UNK/NK 8
Instrument Rating(s) - NONE							
-Narrative ER RETURNING FROM A SHORT LOCAL FLIGHT DING, THE AIRCRAFT BOUNCED AND GROUND E DAMAGED.							

File No. - 175 1/03/82 WHITE PLAINS, NY A/C Reg. No. N7125D Time (Lc1) - 1530 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operation Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	
Type of Operation	
Fight Conducted Under	None
Accident Occurred During	1
Make/Model - MOONEY M2OJ Eng Make/Model - LYCOMING IO-360-A1860 ELT Installed/Activated Stall Warning System - U Max Gross wt - 2740	0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 Max Gross Wt - 2740 No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 15.0 SM Cloud Conditions(1st) - 10000 FT SCATTERED Cloud Conditions(2xd) - UMK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Airport Proximity Mathor Engines - 1 Stall Warning System - U Weather Radar - UNK/NR Rated Power - 200 HP Weather Radar - UNK/NR Airport Proximity ON AIRPORT Airport Data SCHROUN LAKE, NY SCHROUN LAKE, NY SCHROUN LAKE, NY SCHROUN LAKE, NY SCHROUN LAKE Runway Ident - 34 ATC/Airspace Runway Ident - 34 ATC/Airspace - NONE Runway Stratus - 1CE Runway Stratus - 1CE NONE Type of Clearance - NONE Runway Status - 1CE NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Airport Proximity ON AIRPORT Airport Poximity ON AIRPORT Airport Proximity ON AIRPORT Airpo	
Max Gross Wt - 2740 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 - VARIABLE Visibility - 15.0 SM Cloud Conditions(1st) - 10000 FT SCATTERD Cloud Conditions(2nd) - UNK/NR -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Itinerary Last Departure Point CALDWELL, NJ Destination SCHROON LAKE, NY SCHROON LAKE, N	
No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data	NK/INK
Weather Data Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 15.0 SM ATC/Airspace Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAVLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Itinerary Last Departure Point CALDWELL,NU Destination CALDWELL,NU Destination Airport Proximity ON AIRPORT Nounus Jehrungs Other Aunusy Status FURNWAY Status FURNWAY Status AIrport Data Age - ASPHALT ONNE None Flight Time (Hours) Aircraft Type - UNK/NR Instrument Flight Time (Hours) Aircraft Type - UNK/NR Multi-Eng - 90 Instrument Rating(s) - NONE -Narrative	
Wx Briefing - NO RECORD OF BRIEFING	
Method - N/A CALDWELL,NJ Completeness - N/A Destination Airport Data Basic Weather - VMC SCHROON LAKE,NY SCHROON LAKE Wind Dir/Speed- VARIABLE Runway Ident - 34 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3164/ Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - ICE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND,ME LAND Months Since - 2 Make/Model - 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	
Completeness - N/A Basic Weather - VMC SCHROON LAKE,NY SCHROON LAKE Wind Dir/Speed- VARIABLE Visibility - 15.0 SM ATC/Airspace Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 PRIVATE Current - YES SE LAND,ME LAND Months Since - 2 Months Since - 2 Months Since - 2 Mirror Type - UNK/NR Months Since - 2 Months Finght Plan - NONE Maircraft Type - UNK/NR Instrument Rating(s) - NONE -NONE	
Basic Weather - VMC SCHROON LAKE,NY SCHROON LAKE Wind Dir/Speed- VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Ident - 34 Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Surface - ASPHALT Cloud Conditions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND,ME LAND Months Since - 2 Make/Model- 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	
Wind Dir/Speed- VARIABLE Visibility - 15.0 SM ATC/Airspace Runway Ident - 34 Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-ND WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND,ME LAND Months Since - 2 Make/Model- 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3164/ Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - ICE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND,ME LAND Months Since - 2 Make/Model- 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument- 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	
Cloud Conditions(1st) - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - ICE Obstructions to Vision- NONE Type Approach Flown - NONE SNOW - WPRECIPITATION - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model - 1 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days - Multi-Eng - 90 Instrument Rating(s) - NONE	E0
Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - ICE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model - 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE -Narrative	50
Obstructions to Vision- NONE Type Approach Flown - NONE SNOW - W Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model- 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument- 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model - 1 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days - Multi-Eng - 90 Instrument Rating(s) - NONE	FT
Condition of Light - DAYLIGHT	- '
Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model - 1 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days - Multi-Eng - 90 Instrument Rating(s) - NONE	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND,ME LAND Months Since - 2 Make/Model - 1 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days - Multi-Eng - 90 Instrument Rating(s) - NONE	
PRIVATE Current - YES Total - 937 Last 24 Hrs - SE LAND, ME LAND Months Since - 2 Make/Model - 1 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 57 Last 90 Days - Multi-Eng - 90 Instrument Rating(s) - NONENarrative	LIMIT
SE LAND,ME LAND Months Since - 2 Make/Model- 1 Last 30 Days- UN Aircraft Type - UNK/NR Instrument- 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE -Narrative	_
Aircraft Type - UNK/NR Instrument- 57 Last 90 Days- Multi-Eng - 90 Instrument Rating(s) - NONE	0
Multi-Eng - 90 Instrument Rating(s) - NONE -Narrative	
	8
HE LANDED ON A 3164 FT RUNWAY IN LIGHT AND VARIABLE WIND CONDITIONS. THE RUNWAY WAS COVERED WITH ICE AND WET SNOW. THE LEFT BRAKE WAS INEFFECTIVE DURING THE LANDING ROLL. TO PREVENT SKIDDING OFF THE RIGHT SIDE OF THE RUNWAY, THE RIGHT BRAKE WAS NOT USED. WHEN THE PILOT SAW AN ICE AND SNOW OBSTRUCTION AT THE END OF THE RUNWAY, HE APPLIED FULL POWER TO GO-AROUND. DURING THE GO-AROUND, THE PLANE STRUCK THE TOP OF A SNOWBANK, THEN STALLED INTO TREES ABOUT 100 FT FROM THE END OF THE RUNWAY. AN INSPECTION AND TEST REVEALED THE LEFT BRAKING ACTION WAS ABOUT 60 TO 65 PERCENT OF THAT OF THE RIGHT BRAKE, BUT SUFFICIENT TO LOCK THE BRAKE.	

File No 18	38 2/15/82	SCHROON LAKE,NY	A/C Reg. No. N201UM	Time (Lc1) - 1400 EST
Occurrence #1 Phase of Operation				
 AIRPORT FACILITY UNSUITABLE TER 	IES,RUNWAY/LANDING RRAIN - SELECTED -	AREA CONDITION - SNOW AREA CONDITION - ICY PILOT IN COMMAND MILIARITY WITH AIRCRAFT		
Occurrence #2 Phase of Operation				
Finding(s) 5. AIRPORT FACILIT 6. GO-AROUND - DO			ANK	
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDITION	ON - HIGH OBSTRUCT	ION(S)		
Probable Cause				
The National Transports/are finding(s) 3,6		ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	a/are finding(s) 1,2,4,5	,7	

Type Operating Certificate-NONE (GENERA			_	Injur		
Type of Operation -PERSONAL	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas	-	0	0	1
Accident Occurred During -LANDING	HONE	Oth		ŏ	ŏ	ŏ
Aircraft Information						
Make/Model - CESSNA T210N	Eng Make/Model - CON	TINENTAL TSIO-52		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800	Number Engines - 1 Engine Type - REC	IP - FUEL INJECT		1 Warning S ther Radar -		NK/NR
No. of Seats - 6		310 HP	TED Wear	mer kadar -	- UNK/NK	
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point ALBANY,NY		OFF A	RPORT/STRIF	,	
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	SCHENECTADY, NY		A II POI C E	ata		
Wind Dir/Speed- 180/003 KTS	• • • • • • • • • • • • • • • • • • • •		Runway	/ Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	- N/A	
Cloud Conditions(1st) - NONE	Type of Flight Plan -				N/A	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -		Runway	/ Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Flown -	NONE				
Precipitation - NONE Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 62	Medical Certific			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	_ F11	ight Time (F	•		_
COMMERCIAL	Current - YES Months Since - 6	Total -			l Hrs -	-
SE LAND	Aircraft Type - UNK/NR	Make/Model- Instrument-) Days- UNI) Days-	
	ATTOTALL Type - DINKYINK	This traillent	312		aft - UNI	
Instrument Rating(s) - AIRPLANE						
Narrative						
E ON FINAL APPROACH, THE ENGINE LOST POWE	R AS THE PILOT PUSHED THE PR	OP CONTROL TO HE	GH RPM. THE	PILOT		
TATED EMERGENCY PROCEDURES BUT WAS UNABLE						

File No 1	91 2/18/82 SCOTIA,NY	A/C Reg. No. N510PE	Time (Lc1) - 1820 EST
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. LIGHT CONDITION 3. OBJECT - TREE(S			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pro	bable Cause(s) of this accide	ent

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

File No 73 1/08/82 SAN	DUSKY,OH A/C R	eg. No. N737LH	1	Time (Lc1)	1150 ES1	r
Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage		Injur	ries	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	. 0	0	1
Accident Occurred During -LANDING		Other	0	O	0	0
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Mode1 - LY	COMING 0-320-H2AD	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	vstem - \	/ES
Max Gross Wt - 2300		CIPROCATING-CARBURE				
No. of Seats - 4	Rated Power -	160 HP	TOR WELL	ner Rugar	110	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - PATWAS	Last Departure Point		ON AIR	RPORT		
Method - TELEPHONE	CLEVELAND, OH					
Completeness - SELF	Destination		Airport [)ata		
Basic Weather - VMC	SANDUSKY, OH			NG-SANDUSKY	,	
Wind Dir/Speed- 230/020 KTS	SAMDOSKI, OH			-	- 27	
	470/41000000					00
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -	•	60
Cloud Conditions(1st) - 25000 FT SC				-	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance			/ Status -	· ICE	
Obstructions to Vision- NONE	Type Approach Flown	- VISUAL FULL CIRCU	IT		SNOW - E	DRY
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certificat	- VALTE	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F		, "71, 15,	
	Current - YES	Total -	76	Last 24	l Hne -	1
PRIVATE			14			•
SE LAND	Months Since - 3	Make/Mode1-			Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	Days-	24
Instrument Poting(s) NONE						
Instrument Rating(s) - NONE						
Narrative						
WIND WAS FROM THE SOUTH-SOUTHWEST AT 15	, GUSTING 20 KNOTS. THE FIXED	BASE OPERATOR HAD	ADVISED A	ALL PILOTS		
USE RUNWAY 18. AFTER ARRIVING, THE PILOT						
THAT RUNWAY. HE NOTED A LEFT CROSSWIND O						
					ID	
COVEDED DINWAY THE WIND RIEW THE AIDCD						
E COVERED RUNWAY, THE WIND BLEW THE AIRCR PPED OVER ON ITS BACK.	AFT TO THE RIGHT. THE PLANE	DEPARTED THE RUNWAY	, ni a s	NOWBERM, AN	i D	

File No	73 1/08/82	SANDUSKY, OH	A/C Reg. No. N737LH	Time (Lc1) - 1150 EST
Occurrence #1 Phase of Operation		ON GROUND		
2. WEATHER CONDIT 3. WEATHER CONDIT 4. WRONG RUNWAY 5. IMPROPER D		IN COMMAND LL EXPERIENCE - PILO		
Occurrence #2 Phase of Operation		ON WITH TERRAIN		
Finding(s) 7. TERRAIN CONDIT	ON - SNOWBANK			
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause-				
The National Transpo	ortation Safety Boar	d determines that	the Probable Cause(s) of this ac	cident
Factor(s) relating	to this accident is/	are finding(s) 1,2	,3,5,6,7	

File No 37 2/15/82	OTTAWA, OH	A/C Reg. No	. N3859B	Т	ime (Lc1)	- 1040 EST	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ae		Inju	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL	3 -	Fatal	Serious	Minor	None
Type of Operation -BUSINES		Fire	Crew	O >	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -APPROAC	 		Other	0	0	0	0
-Aircraft Information							
Make/Model - BEECH 35		'Model - CONTINEN	TAL E-225-8		Installed/		
Landing Gear - TRICYCLE-RETRACTAB		ngines - 1			1 Warning :		NK/NR
Max Gross Wt - 2650		pe - RECIPROC		OR Weat	her Radar	- UNK/NR	
No. of Seats - 4	Rated Pov	ver - 225 H	P 				
-Environment/Operations Information							
Weather Data	Itinerary	•			Proximity		
Wx Briefing - NO RECORD OF BRI		ture Point		ON AIR	PORT		
Method - N/A	HAMILTON						
Completeness - N/A	Destination		A	irport D			
Basic Weather - VMC	OTTAWA, C	ЭН			COUNTY		
Wind Dir/Speed- 200/015 KTS	ATO /A I nome of					- 27	AUZ /AUD
Visibility - 10.0 SM Cloud Conditions(1st) - 12000 FT	ATC/Airspace				Lth/Wid		NK/NK
Cloud Conditions(1st) - 12000 Fi		earance - UNK/				- MACADAM - DRY	
Obstructions to Vision- NONE		earance - UNK/			Status	ICE	
Precipitation - NONE	Type Applic	acii Fiowii - VISO	AL SIKAIGHI"IN			ICL	
Condition of Light - DAYLIGHT							
-Personnel Information	A CO	Monda	-1 0	VAL TO	MEDICAL W	TVEDE /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 62 Biennial Flight		al Certificate	Time (H		AIVERS/LIM	11
COMMERCIAL	Current			780		4 Hrs -	4
SE LAND							k/ND
SE CAND	Aincraft Tyr	e - 3 M be - UNK/NR I	ake/Model- nstrument-	11	last O) Days ON	3
	An craft Typ		ulti-Eng - UNK			raft - UNI	
		141	arti Liig Olik	/ INK	KO LOI C	- C - O - O - O - O - O - O - O - O - O	1414
Instrument Rating(s) - NONE							
-Narrative							
AIRCRAFT CONTACTED A 4-FOOT SNOWBERM	LOCATED BETWEEN THE	PPROACH LIGHTS A	ND THE END OF	THE PAVE	MENT DURIN	G THE	
ROACH. THE PILOT WAS AWARE OF THE SNO			·· ····· - -·	•			
_							

File No	37 2/15/82	OTTAWA, OH	A/C Reg. No. N3859B	Time (Lc1) - 1040 EST
Occurrence #1 Phase of Operation	_	PATTERN - FINAL APPR	OACH	
	OUDGED - PILOT IN C			
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITE 4. NOTAMS - ISSU		NNEL		
Probable Cause				
	ortation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

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

Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information	AVIATION) Aircraf SUBSTA Fire NONE	ft Damage ANTIAL		Injur	dos	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire			iniur		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire		Fatai		Minor	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Cre			0	2
Accident Occurred During -LANDING			. 0	o o	_	2
Ainonaft Information		Oth	er O	Ō	0	0
ATTCTATE INTO MILLION						
Make/Mode1 - BEECH 90	Eng Make/Model - P			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	<u> </u>	Stal	1 Warning S	ystem - L	INK/NR
Max Gross Wt - 9300	Engine Type - Ti	JRBOPROP	Weat	:her Radar -	UNK/NR	
No. of Seats - 8	Rated Power -	500 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point	t	ON AIR	PORT		
Method - RADIO Completeness - SELF Basic Weather - IMC	ATLANTA, GA					
Completeness - SELF	Destination		Airport D	ata		
Basic Weather - IMC	MANSFIELD, OH			OLUMBUS		
Wind Dir/Speed- 070/008 KTS				Ident -		
Visibility - 2.0 SM	ATC/Airspace			Lth/Wid -		150
Cloud Conditions(1st) - 300 FT OVERC	AST Type of Flight Plan	- IFR		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	Status -	WET	
Obstructions to Vision- FOG	Type Approach Flown	- ILS - COMPLETE				
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 59				IVERS/LIM	IT
	Biennial Flight Review		ght Time (F			_
PRIVATE	Current - YES	Total -				9
SE LAND, ME LAND	Months Since - 10 Aircraft Type - UNK/NR	Make/Model- Instrument-	46	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NE	Instrument- Multi-Eng -	1662	Last 90	Days-	27
Impariment Deting(s) - AIDDLANE		•				
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE	T SUVENIE TURNUS LUCANY DA			WATOR TRIM	TAB	
ME INOPERATIVE. WHILE ATTEMPTING TO STABIL W GLIDESLOPE AND COLLIDED WITH A 35 FOOT T COACH AND EVENTUALLY ELECTED TO FLY TO HIS	IZE THE AIRCRAFT MANUALLY V ANTENNA 2 TO 3 MILES FRO	DURING AN ILS APPI OM THE RUNWAY. THE	ROACH THE A	IRCRAFT DES	CENDED ED	
NOSE GEAR NOT FULLY EXTENDED AND NOTIFIED APSED. INVESTIGATION REVEALED N3DS HAD BEE EVER BEEN ISSUED.	THE PILOT. BOTH ENGINES WE	RE FEATHERED AND	JPON TOUCHD	OWN THE NOS	E GEAR	

File No. - 42 2/16/82 A/C Reg. No. N3DS Time (Lc1) - 1704 EST COLUMBUS, OH Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - TEMPERATURE EXTREMES 3. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 4. FLIGHT CONTROL, ELEVATOR TAB SURFACE - FROZEN 5. FLT CONTROL SYST, ELEVATOR TAB CONTROL(TRIM) - MOVEMENT RESTRICTED ELEVATOR TRIM - NOT POSSIBLE - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 9. OBJECT - ELECT TOWER 10. DECISION HEIGHT - BELOW - PILOT IN COMMAND 11. MISSED APPROACH - INITIATED - PILOT IN COMMAND Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 12. LANDING GEAR, NOSE GEAR - PREVIOUS DAMAGE 13. LANDING GEAR, NOSE GEAR - UNLOCKED 14. GEAR DOWN AND LOCKED - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8, 10, 12, 13 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

Basic Information	(CENERAL AVIATION)	Admonast Damana	_		T m d		
Type Operating Certificate-NONE	GENERAL AVIATION)	SURSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUFILE -14 CFF	JCTIONAL - DUAL	Fire	Crew	.0	0		
		NONE	Pass	0	0 0 0	0	0
Accident Occurred During -LANDI	IG 		Other	0	0	0	0
dircraft Information							
Make/Model - PIPER PA-38-112		e/Model - LYCOMING (
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number	Engines - 1 Type - RECIPROCA1	TING-CADDIDET	ISTC IteeW On	warning :	system - u . No	NK/NK
No. of Seats - 2		ower - 112 HP	ING-CARBORE	OK Weati	iei kadai		
invironment/Operations Information							
Veather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BE		arture Point		ON AIR	PORT		
Method - N/A	STRONG						
Completeness - N/A Basic Weather - VMC	Destinati LOCAL	on	Д	irport Da. ELYRIA	ata		
Wind Dir/Speed- 300/010 KTS	LOCAL				Ident -	- 27	
Visibility - 5.0 SM	ATC/Airspa	ce			Lth/Wid -		50
Cloud Conditions(1st) - 3000 F	T SCATTERED Type of	Flight Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of	Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type App	roach Flown - TOUCH	AND GO				
Precipitation - NONE Condition of Light - DAYLIGH	łŦ						
Personnel Information							
Pilot-In-Command	Age - 19	Medical t Review	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review					
COMMERCIAL, CFI	Current	- UNK/NR Tot	ta] -	296	Last 24	Hrs -	0
SE LAND	MONTHS SIN	ce - UNK/NR Mak ype - UNK/NR Ins	(e/model-	16 / 45	Last 30	Days- UN	K/NR O
		,			2001 01	, , , ,	
Instrument Rating(s) - AIRPU	.ANE						
larrative							
IG THE LANDING FLARE THE STUDENT ON							
ED FULL POWER. AND THE AIRCRAFT BO	JUNCED AND DRIFTED INT	U A SNOW BANK, THE]	NSTRUCTUR WA	S REPURTE	U IU HAVE	AROO I	

File No	40 2/22/82 ELYRIA,OH	A/C Reg. No. N25743	Time (Lc1) - 1455 EST
Occurrence #1 Phase of Operation	ABRUPT MANEUVER LANDING - FLARE/TOUCHDOWN		
2. SUPERVISION - I	SSIVE - DUAL STUDENT NADEQUATE - PILOT IN COMMAND(CFI) E OF PROCEDURE,LACK OF TOTAL EXPERIENC	CE IN TYPE OPERATION - PILOT IN COMMA	ND(CFI)
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDITION - SI	NOWBANK	
Occurrence #4 Phase of Operation			
Finding(s) 5. LANDING GEAR -			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that t 2	the Probable Cause(s) of this acciden	t
Factor(s) relating t	o this accident is/are finding(s) 3,4,	,5	

Basic Information				_						
Type Operating Certificate-AIR CARRIER ON-DEMAND AIR TAX						Injuries Fatal Serious Minor None				
Type of Operation	-NON SCHED DOME	STIC CAPED	Fire	Cre	Fatal v O	Serious 0		None 1		
Type of Operation Flight Conducted Under	-14 CFR 135	3110,0ARG0	NONE	Pass	-	ŏ	ŏ	Ö		
Accident Occurred During	-TAKEOFF			Othe	er O	Ŏ	Ŏ	Ŏ		
Aircraft Information										
Make/Model - PIPER PA				MING IO-540-K1F!			Activated			
Landing Gear - TRICYCLE-RETRACTABLE Numbe		Number E	er Engines - 2 ne Type - RECIP - FUEL INJECTED			Stall Warning System - UNK/NR Weather Radar - UNK/NR				
Max Gross Wt - 4700 No. of Seats - 8		Rated Po	ype - RECII	90 HP	weat	ner kauar	- UNK/ NK			
			-,							
<pre>-Environment/Operations Info Weather Data</pre>	ormation	Itinerary			Airport	Proximity				
Wx Briefing - BRFG R	CVD SOURCE LINK	Last Depa	rture Point		ON AIR					
Method - RADIO	, 500mor 5mm		ACC/INC		0					
Completeness - SELF		Destinatio	n		Airport D	ata				
Basic Weather - VMC		INDIANA	POLIS, IN		CLEVEL	AND-HOPKIN	IS INTL.			
Wind Dir/Speed- 190/010		_					- 36			
Visibility - 10.0		ATC/Airspac					- 6411/	150		
Cloud Conditions(1st) - Cloud Conditions(2nd) -		Type of F	light Plan learance - :	IFK		Surface Status				
Obstructions to Vision			oach Flown - I		Rullway	Status	- DK1			
Precipitation		Type Appl	ouch i lown i	NONE						
Condition of Light										
Pilot-In-Command		ge - 39		edical Certifica			O WAIVERS/	LIMIT		
Certificate(s)/Rating(s) B	iennial Flight	Review	Flig	ght Time (H	ours)	4 11	•		
COMMERCIAL		Current	- YES	Total - ` Make/Model-	3207	Last 2	4 Hrs -	8 8 /ND		
SE LAND, ME LAND		Months Sinc	e - 1/	Instrument-	45 729	Last 3	O Days- UN	299		
		Aircraft Ty	pe - UNK/NK	Multi-Eng -		Lasts	O Days	255		
Instrument Rating(s)	- AIRPLANE									
ING TAKEOFF ROLL FROM A DRY	RUNWAY THE PILOT	REPORTED THE	AIRCRAFT STAR	TED VEERING TO	THE LEFT. T	HE PILOT				
EMPTED TO STRAIGHTEN THE ALL							FLY			
THE AIRCRAFT DEPARTED THE										

2/22/82 A/C Reg. No. N8035J CLEVELAND, OH Time (Lc1) - 2208 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Phase of Operation-TAKEOFF - GROUND RUN Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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) 4

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating out the foate none (achera	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF		Other		0	0	0
Aircraft Information				/.		
Make/Model - CESSNA 152II	Eng Make/Model - LYC	OMING 0-235-6-2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines - 1 Engine Type - REC	IPROCATING-CARBURE				INK/ INK
No. of Seats - 2		110 HP	TOR Weat	iller Kadai	140	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	HARRISON SOCIAL, IN					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport [ata UNIVERSITY		
Wind Dir/Speed- 060/006 KTS	LUCAL			_	04	
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		75
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE			ASPHALT	. •
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Approach Flown -		IT			
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 36	Medical Certificat	e - VΔ! TΓ	MEDICAL-NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F	lours)	·	
PRIVATE	Current - YES	Total -	176	Last 24	Hrs -	1
SE LAND	Months Since - 3	Make/Model- Instrument- UN	134	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days-	5
Instrument Rating(s) - NONE						
Narrative						
R A NORMAL LANDING THE PILOT RETRACTED TH	E FLAPS AND OPENED THE THROI	TLE. AS THE AIRCRA	FT GAINED	SPEED IT S	TARTED	
TING OFF THE RUNWAY. THE PILOT ATTEMPTED						

A/C Reg. No. N68298

Time (Lc1) - 1615 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2/23/82

- 2. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 3. GO-AROUND PERFORMED PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation TAKEOFF

File No. - 31

Finding(s)

- 4. ABORTED TAKEOFF DELAYED PILOT IN COMMAND
- 5. TERRAIN CONDITION SOFT

----Probable Cause----

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

OXFORD, OH

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

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da			Injuries				
T		SUBSTANTI		Fatal			None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Cre Pas		0 1	1	0 2		
Accident Occurred During -TAKEOFF		INDINE	0th		ò	0	Õ		
Aircraft Information						<i>.</i>			
Make/Model - BARNES FIREFLY-7		lode1 - N/A			T Installed,				
Landing Gear - N/A Max Gross Wt - UNK/NR		ines - N/A e - N/A	*		all Warning ather Radar		j		
No. of Seats - 0	Rated Powe			/	atriei kadai	140			
Environment/Operations Information							· · · · ·		
Weather Data	Itinerary				t Proximity		u, 1		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	•			OFF	AIRPORT/STR	IP			
Completeness - N/A	SAME AS A Destination	CC/ INC	•	Airport	Data				
Basic Weather - VMC	LOCAL			ATTPOLE	Data				
Wind Dir/Speed- 050/008 KTS	COORE			Runw	ay Ident	- N/A			
Visibility - 8.0 SM	ATC/Airspace				ay Lth/Wid	- N/A			
Cloud Conditions(1st) - 5000 FT S	CATTERED Type of Fli	ght Plan - No	ONE	Runw	ay Surface	- N/A			
Cloud Conditions(2nd) - NONE	Type of Cle			Runw	ay Status	- N/A			
Obstructions to Vision- NONE	Type Approa	ch Flown - N	ONE						
Precipitation - NONE									
Condition of Light - DAYLIGHT					,				
Personnel Information Pilot-In-Command	Age - 37	Med	dical Certific	ate - NO I	MEDICAL				
Certificate(s)/Rating(s)	Biennial Flight R			ght Time					
COMMERCIAL	Current	- YES	Total -			24 Hrs -	1		
	Months Since				Last :	30 Days- UN	C/NR		
	Aircraft Type	- HOT AIR	Make/Model- Instrument-	0 .	Last 9	90 Days-	3		
FREE BALLOON Instrument Rating(s) - NONE									
Namatica									
Narrative OT STATED THAT AFTER A NORMAL INFLATION									

File No. - 30 2/27/82 CINCINNATI, OH A/C Reg. No. N1522W Time (Lc1) - 1720 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - GUSTS 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. OBJECT - BUILDING(NONRESIDENTIAL) Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information									
Type Operating Certificate-NONE	(GENERAL AVIATION)			Injuries					
Type of Operation -EXECU	TIVE	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 2		
Flight Conducted Under -14 CFI		NONE	Pass	0	ŏ	ŏ	2		
Accident Occurred During -LANDII		HOHL	Othe	-	-	ŏ	ō		
-Aircraft Information					_				
Make/Model - BEECH 200		/Model - P_& W PT6	4-41		Installed/				
Landing Gear - TRICYCLE-RETRACTA		r Engines - 2			Stall Warning System - YES				
Max Gross Wt - 12500		Engine Type - TURBOPROP Rated Power - 850 HP			Weather Radar - YES				
No. of Seats - 8	Rated Po	wer - 850 HP							
-Environment/Operations Information									
Weather Data	Itinerary				Proximity				
Wx Briefing - FSS		rture Point		ON AIR	RPORT				
Method - IN PERSON	CHICAGO	•							
Completeness - FULL Basic Weather - VMC	Destination BRYAN.O		Airport Data BRYAN-WILLIANS CO.						
Wind Dir/Speed- 140/006 KTS	BRTAN, U	1			/ Ident	.0. - 07			
Visibility - 7.0 SM	ATC/Airspace	9			Lth/Wid		100		
Cloud Conditions(1st) - 5000 F					Surface				
Cloud Conditions(2nd) - UNK/NR		learance - RADAR	ADVISORIES		Status				
Obstructions to Vision- HAZE	Type Appro	oach Flown - VISUA	L STRAIGHT-	.N					
Precipitation - NONE									
Condition of Light - NIGHT	(DARK)								
-Personnel Information									
Pilot-In-Command	Age - 50	Medica	1 Certificat	e - VALIC	MEDICAL-N	O WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight	Review	F1igi	t Time (Hours)					
COMMERCIAL	Current		tal -			24 Hrs -	3		
SE LAND, ME LAND	Months Since		ke/Mode1-			30 Days-	49		
	Aircraft Ty		strument- lti-Eng -		Last 9	0 Days-	84		
Instrument Rating(s) - AIRP	.ANE								
Managette									
-Narrative ER TOUCHING DOWN THE AIRCRAFT ENCOU	ITEDED A DUDDUE OF WATER	5 5-7 INCHES DEED	ON THE DIME	V THE A1	DODAET WAS	DILLED			
O A SNOWBANK ON THE LEFT SIDE OF THE				AT. THE AT	RORMET WAS	, , , , , , , ,			
O A SHOWDARK OR THE EET 1 SIDE OF THE	. MONTHAL ALTER WILLOTT IT	L HOUSE GEAR OULEAR	J-J-						

File No	38 3/	13/82	BRYAN, OH	A/C Reg. No.	N707MA	Time (Lc1) - 0130 EST	
Occurrence #1 Phase of Operation			ON GROUND				
 UNSUITABLE TE DIRECTIONAL CON 	ERRAÍN - SEL Itrol - Unco	ECTED - NTROLLED	AREA CONDITION - WET PILOT IN COMMAND - PILOT IN COMMAND - PILOT IN COMMAND				
Occurrence #2 Phase of Operation			ON WITH TERRAIN				
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY/	LANDING	AREA CONDITION - SNO	WBANK			
Occurrence #3 Phase of Operation			ED				
Finding(s) 6. LANDING GEAR,NO	SE GEAR - O	VERLOAD					
Probable Cause							
The National Transpois/are finding(s) 2	ortation Saf	ety Boar	d determines that th	e Probable Cause(s) o	of this accid	dent	
Factor(s) relating t	to this acci	dent is/	are finding(s) 1,3,4	,5			

Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damage			Injuri		
Type of Operation -PERSON	MAI	DESTROYED Fire	0	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFF		ON GROUND	Crew Pass	1 0	0	0	0
Accident Occurred During -CRUISE		ON GROUND	Other	ő	ŏ	ŏ	ŏ
-Aircraft Information	,						
Make/Model - NAVION A		/Mode1 - CONTINENTA	L E-225		installed/Ad		
Landing Gear - TRICYCLE-RETRACTA		ngines - 1			Warning Sy		INK/NR
Max Gross Wt - 2750		pe - RECIPROCAT	ING-CARBURET	DR Weath	ner Radar -	UNK/NR	
No. of Seats - 4	Rated Pov	wer - 225 HP					
-Environment/Operations Information-							
Weather Data	Itinerary	ntuna Daint	,		Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A	RIEFING LAST Depar SAME AS	rture Point		UFF AIR	RPORT/STRIP		
Completeness - N/A	Destination		Α.	irport Da	1+9		
Basic Weather - IMC	LAWTON, O			11 poi t be			
Wind Dir/Speed- 153/023 KTS				Runway	Ident -	N/A	
Visibility - 2.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Cloud Conditions(1st) - 200 F					Surface -		
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Appro	pach Flown - NONE					
Precipitation - RAIN Condition of Light - NIGHT ((DARK)						
Condition of Light - Nighi ((DARK) 						
-Personnel Information	A 11844 /AID	10111			455564		
Pilot-In-Command	Age - UNK/NR	Review	Certificate			VERS/LIM	11 1
Contificato(s)/Dating(s)		- UNK/NR Tot	al - UNK	/NR	last 24	Hrs - UN	K/NR
Certificate(s)/Rating(s)			u : 011117	1415	L43 (24	111 3 011	IIV IAIN
PRIVATE	Current Months Since	- UNK/NR Mak	e/Mode1- UNK	/NR	last 30	Davs- UN	K/NR
		e - UNK/NR Mak	e/Mode1- UNK, trument- UNK,	/NR /NR	Last 30 Last 90	Days- UN	K/NR K/NR
PRIVATE		e - UNK/NR Mak be - UNK/NR Ins Mul	e/Model- UNK trument- UNK ti-Eng - UNK	/NR /NR /NR	Last 30 Last 90 Rotorcra	Days- UN Days- UN aft - UN	K/NR K/NR K/NR

File No. - 117 1/02/82 CHICKASHA,OK A/C

A/C Reg. No. N4876K

Time (Lc1) - 0336 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. OBJECT WIRE, TRANSMISSION
- 3. PROPER ALTITUDE NOT OBTAINED PILOT IN COMMAND
- 4. LIGHT CONDITION DARK NIGHT

----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) 4

Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUC	TIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING) 		Other	0	0	0	0
Aircraft Information		4					
Make/Model - CESSNA 172		e/Model - CONTINENTAL	0-300-A				
Landing Gear - TRICYCLE-FIXED		Engines - 1		Stal	1 Warning	System - Y	ES
Max Gross Wt - 2075 No. of Seats - 4	Engine Rated Po	Type - RECIPROCATIN ower - 145 HP	G-CARBURE I	UR Weati	ner kadar	- NU	
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - UNK/NR	NORMAN						
Completeness - UNK/NR	Destination		A	irport Da			
Basic Weather - VMC	KINGF19	SHER, OK		KINGFI			
Wind Dir/Speed- 335/020 KTS Visibility - UNK/NR	ATC/Airspac					- 17 - 2600/	450
Cloud Conditions(1st) - NONE		re Flight Plan - NONE				- GRASS/TU	
Cloud Conditions(2nd) - NONE		Clearance - NONE				- DRY	N1
Obstructions to Vision- NONE		roach Flown - VISUAL F	ULL CIRCUI		514145		
Precipitation - NONE	, yee App.	VISONI VISONI		•			
Condition of Light - DAYLIGHT	•						
Personnel Information							
Pilot-In-Command	Age - 47					AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Fligh ^e Current		Flight -	Time (Ho		4 Una	
STUDENT	Months Sind		- Mode1-		Last 2		1 V/ND
	Aircraft T		ument-	1	Last G	O Days- UN O Days-	16
	Anciart	ype N/A Insti-	dineri c	•	Last	o bays	10
Instrument Rating(s) - NONE							
Narrative							
STUDENT PILOT STATED HE READ THE WIN	D DIRECTION AS COMING	G FROM THE SOUTH AND L	ANDED ACCO	RDINGLY.	THE AIRCR	AFT	
ED DOWNWIND. THE NOSE WHEEL DUG IN A	ND COLLARSED AND THE	ATPODART NOSED OVER					

File No 1	2/23/82	KINGFISHER,OK	A/C Reg. No. N7178A	Time (Lc1) - 1410 CST
Occurrence #1 Phase of Operation	OVERRUN LANDING - FLÄRE/	TOUCHDOWN		
Finding(s) 1. WEATHER CONDITI 2. WRONG RUNWAY	ON - TAILWIND - SELECTED - PILOT			
Occurrence #2 Phase of Operation		SED		
	IES,RUNWAY/LANDING	AREA CONDITION - SOFT		·
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transports/are finding(s) 2	ortation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1,3		

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da				ırtes	
		SUBSTANTIA		Fatal			None
Type of Operation -INSTRUCTION	AL - DUAL	Fire NONE	Crew	0		-	2 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass Other	ŏ	0	0 0	0
-Aircraft Information							
Make/Model - CESSNA 340A			ENTAL TSIO-520-N				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5990		ingines - 2	- FUEL INJECTED		ll Warning ther Radar		YES
No. of Seats - 6	Rated Po			wea	trier kagar	- 163	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depa SAME AS	arture Point		ON AIF	RPURT		
Completeness - FULL	Destination	•	,	Mrport [)ata		
Basic Weather - VMC	LAVERNE		•	SUNRI			
Wind Dir/Speed- 210/005 KTS	2	-,				- 18	
Visibility - 15.0 SM	ATC/Airspac				/ Lth/Wid		
Cloud Conditions(1st) - UNK/NR		light Plan - IF			/ Surface		
Cloud Conditions(2nd) - UNK/NR		Clearance - NO		Runway	/ Status	- SNOW -	DRY
Obstructions to Vision- FOG Precipitation - NONE	Type Appr	oach Flown - NO	NE				
Condition of Light - DAYLIGHT							
Personnel Information							·
Pilot-In-Command	Age - 29	Med	ical Certificate	e - VALIO : Time (H		O WAIVERS	/LIMIT
Certificate(s)/Rating(s) COMMERCIAL,CFI	Blennial Flight	- VEC	Total - 1			A Hre -	0
SE LAND, ME LAND	Months Sind	t Review - YES ce - 10	Total - 2 Make/Model-	50	Last 2	O Davs-	5
or early the early	Aircraft Ty	/pe - C-414	Instrument-		Last 9	O Days-	
	•	•		429		•	
Instrument Rating(s) - AIRPLANE							
-Narrative							
INSTRUCTOR WAS PROVIDING DUAL INSTRUCTION	N TO A PRIVATE PI	LOT WITH NO PRE	VIOUS TIME IN TH	IS NOR A	NY MULTI-		
INE AIRCRAFT. ALSO, THE PIRVATE PILOT HAD	NOT FLOWN WITHIN	N THE PREVIOUS 9	O DAYS. HE INIT	ATED A 1	TAKEOFF ON		
WAY 18 WITH THE WIND FROM 210 DEGREES AT							
'S AND HAD HIGH SNOW PILED ALONG THE EDGES	WHILE BULLING	THE ATROPART DR	IFTED LEFT AND 1	HE LEFT	WING STRUC	K	

F11e No	93 1/28/82 SUNRIV	ER,OR A/	C Reg. No.	N4604N	Time (Lc1) - 0745 PST
	LOSS OF CONTROL - ON GRO TAKEOFF - GROUND RUN	UND			
2. AIRPORT FACILIT 3. DIRECTIONAL O 4. IMPROPER US 5. GROUND LOOP/SWE	IES,RUNWAY/LANDING AREA COI IES,RUNWAY/LANDING AREA COI CONTROL - NOT MAINTAINED - I EE OF PROCEDURE,LACK OF FAM RVE - INADVERTENT - DUAL S NADEQUATE - PILOT IN COMMAI	NDITION - SNOW COVERED DUAL STUDENT ILIARITY WITH AIRCRAFT TUDENT	- DUAL STUD	ENT	
	ON GROUND COLLISION WITH TAKEOFF - GROUND RUN	TERRAIN			
Finding(s) 7. AIRPORT FACILIT	TES,RUNWAY/LANDING AREA CO	NDITION - SNOWBANK			
Probable Cause					·
The National Transpo	rtation Safety Board deter 6	mines that the Probable	Cause(s) o	f this accident	
Factor(s) relating t	o this accident is/are find	ding(s) 1,2,4,7			

SUBSTAI Fire None	NTIAL Crew Pass	Fatal O	Serious O	Minor O	None
	*	-	0	0	
NONE	Pass		_	•	1
	Other	0		0	0
Eng Make/Model - CO	NTINENTAL 0-300-B				
Number Engines - 1					UNK/NR
		TOR Weath	ner Radar	- UNK/NR	
Rated Power -	145 HP				
•••		A. .			
		UN AIRE	UKI		
-		Airport Da	+ 2		
LOUAL				- 28	
ATC/Airspace					165
	- NONE	Runway	Surface	- GRASS/T	URF
		Runway	Status	- SNOW -	WET
Type Approach Flown	- UNK/NR				
	· 				
10 - 24	Modical Contificat	o - VALID	MEDICAL -W	ATVEDC/LT	мтт
ennial Flight Peview	F11ah			AIVERS/ LI	MITI
	Total -	80	Last 2	4 Hrs -	0
	Make/Mode1-	4	Last 3	O Days- U	NK/NR
Aircraft Type - UNK/NR	Instrument-	0	Last 9	O Days-	7
	Number Engines - 1 Engine Type - REG Rated Power - Itinerary Last Departure Point KEYSTONE PARK,PA Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown ge - 24 ennial Flight Review Current - UNK/NR Months Since - UNK/NR	Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 145 HP Itinerary Last Departure Point KEYSTONE PARK,PA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - UNK/NR Type Approach Flown - UNK/NR	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 145 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar Rated Power - 145 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - UNK/NR Rated Power - 145 HP Itinerary Last Departure Point KEYSTONE PARK,PA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - UNK/NR Type Approach Flown - UNK/NR Medical Certificate - VALID MEDICAL-WAIVERS/LIM Ennial Flight Review Current - UNK/NR Months Since - UNK/NR Make/Model - 4 Stall Warning System - Weather Radar - UNK/NR

File No. - 178 1/02/82 GALETON,PA A/C Reg. No. N25084 Time (Lc1) - 1100 EST

Occurrence

NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 2. AIRSPEED MISJUDGED PILOT IN COMMAND
- 3. WEATHER CONDITION UNFAVORABLE WIND
- 4. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

File No 180 1/15/82 BUT	LER,PA A/C Reg	. No. N4875B	Time (Lc1)	- 1710 EST
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL	SUBSTANT	_	Injo Fatal Serious O O	uries Minor None O 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass Other	0 0	0 1 0 2
Aircraft Information Make/Model - CESSNA 310 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4600 No. of Seats - 5	Eng Make/Model - CONT Number Engines - 2 Engine Type - RECI Rated Power - 2	PROCATING-CARBURETO	Stall Warning	/Activated - NO -N/ System - UNK/NR - UNK/NR
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Itinerary Last Departure Point FT. PIERCE,FL Destination BUTLER,PA		Airport Proximity ON AIRPORT Irport Data BUTLER ROE	
Wind Dir/Speed- CALM Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DUSK	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown -	NONE	Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 36 - 2600/ 38 - ASPHALT - SNOW - DRY
Personnel Information Pilot-In-Command		edical Certificate		NO WAIVERS/LIMIT
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	Total - 1(Make/Model - 4 Instrument -	Time (Hours) 094 Last : 152 Last : 69 Last :	24 Hrs - 0 30 Days- UNK/NR 90 Days- 19
Instrument Rating(s) - AIRPLANE				
Narrative HE PILOT ARRIVED AT THE DESTINATION AT DUS JNWAY CONDITION. HE NOTED THAT THE RUNWAY ALM WIND CONDITION. JUST PRIOR TO LANDING, HAT WAS PERPENDICULAR TO THE RUNWAY. THE " DNTINUED AND WAS ABLE TO MAINTAIN DIRECTIO EFT MAIN LANDING GEAR, LEFT WING, AND LEFT AMAGED. THERE WERE NO INJURIES TO THE OCCU	WAS COVERED WITH SNOW. A LONG A THE PILOT HEARD A "THUMP" AS T THUMP" OCCURRED WHEN THE PLANE NAL CONTROL DURING THE LANDING. PROPELLER, THE AUTOMOBILE'S RO	PPROACH WAS MADE TO HE AIRCRAFT CROSSED STRUCK AN AUTOMOBIL THERE WAS SUBSTANT OF, WINDSHIELD, AND) RUNWAY 36 IN A) A PERIMETER ROAL LE. THE PILOT TIAL DAMAGE TO THI	

File No 18	80 1/15/82	BUTLER, PA	A/C Reg. No. N4875B	Time (Lc1) - 1710 EST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR F	PATTERN - FINAL APP	ROACH	
Finding(s) 1. LIGHT CONDITION 2. DISTANCE - MISUL 3. ALTITUDE - MISUL	JDGED - PILOT IN C			
Occurrence #2 Phase of Operation			ROACH	
Finding(s) 4. OBJECT - VEHICLI	Ē			
Probable Cause				
The National Transports/are finding(s) 2,3	-	ard determines that	the Probable Cause(s) of this a	ccident
Factor(s) relating to	this accident is	/are finding(s) 1,4	4	

File No 190 2/14/82 F	ACTORYVILLE, PA	A/C Reg. No	. N14908	Т	ime (Lc1) -	- 0930 EST	<u> </u>
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dama	ge		Injur		
		SUBSTANTIAL	_	Fatal	_	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	/1	NONE	Pass Other	, o	0	0	1 0
Aircraft Information							
Make/Mode1 - BELLANCA 17-30A		Model - CONTINEN	TAL 10-520K		Installed/		
Landing Gear - TRICYCLE-RETRACTABL		gines - 1			1 Warning S		JNK/NR
Max Gross Wt - 3000	Engine_Ty		UEL INJECTE) Weat	her Radar -	· UNK/NR	
No. of Seats - 4	Rated Pow	er - 300 HI	, 				
Environment/Operations Information	-						
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIE	•			ON AIR	PORT		
Method - N/A	WILKES-B	-					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	FACTORYV	ILLE,PA		SEAMAN			
Wind Dir/Speed- UNK/NR						- 22	
Visibility - 2.0 SM	ATC/Airspace				Lth/Wid -		100
Cloud Conditions(1st) - 1300 FT					Surface -		
Cloud Conditions(2nd) - UNK/NR		earance - NONE		Runway	Status -	· SNOW - D	DRY
Obstructions to Vision- NONE	Type Approx	ach Flown - NONE					
Precipitation - SNOW	•						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55	Medica	al Certificat			VIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H	-		_
PRIVATE	Current	. = -	-	1046	Last 24		0
SE LAND	Months Since		ke/Mode1-	502		Days- UN	•
	Aircraft Type	e - UNK/NR I	nstrument-	70	Last 90	Days-	5
Instrument Rating(s) - AIRPLAN	IE						
Narrative							
RING THE PREVIOUS FLIGHT, THERE WAS A L							
S MADE TO FLY THE PLANE WITH THE GEAR D							
EAR DOWN" SPEED WAS NOT EXCEEDED. WHILE							
THE RUNWAY. THE PLANE BOUNCED, AND ON							
AT THE BRUSHES IN THE LANDING GEAR POWE	R PACK WERE COMPLETEL'	Y WORN. NO OTHER	PRE-CRASH GE	AR PROBLE	MS WERE FOL	JND.	

File No 1	90 2/14/82	FACTORYVILLE, PA	A/C Reg. No. N14908	Time (Lc1) - 0930 EST
	UNDERSHOOT APPROACH - VFR	PATTERN - FINAL APPROACH		
Finding(s) 1. WEATHER CONDITI 2. ALTITUDE - MISU 3. DISTANCE - MISU	UDGED - PILOT IN			
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE,	/TOUCHDOWN		
Finding(s) 4. LEVEL OFF - IMP 5. RECOVERY FROM BO		COMMAND IMPROPER - PILOT IN COMM	AND	
Occurrence #3 Phase of Operation				
Finding(s) 6. LANDING GEAR,MA	IN GEAR - OVERLOAI)		
Probable Cause				
The National Transports/are finding(s) 2,3		ard determines that the F	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is	s/are finding(s) 1		

File No 187 2/19/82 MOUNT	POCONO, PA	A/C Reg	. No. N8226A		Time (Lc1) -	1930 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft SUBSTANT	IAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass Othe	Ō	0 0 0	0 0 0	1 2 0
Aircraft Information Make/Model - PIPER PA-44-180T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 4	Number E Engine T	ngines - 2	MING ID-360-E1AD P - FUEL INJECTE 80 HP	Stai Weat	Installed/A Il Warning S ther Radar -	ystem - Y UNK/NR	ES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	MIDDLET	•		Airport ON AIF	Proximity RPORT		
Completeness - SELF Basic Weather - IMC Wind Dir/Speed- 080/050 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 1000 FT OVER Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - NIGHT (DARK)	ATC/Airspac CAST Type of F Type of C	e light Plan - learance - oach Flown -	NONE	Runway Runway Runway Runway	MOUNTAINS / Ident - / Lth/Wid - / Surface - / Status -	13 2600/ ASPHALT	
Personnel Information Pilot-In-Command	Age - 25		edical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F1igi	nt Time (F	lours)		
COMMERCIAL,CFI SE LAND,ME LAND	Months Sinc	- YES e - 9 pe - UNK/NR		50 117	Last 30 Last 90	Hrs - UN Days- UN Days- aft - UN	K/NR 103
Instrument Rating(s) - AIRPLANE			_				
Narrative EFFORE TAKEOFF, THE PILOT GOT A WEATHER BRIEF ESTINATION AIRPORT WAS OPEN AND USABLE AT TH OCONO AREA AND GOT A NEGATIVE REPLY. WHILE D O THE EXTRA WEIGHT, THE PILOT HELD 100 KTS O HE 2600 FT RUNWAY APPEARED TO BE COVERED WIT HERE WAS POWDER SNOW OVER GLARE ICE. HE CONS CLANE AND TREES AT THE END OF THE RUNWAY. ALS DEAR THE AIRPORT. HE WAS UNABLE TO STOP ON TH	AT TIME. IN FLIG ESCENDING TO THE N FINAL APPROACH H ONLY LIGHT SNO IDERED, BUT REJE O, IT WAS A DARK E RUNWAY. THE PL	HT, THE PILOT DESTINATION, AND TOUCHED W, BUT AS THE CTED, A POSSI NIGHT AND TH ANE CONTINUED	ASKED ATC ABOUT RIME ICE ACCUMU DOWN 100 TO 200 BRAKES WERE APP BLE GO-AROUND SI E PILOT WAS UNFAI OFF THE END AND	REPORTS OF LATED ON THE LED, THE NOTE THE NOSEW	OF ICING INTHE PLANE. DE THRESHOLD PILOT REALIWAS ICE ONTHE RISING TE	THE MT UE ZED THE RRAIN	

F11e No 1	87 2/19/82 MOUN	T POCONO,PA	A/C Reg. No. N8226A	Time (Lc1) - 1930 EST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WI DESCENT - NORMAL	TH WEATHER		
3. WING - ICE	ON - ICING CONDITIONS			
Occurrence #2 Phase of Operation	OVERRUN LANDING - ROLL			
	IES,RUNWAY/LANDING AREA IES,RUNWAY/LANDING AREA			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WI LANDING - ROLL	TH TERRAIN		
Finding(s) 6. TERRAIN CONDITION	DN - DITCH			
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL			
Finding(s) 7. LANDING GEAR, NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transports/are finding(s) 4,		ermines that the	Probable Cause(s) of this acc	cident
Factor(s) relating to	this accident is/are f	inding(s) 1,2,3,6	6	

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal		ıries Minor	None
Type of Operation -INSTRUCTIONA	L - DUAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	-	Ŏ	Ö	ō
Accident Occurred During -TAKEOFF			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-38-112		/Model - LYCOMING 0-2				Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600		ngines - 1 vpe - RECIPROCATIN				System - L	JNK/NR
No. of Seats - 2		wer - 112 HP	IG-CARBURE	UK WEAL	ner kagar	- UNK/INK	
Environment/Operations Information						·	
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A		ACC/INC			- • -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL	n	•	Airport D: EASTON			
Wind Dir/Speed- 225/015 KTS	LOCAL				Ident	- 17	
Visibility - 20.0 SM	ATC/Airspace	e				- 2000/	50
Cloud Conditions(1st) - UNK/NR		light Plan - NONE				- ASPHALT	
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Appro	oach Flown - NONE					
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 31					/AIVERS/LIM	MIT
<pre>Certificate(s)/Rating(s) COMMERCIAL,CFI</pre>	Biennial Flight			: Time (H		14 Une -	5
SE LAND, ME LAND	Months Since	- 165 10ta 5 Make/	Model-	292	Last 2	:4 mrs = IO Davs- III	
or this, we this	Aircraft Tyl	oe - UNK/NR Instr	ument-	81	Last 9	80 Days- UN 90 Days-	168
			-Eng -			•	
Instrument Rating(s) - AIRPLANE							
Narrative KEOFF WAS INITIATED ON RUNWAY 17 WITH THE	MAND EDOM THE CO	NITHWEST AT 4E MAINTS	DUDING T	IE TAKEOE		MITOOL	

File No 1	76 2/27/82	EASTON, PA	A/C Reg.	No. N9344T	Time (Lc1) - 1045 EST	
Occurrence #1 Phase of Operation						
Finding(s) 1. WEATHER CONDITION 2. DIRECTIONAL CO		AINED - PILOT IN COM	MAND			
Occurrence #2 Phase of Operation						
Finding(s) 3. AIRPORT FACILÍT:	IES,RUNWAY/LANDING	AREA CONDITION - SM	NOWBANK			
Probable Cause						
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that t	the Probable Cause(s) of this acci	dent	
Factor(s) relating to	this accident is,	/are finding(s) 1,3				

Crew Pass Other	Fatal Serio O O O O ELT Instal Stall Warn Weather Rac Import Proxim ON AIRPORT Poort Data QUEEN CITY	O O O Hed/Activa ing System dar - NO	0 1 0 0 0 0
Crew Pass Other	O O O O O O O O O O O O O O O O O O O	O O O Hed/Activa ing System dar - NO	0 1 0 0 0 0
Pass Other -235-LA2 ING-CARBURETOR Ai	ELT Instal Stall Warn Weather Rac Irport Proxim ON AIRPORT Port Data QUEEN CITY	led/Activa ing System dar - NO	0 0 0 0 ted - YES/YES
Other	ELT Instal Stall Warn Weather Rac Irport Proxim ON AIRPORT Port Data QUEEN CITY	led/Activa ing System dar - NO	0 0 ted - YES/YES
-235-LA2 ING-CARBURETOR A1	ELT Instal Stall Warn Weather Rad Irport Proxim ON AIRPORT Port Data QUEEN CITY	led/Activa ing System dar - NO	ted - YES/YES
ING-CARBURETOR Ai	Stall Warn Weather Rad Irport Proxim ON AIRPORT Poort Data QUEEN CITY	ing System dar - NO	
ING-CARBURETOR Ai	Stall Warn Weather Rad Irport Proxim ON AIRPORT Poort Data QUEEN CITY	ing System dar - NO	
ING-CARBURETOR Ai	Stall Warn Weather Rad Irport Proxim ON AIRPORT Poort Data QUEEN CITY	ing System dar - NO	
ING-CARBURETOR	R Weather Rad	dar - NO	- 165
A 1	Irport Proxim ON AIRPORT Port Data QUEEN CITY		
Air	ON AIRPORT Port Data QUEEN CITY	ity	
Air	ON AIRPORT Port Data QUEEN CITY	Ity	
Air	ON AIRPORT Port Data QUEEN CITY	ity	
Air	port Data QUEEN CITY		
	QUEEN CITY		
	QUEEN CITY		
	•		
	Runway Ident		
	Runway Lth/W		
	Runway Surfac		RETE
	Runway Status	s - DRY	
Certificate -	VALID MEDICA	LI-NO WATV	FRS/LIMIT
		12 110 WAIT	ENS/ EIMI
		+ 24 Hrs	- 0
trument-	U Las	st 90 Days	- 6
G TOUCHDOWN. T FOR THE CROSS HEARD THE STAL	THE PILOT REPO SWIND. TO AVOI LL WARNING HOP	ID RN	
::::::::::::::::::::::::::::::::::::::	Flight 1 al - 2 e/Model- 3 trument- CONDITIONS. 1 G TOUCHDOWN. 1 FOR THE CROSS HEARD THE STAL	Flight Time (Hours) al - 43 Las e/Model- 37 Las trument- 0 Las CONDITIONS. THE WIND WAS G TOUCHDOWN. THE PILOT REPO FOR THE CROSSWIND. TO AVOINERD THE STALL WARNING HOP	al - 43 Last 24 Hrs e/Model- 37 Last 30 Days trument- 0 Last 90 Days

3/12/82 ALLENTOWN, PA A/C Reg. No. N2402C Time (Lc1) - 1100 EST File No. - 181

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GO-AROUND DELAYED PILOT IN COMMAND
- 5. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 137 2/15/82 SAN	JUAN, PR A/C	A/C Reg. No. N21732			Time (Lc1) - 1240 AST			
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage		Injur	·ies			
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ANTIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1		
Filight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING		Othe	r 0	0	0	0		
-Aircraft Information								
Make/Model - CESSNA 172		COMING 0-320-E2D		Installed/A				
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning S		ES		
Max Gross Wt - 2300		ECIPROCATING-CARBUR	ETOR Weat	her Radar -	NO			
No. of Seats - 4	Rated Power -	150 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - MILITARY	Last Departure Poin		ON AIR	PORT				
Method - IN PERSON	ROOSEVELT ROADS,PI	₹						
Completeness - UNK/NR	Destination		Airport D					
Basic Weather - VMC	SAN JUAN, PR			AN INTL				
Wind Dir/Speed- 110/015 KTS	ATO / A d m m m m m				10	150		
Visibility - 15.0 SM	ATC/Airspace	VED		Lth/Wid -				
Cloud Conditions(1st) - 2500 FT SCA				-	CONCRETE			
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Approach Flown	- NUNE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information	2							
Pilot-In-Command	Age - 38	Medical Certifica			WAIVERS/	LIMII		
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H	-	11=	•		
PRIVATE	Current - YES Months Since - 2	Total - Make/Model-	71 31	Last 24	Davs- UN	2		
SE LAND	Aircraft Type - UNK/NI	R Instrument-	2	Last 30		22		
	ATTCTATE Type - UNK/N	t instrument	4 ,	Last 90	Days-	22		
Instrument Rating(s) - NONE								
-Narrative FINAL APPROACH THE TOWER CONTROLLER TOLD	THE FLIGHT THAT OTHER AIRCRA	AFT HAD REPORTED WI	ND SHEAR B	ELDW 800 FF	ET.			
PILOT LANDED THE AIRCRAFT AND RAN OFF TH	IE RIGHT SIDE OF THE RUNWAY.	THE ATENT KERNKLED	WIND GUSTS	5 IU 21 KNU	115.			

2/15/82 File No. - 137 SAN JUAN, PR A/C Reg. No. N21732 Time (Lc1) - 1240 AST

Occurrence #1

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

2. WEATHER CONDITION - GUSTS

Occurrence #2

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

4. ABORTED LANDING - 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

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

File No 14 1/08/82 GRAN	TITEVILLE,SC	A/C Reg. No.	N25225	т	ime (Lc1)	- 1210 E	ST
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Inj	uries	
	·	SUBSTANTIAL		Fata1	Serious		None
Type of Operation -INSTRUCTION	AL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152	Eng Mak	e/Model - LYCOMING 0	-235-L2C	ELT	Installed	/Activated	J - YES-UNK
Landing Gear - TRICYCLE-FIXED				Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 1670	Engine 1	Type - RECIPROCAT	ING-CARBURE	TOR Weat	her Radar	- UNK/NR	
No. of Seats - 2	Rated Po	ower - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Dep	arture Point		ON AIR			
Method - UNK/NR	CHESTE						
Completeness - UNK/NR	Destinati			Airport D	ata		
Basic Weather - VMC	AIKEN.			TWIN L			
Wind Dir/Speed- 360/015 KTS					Ident	- 24	
Visibility - 7.0 SM	ATC/Airspa	ce				- 5000	-UNK/NR
Cloud Conditions(1st) - UNK/NR		Flight Plan - VFR				- ASPHAL	
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE			Status		•
Obstructions to Vision- NONE		roach Flown - NONE		Kariway	Status		
Precipitation - NONE	Type App	Cach From Hore					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 21	Medical	Certificat	e - UNK/N	R		
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Fligh	t Time (H	ours)		
STUDENT	Current	- N/A Tot	al -	43	Last	24 Hrs -	2
	Months Sine	ce - N/A Mak ype - N/A Ins	e/Mode1-	43	Last	30 Days- l	JNK/NR
•	Aircraft T	ype - N/A Ins	e/Model- trument-	1	Last	90 Days-	20
Instrument Botting(s) - NONE							
Instrument Rating(s) - NONE							
Narrative HE PILOT WAS UNABLE TO FIND THE AIRPORT AT AND. A NO-FLAP APPROACH WAS MADE TO RWY 24 PARTURE END AND THEN BECAME AIRBORNE AGAIN HTO AN EMBANKMENT AND FLIPPED OVER.	WITH A NORTH WIN	. THE AIRCRAFT TOUC	HED DOWN AB	OUT 500 F	EET FROM		

File No	14 1/08/82	GRANTITEVILLE,SC	A/C Reg. No. N25225	Time (Lc1) - 1210 EST
Occurrence #1 Phase of Operation				
2. WEATHER CONDITI	ON - TAILWIND - SELECTED - PILOT UDGED - PILOT IN C UDGED - PILOT IN C	COMMAND COMMAND		
Occurrence #2 Phase of Operation Finding(s)	LANDING - ROLL	SION WITH TERRAIN		
7. TERRAIN CONDITI	ON - DIRT BANK			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transposis/are finding(s) 4,		ard determines that the	Probable Cause(s) of this accid	ent

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

File No 26 2/14/82 R	IDGELAND, SC	A/C Reg. No.	N2552U	Т	ime (Lc1) -	0930 EST	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage)		Injur	1es	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28-161		e/Model - LYCOMING (-320-D3G		Installed/A		
Landing Gear - TRICYCLE-FIXED		ingines - 1			1 Warning S		ES
Max Gross Wt - 2150	Engine '		ING-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 4	Rated Po	ower - 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - UNK/NR	TWIN LA	KE,NC					
Completeness - UNK/NR	Destination		A	irport D			
Basic Weather - VMC	DAYTON	N BEACH, FL			AND MUNICIP		
Wind Dir/Speed- VARIABLE	_					21	
Visibility - UNK/NR	ATC/Airspac				Lth/Wid -		70
Cloud Conditions(1st) - NONE		light Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appi	roach Flown - UNK/NR					
Precipitation - NONE							
Condition of Light - DAWN							
-Personnel Information							
Pilot-In-Command	Age - 33		Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			Time (H	- •		_
PRIVATE	Current	- NO Tot		160	Last 24		0
SE LAND		e - UNK/NR Mak	e/Model- trument-	10	Last 30	Days- UN	K/NR
•	Aircraft	/pe - UNK/NR Ins	trument-	O	Last 90	Days-	O
Instrument Rating(s) - NONE							
-Narrative							
ER TOUCHING DOWN ON THE FIRST 1/3RD OF	THE 3100 FOOT RUNWA	Y THE PILOT STATED	THAT HE LOST	HIS BRA	KES. THE AI	RCRAFT	
IT OFF THE DEPARTURE END OF THE RUNWAY			ER. EXAMINAT	ION OF T	HE WHEEL BR	AKE	
TEM INCLUDING PUSHING THE AIRCRAFT DID	NOT REVEAL ANY MALI	UNCTIONS.					

File No. - 26 2/14/82 RIDGELAND, SC A/C Reg. No. N2552U Time (Lc1) - 0930 EST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - MISJUDGED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 11 3,	/17/82 LYD:	A,SC	A/C Reg	. No. N4029R		Time (Lcl) -	1735 ES	r
-Basic Information Type Operating Certifica	te-NONE (GENER	RAL AVIATION)	Aircraft	Damage		Injur	les	
			SUBSTANT		Fatal	Serious	Minor	None
Type of Operation		EDS, CHEMICALS, ETC	Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	_	0	0	0
Accident Occurred During	-LANDING			Othe	r 0	0	0	0
-Aircraft Information								
Make/Model - HILLER U	H12E			MING VO-540-C2A		Installed/Ad		
Landing Gear - SKID			gines - 1			11 Warning Sy		JNK/NR
Max Gross Wt - 2750				PROCATING-CARBUR	ETOR Wea	ther Radar -	NO	
No. of Seats - 3		Rated Powe	er - 3	805 HP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity		
	DRD OF BRIEFIN				OFF A	IRPORT/STRIP		
Method - N/A		SAME AS A						
Completeness - N/A		Destination			Airport	Data		
Basic Weather - VMC		LOCAL			_			
Wind Dir/Speed- UNK/NR						y Ident -		
Visibility - 15.0		ATC/Airspace				y Lth/Wid -		
Cloud Conditions(1st)		Type of Fli				y Surface -		
Cloud Conditions(2nd)		Type of Cle			Runwa	y Status -	N/A	
Obstructions to Vision		Type Approa	ach Flown -	NUNE				
Precipitation ·								
Condition of Light	- DAYLIGHI 							
-Personnel Information								<i>(.</i>
Pilot-In-Command		Age40		ledical Certifica			WAIVERS	LIMIT
Certificate(s)/Rating(s)		Biennial Flight F	Review	Flig	ht Time (_
COMMERCIAL, CFI		Current	- YES	Total -		Last 24		8
SE LAND		Months Since	- 2	Make/Mode1-	550	Last 30 Last 90	Days- U	NK/NR
HELICOPTER		Aircraft Type	- UNK/NR	Instrument-	O		uays- aft -	7950

File No	11 3/17/82 LYDIA,SC	A/C Reg. No. N4029R	Time (Lcl) - 1735 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. FLUID,FUEL - EXH 2. IN-FLIGHT PLAN	NNING/DECISION - IMPROPER - PILOT IN COM		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. RUN ON LANDING	- PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITION 5. TERRAIN CONDITION	ON - HIGH VEGETATION		
Probable Cause			
The National Transports/are finding(s) 1,2	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is/are finding(s) 4,5		

		A/C Reg. No. N60	/421		me (Lc1) -	1000 001	
-Basic Information Type Operating Certificate-NONE (GEN	JERAL AVIATION)	Aircraft Damage			Injur	·ies	
Type operating our till leate none (ath	TENAL AVIATION,	SUBSTANTIAL		Fatai	Serious	Minor	None
Type of Operation -INSTRUCTI	ONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ō	Ö	0
Accident Occurred During -TAKEOFF			Other	0	0	0	1
-Aircraft Information							
Make/Model - BEECH C-23		/Mode1 - LYCOMING 0-36				ctivated ·	
Landing Gear - TRICYCLE-FIXED						System - UN	NK/NR
Max Gross Wt - 2400	Engine T	ype - RECIPROCATING	-CARBURETO	R Weath	er Radar -	· NO	
No. of Seats - 4	Rated Po	wer - 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary		A		roximity		
Wx Briefing - UNK/NR	Last Depa			ON AIRP	ORT		
Method - UNK/NR	SAME AS	• –					
Completeness - UNK/NR	Destinatio	n	A1	rport Da			
Basic Weather - VMC	LOCAL				LE METRO		
Wind Dir/Speed- 160/007 KTS				Runway		20L	
Visibility - 8.0 SM	ATC/Airspac					4304/	150
Cloud Conditions(1st) - UNK/NR		light Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- UNK/NR	Type Appr	oach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 22		rtificate			WAIVERS/L	TIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight				
STUDENT	Current				Last 24		1
	Months Sinc		lode1 -	22	Last 30	Days- UNF	K/NR
	Aircraft Ty	pe - N/A Instru	iment- UNK/I	NR	Last 90	Days-	5
Instrument Rating(s) - NONE							
-Narrative							
-Narrative ACCIDENT OCCURRED WHILE THE PILOT WAS	MAKTAIC A TOUCH AND	CO LANDING ON UTC CCC	ND CURERY	CED COLO	ELICUT		
ER TOUCHDOWN ON HIS FIRST LANDING, THE						В	
RAISING THE FLAPS. THE NOSE WHEEL RAIS							
LEFT MAIN GEAR FAILED AS THE AIRCRAFT							
ALLEL TAXIWAY.	SKIDDED IUKOORH W D	TICH THAT WAS LUCATED	DEIMCEN IH	C KOMMAY	ANU A		
ALLEL IAAIWAY.							

File No	20	2/08/82	NASHVILLE, TN	A/C Reg.	No. N60427	Time (Lc1) - 1050 CST
Occurrence #1 Phase of Operation						
	OPER USE E OF EQU TROL - N	OF - PILOT DIPMENT/AIRC OT MAINTAIN	T IN COMMAND CRAFT,DIVERTED ATTEN NED - PILOT IN COMMAN - PILOT IN COMMAND	ND		
Occurrence #2 Phase of Operation	ON GRO	OUND COLLIST F - GROUND	ION WITH TERRAIN RUN			
Finding(s) 6. TERRAIN CONDITI	ON - DIT	СН				
Occurrence #3 Phase of Operation		TE GEAR COL F - GROUND				
Finding(s) 7. LANDING GEAR,MA 8. LANDING GEAR,NO	SE GEAR	- OVERLOAD				
Probable Cause						
The National Transpois/are finding(s) 2,		Safety Boar	rd determines that th	ne Probable Cause	(s) of this acc	l den t
Factor(s) relating to	o this a	ccident is/	are finding(s) 6			

-Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL	ERAL AVIATION)	Administ Domini					
Type of Operation -PERSONAL	RAL AVIATION)	Admonact Domes					
Type of Operation -PERSONAL		Aircraft Damag	e		Inju		
Type of Operation -PERSONAL		SUBSTANTIAL		Fatal	Serious	Minor	None
		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 177RG		del - LYCOMING	10-360		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi				1 Warning S		UNK/NR
Max Gross Wt - 2500		- RECIP - F		Weat	her Radar ·	· UNK/NR	
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI	•			OFF AIR	RPORT/STRIF	•	
Method - N/A	KINGSTON, T	'N					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	KNOXVILLE,	TN				_	
Wind Dir/Speed- 060/012 KTS						- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(ist) - 7000 FT SC			_		-	· N/A	
Cloud Conditions(2nd) - UNK/NR		rance - UNK/N	R	Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	A (1844 /AUD	80 - al I	1 011511		MEDICAL NO		/1 TATT
Pilot-In-Command	Age - UNK/NR		1 Certificate			MAINERS	/ LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Re		tal -	t Time (Ho 628	Last 24	l Una	•
SE LAND				422	Last 24	Payas U	O NIZ /NID
SE LAND	Months Since Aircraft Type	- JANY/ND In	strument-	226	Last 90	Days- U	0
	Africiant Type	- ONN/INK III	s (ruller) (-	220	Last st	Days-	U
Instrument Rating(s) - AIRPLANE							
Managhton							
-Narrative ING CRUISE FLIGHT A GEAR TOOTH FROM THE SING FAILURE OF THE MAIN DRIVE GEAR. THE). THIS LO	OCKED THE C	IL PUMP	

File No	8 	3/07/82	KINGSTON,TN	A/C Reg. No. N2150Q	Time (Lcl) - 1515 EST
Occurrence #1 Phase of Operation			TAL) - MECH FAILURE/	'MALFUNCTION	
Finding(s) 1. LUBRICATING SYS 2. LUBRICATING SYS 3. LUBRICATING SYS	TEM,OIL	PRESSURE PL	JMP - MOVEMENT RESTR	RICTED	
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation					
Finding(s) 4. TERRAIN CONDITION 5. TERRAIN CONDITION		CH			
Probable Cause					
The National Transports/are finding(s) 1,2		Safety Boar	rd determines that t	the Probable Cause(s) of this accid	dent .
Factor(s) relating to	this a	ccident is/	are finding(s) 4,5		

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da			Inju		
		SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE .	Pass Other	0	0 0	0 0	1
-Aircraft Information							
Make/Model - PIPER PA-28-181			NG 0-360-A4M		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			ll Warning		NK/NR
Max Gross Wt - 2450			OCATING-CARBURET	OR Weat	ther Radar	- NO	
No. of Seats - 4	Rated P	ower - 180) HP 				
-Environment/Operations Information	********				D		
Weather Data Wx Briefing - FSS	Itinerary	arture Point		ON AIF	Proximity		
Wx Briefing - FSS Method - TELEPHONE	•	NVILLE.FL		UN AIR	RPURI		
Completeness - FULL	Destinati			irport [la+a		
Basic Weather - VMC		LLE, TN	~		ESBORO MUN	TCTPAL	
Wind Dir/Speed- 180 -UNK/NR	NAS/W1	CCC, 114				- 18	
Visibility - 20.0 SM	ATC/Airspa	ce			Lth/Wid		NK/NR
Cloud Conditions(1st) - NONE		Flight Plan - VI	R/IFR		Surface		
Cloud Conditions(2nd) - NONE		Clearance - NO				- DRY	
Obstructions to Vision- NONE			SUAL FULL CIRCUI				
Precipitation - NONE	,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 53		lical Certificate			AIVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Fligh Current	T REVIEW - YES		: Time (F 780	last 2	4 11	4
PRIVATE SE LAND	= -	- 1ES ice - 13			Last 2		-
SE LAND		ype - PA-28		140		O Days- ON O Days-	25
	ATTCTATE	ype - PA-26		260	Last	U Days-	25
			Marti-Eng -	200			
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT ESTIMATED HIS FUEL CONSUMPTION TO	RE 10 GAL/HR TH	E ACTUAL CONSUM	TION WAS ABOUT 1	2 GAL/HE	. APPROXIM	ATELY	
MILES FROM HIS DESTINATION, HE DECIDED T						~,,	
LANDING, THE ENGINE QUIT. FROM THAT POI							

File No	19 3/08/82	MURFREESBORO,TN	A/C Reg. No. N75029	Time (Lcl) - 1345 CST
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL PATTERN - BASE TURN		
Finding(s) 1. FLUID, FUEL - EX 2. FUEL CONSUMPT		· MISJUDGED - PILOT IN COM	IMAND	
Occurrence #2 Phase of Operation		PATTERN - BASE TO FINAL		
Occurrence #3 Phase of Operation		SION WITH OBJECT PATTERN - FINAL APPROACH		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the Pr	obable Cause(s) of this accid	lent

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

lasic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dam	ane		Inti	ırles	
Type operating our triviage none	(GENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious		Non
Type of Operation -PERSO		Fire	Crew	0	0	2	0
Flight Conducted Under -14 CF		NONE	Pass	O	0	0	0
Accident Occurred During -LAND	[NG		Other	0		0	o
ircraft Information							
Make/Mode1 - CESSNA 182		e/Model - CONTINE	NTAL 0-470R			Activated	
Landing Gear - TRICYCLE-FIXED		Engines - 1	0477NO 0488NETO			System -	YES
Max Gross Wt - 2850 No. of Seats - 4	Engine Rated Po	Type - RECIPRO ower - 230		JR Weati	ner Radar	- NU	
No. of Seats - 4	Rated Po	ower - 230 	HP 				
nvironment/Operations Information					N		
leather Data	Itinerary	antima Datut	,	Inport I ON AIRI	Proximity		
Wx Briefing - FSS Method - UNK/NR	Last Depa Laredo	arture Point		UN AIRI	PURI		
Completeness - UNK/NR	Destination		Α,	rport Da	a+a		
Basic Weather - VMC		ORTH, TX	~	DAK GR			
Wind Dir/Speed- 240/014 KTS	7 3 1 1 1	5K111, 12				- UNK/NR	
Visibility - 7.0 SM	ATC/Airspac	ce			Lth/Wid	- UNK/NR	
Cloud Conditions(1st) - UNK/NF	Type of i	Flight Plan - NON		Runway		- UNK/NR	
Cloud Conditions(2nd) - 8000		Clearance - NON		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appı	roach Flown - UNK	/NR				
Precipitation - NONE							
Condition of Light - DAYLIC	iH I 						
ersonnel Information Pilot-In-Command	Age - 61	Medi	cal Certificate	- NON-V	ALID MEDIC	`A1	
Certificate(s)/Rating(s)	Riennial Fligh	t Review	Flight	Time (He		745	
COMMERCIAL	Current	- UNK/NR	Total - 30	000	Last 2	24 Hrs -	3
SE LAND	Months Sind	ce - UNK/NR	Make/Model-	500	Last 3	30 Days- U	NK/NR
		ype - UNK/NR		0	Last 9	0 Days- U	NK/NR
Instrument Rating(s) - NONE	:						
larrative	TEMPTED TO LAMP ON THE	NORTH-COUTH BUNG	AV DUT WAS UNABL	E TO CT	AV ON THE		
NESS STATED THAT THE PILOT HAD AT Y. THE PILOT THEN ATTEMPTED TO LA SHORT.	AND INTO THE WIND ON AN	EAST-WEST ASPHAL	T TAXIWAY BUT TH	HE AIRCR	AFT TOUCHE	ED	

File No 1	05 1/03/82	FORT WORTH,TX	A/C Reg. No. N71054	Time (Lc1) - 1545 CST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR	PATTERN - FINAL APPROACH		
Finding(s) 1. ALTITUDE - MISJ 2. DISTANCE - MISJ				
Occurrence #2	IN FLICHT COLLT	SION WITH TERRAIN		

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

	/82 TOMBALL	,TX A/C Re	g. No. N55489	1	Time (Lc1) -	1745 C	ST
Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION) Aircraft	Damage		Injur	ies	
		SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -		Fire	Crew	0	0	0	1
Flight Conducted Under -		NONE	Pass	0	0	. 0	_
Accident Occurred During -			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-34		Eng Make/Mode1 - LYC	OMING IO-360-CLEG	ELT	Installed/A	ctivate	ed - YES/N
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines - 2			II Warning Sy		YES
Max Gross Wt - 4000		Engine Type - REC	IP - FUEL INJECTED) Weat	ther Radar -	NO	
No. of Seats - 7		Rated Power -	200 HP				
Environment/Operations Inform	ation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - FSS		Last Departure Point		ON AIF			
Method - RADIO		SAME AS ACC/INC		•	· -		
Completeness - UNK/NR		Destination		Airport [Data		
Basic Weather - VMC		LOCAL			WAYNE HOOKS		
Wind Dir/Speed- 340/006 K	TS.	2002				17	
Visibility - 5.0		ATC/Airspace			Lth/Wid -		110
Cloud Conditions(1st) - 2			NONE		/ Surface -		
Olavel Candidiana (Card) III	INK/NR	Type of Clearance -	NONE		/ Status -		
Cioua Conaitions(2Na) - U		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•		
Cloud Conditions(2nd) - Ul Obstructions to Vision- N	IONE	Type Approach Flown -	NONE				
		Type Approach Flown -	NONE				
	IONE	Type Approach Flown -	NONE				
Precipitation - N	IONE	Type Approach Flown -	NONE				
Precipitation - N Condition of Light - D	IONE PUSK			 te - VALIC	MEDICAL-NO	 WAIVER	
Precipitation - Ni Condition of Light - Di Personnel Information Pilot-In-Command	IONE DUSK		Medical Certifica			WAIVER	RS/LIMIT
Precipitation - Ni Condition of Light - Di	IONE DUSK	ge - 43	Medical Certifica Filgi	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - Di	IONE DUSK	ge - 43 iennial Flight Review Current - YES	Medical Certifica Filgi	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - DiPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL SE LAND,ME LAND	IONE DUSK	ge - 43 iennial Flight Review Current - YES Months Since - 3	Medical Certifica Filgi	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - Di	IONE DUSK	ge - 43 iennial Flight Review Current - YES	Medical Certifica Filgi	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - DiPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL SE LAND,ME LAND	IONE DUSK	ge - 43 iennial Flight Review Current - YES Months Since - 3	Medical Certifica Fligi Total - Make/Model-	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - DiPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL SE LAND,ME LAND	IONE DUSK A B	ge - 43 iennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Medical Certifica Filgi	nt Time (F 5200	Hours) Last 24	Hrs -	UNK/NR
Precipitation - Ni Condition of Light - DiPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL SE LAND,ME LAND HELICOPTER Instrument Rating(s)	ONE OUSK A B AIRPLANE, HELI	ge - 43 iennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Medical Certifica Fligi Total - Make/Model- Instrument- Multi-Eng -	nt Time (F 5200 60 2900 3300	Hours) Last 24 Last 30 Last 90 Rotorcr	Hrs -	UNK/NR
Precipitation - No Condition of Light - Di Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,COMMERCIAL SE LAND,ME LAND HELICOPTER	AIRPLANE, HELI	ge - 43 iennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR COPTER HE RUNWAY FROM AN UNLIGHTE ONE IN THE AREA AND NO WAR	Medical Certifica Fligi Total - Make/Model- Instrument- Multi-Eng - D TAXIWAY THE RIGH	T TIME (F 5200 60 2900 3300 T MAIN LA	Hours) Last 24 Last 30 Last 90 Rotorce	Hrs - Days- Days- aft -	UNK/NR

A/C Reg. No. N55489 File No. - 110 1/09/82 TOMBALL, TX Time (Lc1) - 1745 CST

Occurrence ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. AIRPORT FACILITIES, TAXIWAY CONDITION FOREIGN SUBSTANCE COVERED
- 2. AIRPORT FACILITIES, TAXIWAY MARKING INADEQUATE
- 3. AIRPORT FACILITIES, TAXIWAY LIGHTING UNAVAILABLE
- 4. AIRPORT OPERATIONS INADEQUATE AIRPORT PERSONNEL

----Probable Cause----

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

File No 103 1/09/82 FRUIT	VALE,TX A/C R	eg. No. N7355A 		Time (Lc1) -		
Type Operating Certificate-NONE (GENERA	The state of the s	t Damage		Injur		
Type of Operation -PERSONAL	SUBSTA Fire	NTIAL Crew	Fataî O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass		0	0	0
Accident Occurred During -LANDING	HONE	Other	-	ŏ	ŏ	ŏ
-Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - <u>C</u> O			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Sta	11 Warning S	ystem - \	'ES
Max Gross Wt - 2200	Engline Type - RE		TOR Wea	ther Radar -	NO	
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AI	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL			TE STRIP	0.4	
Wind Dir/Speed- 225/005 KTS	ATC/Airspace				21	INIIZ /NID
Visibility - 5.0 SM Cloud Conditions(ist) - UNK/NR	Type of Flight Plan	- NONE		y Lth/Wid -		JNK/ NK
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR	Type of Clearance			y Surface - y Status -	UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown			y Status -	UNK/ NK	
Precipitation - NONE	Type Approach Flown	VISUAL FULL CIRCU	, , ,			
Condition of Light - DAYLIGHT						
-Personnel Information	A.v.a. 40	Madian Conticion	- 1/41.71	NEDICAL NE	WATVEDO	/. TMTT
Pilot-In-Command	Age - 49	Medical Certificat			WAIVERS/	LTMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK/NR		nt Time (i 89	Last 24	Una -	1
SE LAND	Months Since - UNK/NR	Make/Model-	46	Last 24	Days- UN	•
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument-	3	Last SC	Days- UN	
	ATTCTATE Type - UNK/NK	Tris traillent-		Last 90	Days-	20
Instrument Rating(s) - NONE						
-Narrative						
PILOT STATED THAT DURING THE APPROACH HE			AFT COLLI	DED WITH THE	•	
WIRE ON A FENCE AT THE END OF THE RUNWAY	JULLING IT DOWN ONTO THE RU	NWAY				

File No 1	03 1/09/82	FRUIT VALE,TX	A/C Reg. No.	N7355A	Time (Lc1) - 1715 CST
Occurrence #1 Phase of Operation	-	PATTERŅ - FINAL APPROACH			
Finding(s) 1. LIGHT CONDITION 2. DISTANCE - MISU 3. ALTITUDE - MISU	UDGED - PILOT IN	COMMAND			
Occurrence #2 Phase of Operation		SION WITH OBJECT Pattern - Final Approach			
Finding(s) 4. OBJECT - FENCE					
Occurrence #3 Phase of Operation					
Finding(s) 5. LANDING GEAR,NO					
Probable Cause					
The National Transpois/are finding(s) 2,		ard determines that the P	robable Cause(s) c	of this acci	dent

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

File No 118 1/12	/82 ADDISON,T	X A/C Re	g. No. N8678M	1	Time (Lc1)	- 1423 CST	
Basic Information Type Operating Certificate-	NONE (GENERAL AV	IATION) Aircraft	Damage		Infu	ries	
,, ,	•	SUBSTAN		Fatal	Serious		None
Type of Operation -	PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -		NONE	Pass	-	0	0	1
Accident Occurred During -	LANDING		Other	r 0	0	0	0
Aircraft Information		•					
Make/Model - BEECH P35		Eng Make/Mode1 - CON	TINENTAL IO-470N		Installed/		
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines - 1			1 Warning		NK/NR
Max Gross Wt - 2550			IPROCATING-CARBUR	ETOR Weat	ther Radar	- UNK/NR	
No. of Seats - 4		Rated Power -	185 HP				
Environment/Operations Inform	ation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		ON AIF	RPORT		
Method - IN PERSON		EL PASO,TX					
Completeness - FULL		Destination		Airport [
Basic Weather - IMC	T.C	ADDISON, TX		ADDISC			
Wind Dir/Speed- 020/006 K Visibility - 2.0		ATC/Airspace				- 15	NIIZ /NID
Cloud Conditions(1st) -			TED		/ Lth/Wid / Surface	- 7000 -U	NK/NK
Cloud Conditions(1st) - U		Type of Clearance -			Status		
Obstructions to Vision- H	•	Type Approach Flown -		Rullway	Jiaius	102	
Precipitation - N		Type Apploach Trown	123 00111 2212				
Condition of Light - Da							
Personnel Information							
Pilot-In-Command	Age	- 37	Medical Certifica	te - VALIC	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Bie	nnial Flight Review	F1igi	nt Time (F	lours)		
PRIVATE		Current - YES	Total -		Last 2	4 Hrs -	3
SE LAND, ME LAND		Months Since - 10	Make/Model-			O Days- UN	K/NR
		Aircraft Type - UNK/NR			Last 9	O Days-	34
			Multi-Eng -	10			
Instrument Rating(s) -	AIRPLANE	•					
Narrative	4501115 FD01/ 411					•••••	
E AIRCRAFT WAS ATTEMPTING TO GO E PILOT ATTEMPTED TO LAND, STAL GE OF THE WINGS, THE TAIL, AND	LED THE AIRCRAFT	, AND DROPPED TO THE RUN					
	• • • • • • • • • • • • • • • • • • • •						

1/12/82 A/C Reg. No. N8678M Time (Lc1) - 1423 CST File No. - 118 ADDISON, TX Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - NORMAL Finding(s) 1. WING, SKIN - ICE 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 3. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----

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

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

-Basic Information	AL AVIATION)	Admonast Damage			Today		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -INSTRUCTION	AL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							_
Make/Model - CESSNA 152		e/Model - LYCOMING 0-	235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			Warning S		ÆS
Max Gross Wt - 1670 No. of Seats - 2	Engine Rated P	Type - RECIPROCATI ower - 110 HP	NG-CARBURE	UR Weat	ner kadar ·	- NU	
Fmulnament/Openation 7=Compation							
-Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		arture Point		ON AIR	•		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati	on	Δ	irport D	ata		
Basic Weather - VMC	LOCAL				D AIRPARK		
Wind Dir/Speed- 250/008 KTS						- 25	
Visibility - 20.0 SM	ATC/Airspa				Lth/Wid -		150
Cloud Conditions(1st) - 12000 FT BRO Cloud Conditions(2nd) - 25000 FT OVE		Flight Plan - NONE			Surface - Status -		
Obstructions to Vision- NONE		crearance - NUNE roach Flown - TOUCH A	ND GO	Runway	Status '	DKT	
Precipitation - NONE	Type App	roach trown rooth A	14B GG				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 35	Medical	Certificate	- VALTO	MEDICAL -WA	TVFRS/LTM	AT T
Certificate(s)/Rating(s)	Biennial Fligh			Time (H		,	
STUDENT	Current	- N/A Tota		13	Last 24	Hrs -	1
	Months Sin	ce - N/A Make	/Mode1-	10		Days- UN	IK/NR
	Aircraft T	ype - N/A Inst	rument-	0	Last 90	Days-	13
			•				
Instrument Rating(s) - NONE							
-Narrative							
ING THE STUDENT'S FIRST SUPERVISED SOLO F							
DUCH AND GO LANDING. THE AIRCRAFT RAN OFF							

File No 1	15 1/20/82	MIDLAND,TX	A/C Reg. No. N5350M	Time (Lc1) - 1510 CST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. TOUCH AND GO LA 2. DIRECTIONAL CON 3. IMPROPER US 4. GROUND LOOP/SWE	TROL - NOT MAINTAIN E OF PROCEDURE, LAC	NED - PILOT IN COMM K OF TOTAL EXPERIEN	MAND ICE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - OBJECT				
Probable Cause				
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause(s) of this acc	cident
Factor(s) relating to	this accident is,	/are finding(s) 3		

Type Operating Certificate-NONE (GENERA		craft Damage				uries	
		BSTANTIAL	_	Fatal			
Type of Operation -DEMONSTRATIO			Crew	0	0	1	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NOI	NE	Pass Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/Model		-L2C		Installed		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines Engine Type		CADDIDET		1 Warning		152
No. of Seats - 2		- 112 HP	CARBURE	OK Weat	.rier kauar	- 140	
-Environment/Operations Information							
Weather Data	Itinerary	- 1 4		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po SAME AS ACC/ING			UN AIR	RPURT		
Completeness - N/A	Destination	•	Δ	irport D)ata		
Basic Weather - VMC	LOCAL		,	WEISER			
Wind Dir/Speed- 010/010 KTS				Runway	/ Ident	- 34	
Visibility - 0.0	ATC/Airspace				Lth/Wid		100
Cloud Conditions(1st) - UNK/NR	Type of Flight P				Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance				Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Flo	OWN - VISUAL FUL	L CIRCUI	. 1			
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 44	Medical Cer	tificate	- VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (F	lours)		
CFI, COMMERCIAL	Current - YE	S Total Make/Mo			Last	24 Hrs -	0
SE LAND, ME LAND				301	Last 3	30 Days- l	JNK/NR
	Aircraft Type - UN	K/NR Instrum Multi-E		5°	Last 9	o Days-	51
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT STATED HE ENCOUNTERED WINDSHEAR WHI	E ON SHOPE FINAL FOR L	ANDING THE ADDI	TION OF	FULL THE	OTTLE BY	THE	

A/C Reg. No. N2536K File No. - 122 1/23/82 HOUSTON, TX Time (Lc1) - 1300 CST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND 4. ABORTED LANDING - DELAYED - PILOT IN COMMAND 5. GO-AROUND - INITIATED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) 1,6

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0		0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 152		e/Model - LYCOMING 0-					
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning	System -	YES
Max Gross Wt - 1670		Type - RECIPROCATI	NG-CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 2	Rated P	ower - 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		arture Point		ON AIR	PORT		
Method - N/A		S ACC/INC		1	-4-		
Completeness - N/A Basic Weather - VMC	Destinati LOCAL	on	Д	irport D. MCKINN			
Wind Dir/Speed- 315/008 KTS	LUCAL					- 35	
Visibility - 10.0 SM	ATC/Airspa	ce			Lth/Wid		IINK /ND
Cloud Conditions(1st) - NONE		Flight Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE		Clearance - NONE				- DRY	
Obstructions to Vision- HAZE		roach Flown - VISUAL	FULL CIRCUI				
Precipitation - NONE	• • • • • • • • • • • • • • • • • • • •						
Condition of Light - DAYLIGHT							
-Personnel Information					-		
Pilot-In-Command	Age - 38		Certificate			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review		Time (H	ours)		
STUDENT	Current			28	Last 2	4 Hrs - L	INK/NR
	Months Sin	ce - N/A Make ype - N/A Inst	/ Mode I -	28	Last 3 Last 9	O Days- L	INK/NK
	Aircraft	ype - N/A Inst	rument-	0	Last 9	O Days-	21
Instrument Rating(s) - NONE							
Mannakira							
-Narrative	OFF THE LEFT OF	DE DE TUE DUNWAY DECU	TING IN CU	DCTANTTA	DAMAGE T	^	
ING LOCAL SOLO FLIGHT THE AIRCRAFT VEERED		REES TO THE RUNWAY RESU			L DAMAGE I	J	

1/31/82 A/C Reg. No. N6409M File No. - 108 MCKINNEY, TX Time (Lc1) - 1115 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN LANDING - ROLL Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 121 2/02/82 DRYD	DEN,TX A	A/C Reg. No. N6618N			Time (Lc1) - 1530 CST				
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Air	craft Damage			Inju	ries			
	SU	BSTANTIAL		Fata1	Serious	Minor	None		
Type of Operation -BUSINESS	Fir		Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0		
Accident Occurred During -LANDING			Other	0	0	0	0		
-Aircraft Information									
Make/Model - CESSNA T210N	Eng Make/Model		IO-520-L		Installed/				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				1 Warning !		YES		
Max Gross Wt - 3800	Engine Type	- RECIP - FUEL	INJECTED	Weat	her Radar	- NO			
No. of Seats - 6	Rated Power	- 300 HP							
-Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure P	oint		ON AIR	PORT				
Method - N/A	SAN ANGELO,TX								
Completeness - N/A	Destination			Airport D	ata				
Basic Weather - VMC	DRYDEN, TX			TERREL	L COUNTY				
Wind Dir/Speed- 300/015 KTS				Runway	Ident ·	- 30			
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid ·				
Cloud Conditions(ist) - NONE	Type of Flight P	lan - NONE		Runway	Surface ·	- CONCRE	TE		
Cloud Conditions(2nd) - NONE	Type of Clearanc	e - NONE		Runway	Status ·	- DRY			
Obstructions to Vision- NONE	Type Approach F1	own - VISUAL F	ULL CIRCU	IT					
Precipitation - NONE									
Condition of Light - DAYLIGHT	·								
-Personnel Information									
Pilot-In-Command	Age - 61				MEDICAL-WA	AIVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H					
COMMERCIAL, CFI	Current - YE	S Total	- 1		Last 24		2		
SE LAND, ME LAND	Months Since - 11		Mode1 -		Last 30				
	Aircraft Type - UN	K/NR Instr	ument-		Last 90	Days-	260		
		Multi	-Eng -	5000					
Inchriment Beting(s) AIRDIANE									
Instrument Rating(s) - AIRPLANE									
-Narrative PILOT OBSERVED THE LEFT MAIN GEAR EXTEND LAPSED DURING LANDING ROLL WHILE THE NOSE NOT ACTIVATE DUE TO SOME BURNED OUT ELEC	GEAR REMAINED DOWN AND	LOCKED. INSPEC E GEAR DID NOT	TION REVE COME DOW	ALED THE	WARNING HO	RN			

File No. - 121 2/02/82 DRYDEN, TX A/C Reg. No. N6618N Time (Lc1) - 1530 CST

Occurrence Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY ERRATIC
- 2. LANDING GEAR, GEAR WARNING SYSTEM BURNED
- 3. GEAR DOWN AND LOCKED NOT ATTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSON	-	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass Other	0 0 0	0 0	0	0
Aircraft Information							
Make/Model - CESSNA 172H	Eng Mak	e/Model - CONTINENTAL	L 0-300-C	ELT			
Landing Gear - TRICYCLE-FIXED	Number	Engines - 1		Stal	1 Warning S	ystem - Y	ES
Max Gross Wt - 2150		Type - RECIPROCAT:	ING-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 4	Rated P	ower - 145 HP					
Environment/Operations Information-				Aimment	Dogwandaw		
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary	arture Point		AIPOPT ON AIR	Proximity		
Method - N/A	SAME A			ON AIR	PURI		
Completeness - N/A	Destinati	•	A	irport D	ata		
Basic Weather - VMC	LOCAL			HUDSON			
Wind Dir/Speed- 120/010 KTS				Runway	Ident -	17	
Visibility - 10.0 SM	ATC/Airspa	ce		Runway	Lth/Wid -		50
Cloud Conditions(1st) - NONE	Type of	Flight Plan - NONE Clearance - NONE		Runway	Surface -		
Cloud Conditions(2nd) - NONE	Type of	Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type App	roach Flown - VISUAL	FULL CIRCUI	Т			
Precipitation - NONE	_						
Condition of Light - DAYLIGH	 						
Personnel Information Pilot-In-Command	Age - 22	Medical	Certificate	- VALTO	MEDICAL -NO	WATVEDS/	LIMIT
Certificate(s)/Rating(s)	Age - 32 Biennial Fligh	t Peview	Flight	Time (H	ours)		
PRIVATE	Current	- YES Tota	al -	83	Last 24	Hrs -	1
SE LAND	Months Sin	ce - 3 Make	e/Mode1-	83	Last 30	Days- UN	K/NR
	Aircraft T	- YES Tota ce - 3 Make ype - C-172 Ins	trument-	3	Last 90	Days-	10
Instrument Rating(s) - NONE	•				•		
Nonnativa							
Narrative PILOT STATED THAT THE AIRCRAFT TOUC	HED DOWN AROUT 1/2 OF	THE WAY DOWN THE DIM	NWAY AND WAS	DOLL THE	FAST DAST		
INTERSECTION SO HE ELECTED TO INITI						ENCY	
ING WAS MADE IN A PLOWED FIELD ABOU							
ALED NO EVIDENCE OF PREIMPACT FAILU							

File No 1	23 2/19/82	MESQUITE,TX	A/C Reg. No. N2605L	Time (Lc1) - 1445 CST
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROLL			
Finding(s) 1. DISTANCE - MISU 2. AIRSPEED - MISU		OMMAND		
Occurrence #2 Phase of Operation			L	
Finding(s) 3. FLUID,FUEL - ST 4. MIXTURE - IMP		OT IN COMMAND		
Occurrence #3 Phase of Operation	LANDING - FLARE			
Occurrence #4 Phase of Operation				
Finding(s) 5. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accide	ent .
Factor(s) relating t	o this accident is	/are finding(s) 5		

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircrat	ft Damage		Injur	ies	
Type operating out the foote floor	SUBST		Fatal	Serious	Minor	Non
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	.1
Accident Occurred During -LANDING		Othe	r 0	0	0	0
ircraft Information				_		
Make/Model - CESSNA 150M	Eng Make/Mode1 - Co			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -	I ECIPROCATING-CARBUR		1 Warning S		:5
Max Gross Wt - 1600 No. of Seats - 2	3	100 HP	ETUR Weat	ner kadar -	NU	
invironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t '	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 060/010 KTS	LOCAL			ND COUNTRY / Ident -	35	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(ist) - 25000 FT BROKE		- NONE		Surface -		•
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Approach Flown	- NONE	·			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information	A	Madiani CantiCian		. MEDICAL NO	WATVEDC /	
	Age - 28 Biennial Flight Review	Medical Certifica	ht Time (F		WAIVERS/L	TMII
PRIVATE	Current - YES	Total -		Last 24	Hrs -	0
SE LAND				Last 30		
	Months Since - 7 Aircraft Type - C-150	Instrument-	0	Last 90	Days-	35
Instrument Rating(s) - NONE						
larrative						
ELECTING TO ABORT TAKEOFF THE PILOT REAL						
LIED POWER TO ATTEMPT TO FLY OVER A ROAD	BUT REPORTED THAT THE ENGI VERTED. THE AIRCRAFT HAD A				R	

File No 1	24 2/20/82	LUBBOCK, TX	A/C Reg. No. N9320U	Time (Lc1) - 1630 CST
Occurrence #1 Phase of Operation	• • • • • • • • • • • • • • • • • • • •			
Finding(s) 1. WEATHER CONDITI 2. ABORTED TAKEO	ON - CROSSWIND FF - DELAYED - PIL			
Occurrence #2 Phase of Operation	LOSS OF POWER TAKEOFF - INITIA	L CLIMB		
Finding(s) 3. UNDETERMINED				
Occurrence #3 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 4. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is,	/are finding(s) 1,4		

File No 102 2/22/82 ABILE	,E,17 A/C RE	eg. No. N3643C		ime (Lc1)		
-Basic Information Type Operating Certificate-NONE (GENERAL				Inju		
	SUBSTAN		Fatal	Serious	Minor	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF		0ther	· O			0
-Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Mode1 - COM	ITINENTAL 0-470-J		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stal	1 Warning	System -	YES
Max Gross Wt - 2550	Engine Type - REC		TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	225 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	PLANO,TX		ABILEN	IE MUNI.		
Wind Dir/Speed- 360			Runway	Ident ·	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - NONE	Type of Flight Plan	NONE	Runway	Surface ·	- N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance	NONE	Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Approach Flown -	CONTACT				
Precipitation - NONE						
Condition of Light - DAWN						
-Personnel Information						
Pilot-In-Command	Age - 65	Medical Certificat	e - VALIC	MEDICAL-W	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (F			
COMMERCIAL	Current - YES	Total ~			1 Hrs -	
SE LAND	Months Since - 8	Make/Mode1-		Last 30		
	Aircraft Type - UNK/NR	Instrument-	190	Last 90	Days-	UNK/NR
			2508			
Instrument Rating(s) - NONE						
-Nanna+1va						
-Narrative CLIMBOUT, AS POWER WAS BEING REDUCED FROM 1						
SONS. THE PILOT STATED THAT HE MANEUVERED T GROUND.	THE AIRCRAFT SO THAT THE RIG	SHT WING ABSORBED 1	HE INITIA	L IMPACT W	TH	

File No 1	02 2/22/82 	ABILENE,TX	A/C Reg.	No. N3643C	Time (Lc1) - 0650 CST
Occurrence #1 Phase of Operation		. CLIMB			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation		OUCHDOWN			
Occurrence #3 Phase of Operation		ON WITH TERRAIN			
Finding(s) 2. TERRAIN CONDITI	ON - TERRAIN/RUNWAY	CONDITION			
Probable Cause			******		
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that t	he Probable Cause(s) of this accid	dent

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

Basic Information	82 FORT WORTH, TX	A/C Reg. No.	N3942	T	ime (Lc1) - 	1116 CST	
Type Operating Certificate-N	ONE (GENEDAL AVIATION)	Aircraft Damag	10		Injuri	i o e	
Type operating certificate it	DIVE (GENERAL AVIATION)	DESTROYED		Fatal			None
Type of Operation -I	NSTRUCTIONAL - DUAL	Fire		0	0	0	2
Flight Conducted Under -1		NONE	Pass	ŏ		ŏ	ō
Accident Occurred During -A			Other	Ö	Ö	Ö	Ö
-Aircraft Information						·	
Make/Model - CESSNA 150	Eng Make	/Model - CONTINENT	AL 0-200-A	ELT :	Installed/Ac	tivated	- YES/YE
Landing Gear - TRICYCLE-FIX	ED Number Er	naines - 1		Stal	Warning Sv	stem - Y	
Max Gross Wt - 1600	Engine T	ype - RECIPROCA	TING-CARBURETO	R Weath	ner Radar - ´	NO	
No. of Seats - 2	Rated Po						
-Environment/Operations Informa	tion						
Weather Data	Itinerary		A	irport	Proximity		
Wx Briefing - NO RECORD	OF BRIEFING Last Depart	rture Point		ON AIR			
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	n	Ai	rport Da	ata		
Basic Weather - IMC	LOCAL			DAK GRO	OVE		
Wind Dir/Speed- 340/014 KT				Runway	Ident -	17	
Visibility - 6.0 S	M ATC/Airspace	e		Runway	Lth/Wid -	3500/	50
Cloud Conditions(1st) -	M ATC/Airspace	light Plan - NONE		Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - UN	K/NR Type of C	learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NO	NE Type Appro	oach Flown - VISUA	L FULL CIRCUIT				
Precipitation - NO							
Condition of Light - DA	YLIGHT						
-Personnel Information							
Pilot-In-Command	Age - 34	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight	Time (Ho	ours)		
	Current		otal - 6	83	Last 24	Hrs -	4
COMMERCIAL, CFI	Months Since	e - UNK/NR Ma	ke/Mode1- 3	84	Last 24 Last 30	Days- UN	K/NR
SE LAND, ME LAND		pe - UNK/NR In	strument-	71	1+ 00	_ ′	·
	Aircraft Typ	DE - DIAVANA TI	ia ti diliett		Last 90	Days-	160
SE LAND, ME LAND	Aircraft ly	pe - ONR/IN II	ilti-Eng -	31	Rotorcra	Days- ift -	160 161

File No. - 119 2/24/82 A/C Reg. No. N3942 FORT WORTH, TX Time (Lc1) - 1116 CST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. DISTANCE - MISJUDGED - DUAL STUDENT 3. AIRSPEED - MISJUDGED - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI) 6. WEATHER CONDITION - TURBULENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSO		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF Accident Occurred During -LAND	ING	NONE	Pass Other	0	•	0 0	0
Aircraft Information							
Make/Model - BELL 47G		e/Mode1 - FRANKLIN 6\			nstalled/A		
Landing Gear - SKID		Engines - 1			Warning Sy		
Max Gross Wt - 2350		Type - RECIPROCATI	NG-CARBURETO	R Weath	er Radar -	NO	
No. of Seats - 2	Rated P	ower - 210 HP					
Environment/Operations Information			_				
Weather Data	Itinerary	butuus Badat	A.		roximity		
Wx Briefing - NO RECORD OF E Method - N/A		arture Point PRAIRIE,TX		ON AIRP	UKI		
Completeness - N/A	Destinati		A 4 i	rport Da	+=		
Basic Weather - VMC	DALLAS		211	REDBIRD			
Wind Dir/Speed- 020/005 KTS		• • • •			Ident -	UNK/NR	
Visibility - 15.0 SM	ATC/Airspa	ice		Runway	Lth/Wid -	UNK/NR	
Cloud Conditions(1st) - 5000				Runway	Surface -		
Cloud Conditions(2nd) - 25000				Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type App	roach Flown - UNK/NR					
Precipitation - NONE	NIT.						
Condition of Light - DAYLIG	iH I 						
Personnel Information							_
Pilot-In-Command	Age - 45		Certificate -			I VERS/LIMI	1
Certificate(s)/Rating(s) ATP	Biennial fligh Current		al - 202		Last 24	Hre -	1
SE LAND.ME LAND.SE SEA		ice - 4 Make	/Model- 1	15			
HELICOPTER	Aircraft T	vpe - BE-90 Inst	e/Model- 1: trument- 21	50	Last 90	Days-	10
		rce - 4 Make Type - BE-90 Inst Mult	ti-Eng - 10	56	Rotorcra		
Instrument Rating(s) - AIRF	PLANE						
Narrative							
PILOT ATTEMPTED TO LAND ON A NARRO						NIND	
		ION THE HELICOPTER OF		T	OUT CHIE		

File No. - 100 2/28/82 DALLAS,TX A/C Reg. No. N1773 Time (Lc1) - 1450 CST

Occurrence
Phase of Operation

ROLL OVER

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. AIRPORT FACILITIES INADEQUATE
- 3. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND

----Probable Cause----

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

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

File No 98 3/08	3/82 HEMPSTI	AD, TX	A/C Reg	. No. N37978		Time (Lc1) - 1600 C	ST
-Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft SUBSTANT		Fatal		juries s Minor	None
Type of Operation -	PERSONAL		Fire		ew 0	0	0	1
• •	-14 CFR 91		NONE		ss 0	ŏ	ŏ	ó
Accident Occurred During -			HONE		her 0	ŏ	ŏ	ŏ
-Aircraft Information								
Make/Model - SCHREDER RS	S-15	Eng Make/M	lode1 - N/A		EL	T Installe	d/Activated	1 - NO -N
Landing Gear - N/A		Number Eng	ines - N/A		St	all Warning	g System -	NO
Max Gross Wt - 900		Engine Typ	e - N/A		We	ather Rada	r - NO	
No. of Seats - 1		Rated Powe	r - N/A					
-Environment/Operations Inform	nation							
Weather Data		Itinerary				t Proximit	У	
Wx Briefing - NO RECORD	OF BRIEFING	Last Depart			ON A	IRPORT		
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport	Data		
Basic Weather - VMC		LOCAL			HEMP	STEAD		
Wind Dir/Speed- 180/008 K	KTS					ay Ident	- 18	
Visibility - 10.0	SM	ATC/Airspace			Runw	ay Lth/Wid	- 3000/	50
Cloud Conditions(1st) -	3500 FT SCATTE	RED Type of F11	ght Plan -	NONE		ay Surface		
Cloud Conditions(2nd) - U		Type of Cle				ay Status	- DRY	
Obstructions to Vision- N	IONE	Type Approa				•		
	IONE	3 ,		_				
Condition of Light - D	AYLIGHT							
-Personnel Information								
Pilot-In-Command	1	ige - 34	M	edical Certifi	cate - NO	MEDICAL		
Certificate(s)/Rating(s)	5	Siennial Flight R	eview	F1	ight Time	(Hours)		
COMMERCIAL.CFI		Current	- YES	Total -	105	Last	24 Hrs -	0
•		Months Since		Make/Mode1-	0		30 Days-	Ō
		Aircraft Type					90 Days-	4
			_,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_		,-	
GLIDER								
GLIDER Instrument Rating(s) -	NONE							
Instrument Rating(s)	· NONE							
Instrument Rating(s)	DIRECTIONAL CON							· · · · · · · · · · · · · · · · · · ·
	DIRECTIONAL CON							· · · · · · · · · · · · · · · · · · ·
Instrument Rating(s)Narrative PILOT REPORTED THAT HE LOST D T THE RIGHT WING BEGAN TO DRAG ERON AND RUDDER. THE GLIDER LI	DIRECTIONAL CON WHEN THE RUNN	IER RELEASED IT E	ARLY. HE AT GLE OF APPR	TEMPTED TO LIF	T THE WING D 25 DEGRE	WITH LEFT ES FROM		· · · · · · · · · · · · · · · · · · ·
Instrument Rating(s)Narrative PILOT REPORTED THAT HE LOST D T THE RIGHT WING BEGAN TO DRAG ERON AND RUDDER. THE GLIDER LI RUNWAY CENTERLINE. THE PILOT	DIRECTIONAL CON WHEN THE RUNN FTED OFF WHILE STATED THAT HE	IER RELEASED IT E IT WAS AT AN AN PULLED THE RELE	ARLY. HE AT GLE OF APPR ASE WHILE T	TEMPTED TO LIF OXIMATELY 20 T HE RIGHT WING	T THE WING O 25 DEGRE WAS ABOUT	WITH LEFT ES FROM 3 TO 5 FT		
Instrument Rating(s)Narrative PILOT REPORTED THAT HE LOST D T THE RIGHT WING BEGAN TO DRAG ERON AND RUDDER. THE GLIDER LI RUNWAY CENTERLINE. THE PILOT	DIRECTIONAL CON WHEN THE RUNN FTED OFF WHILE STATED THAT HE	IER RELEASED IT E IT WAS AT AN AN PULLED THE RELE	ARLY. HE AT GLE OF APPR ASE WHILE T	TEMPTED TO LIF OXIMATELY 20 T HE RIGHT WING	T THE WING O 25 DEGRE WAS ABOUT	WITH LEFT ES FROM 3 TO 5 FT		· · · · · · · · · · · · · · · · · · ·
Instrument Rating(s)	DIRECTIONAL CON WHEN THE RUNN FTED OFF WHILE STATED THAT HE RELEASING, THE	IER RELEASED IT E IT WAS AT AN AN PULLED THE RELE RIGHT WING TIP S	ARLY. HE AT GLE OF APPR ASE WHILE T TRUCK THE G	TEMPTED TO LIF OXIMATELY 20 T HE RIGHT WING ROUND AND THE	T THE WING D 25 DEGRE WAS ABOUT : GLIDER SPU	WITH LEFT ES FROM 3 TO 5 FT		· · · · · · · · · · · · · · · · · · ·

File No. - 98 3/08/82 HEMPSTEAD,TX A/C Reg. No. N37978 Time (Lc1) - 1600 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. PROPER ASSISTANCE NOT MAINTAINED GROUND PERSONNEL
- 2. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 4. ABORTED TAKEOFF 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

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

File No 48 1/17/82 CEDAR	CITY,UT A/C Re	eg. No. N2600Y	Tin	me (Lc1) -	1450 MST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	SUBSTAI Fire	Crew	Fatal O	Injuri Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass Other	0	0 0	0	0
Aircraft Information						
Make/Model - CESSNA 180E Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -		Stall	nstalled/Ac Warning Sy er Radar -	stem - Y	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point NO. LAS VEGAS,NV		Airport Pr ON AIRST			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/010 KTS Visibility - 60.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination SWAINS CREEK,UT ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	· NONE · NONE		CREEK Ident - _th/Wid - Surface -	UNK/NR	RY
Personnel Information Pilot-In-Command	Age - 37	Medical Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/NR	Total - Make/Model-		Last 24 Last 30 Last 90	Days- UN	1 K/NR 3
Instrument Rating(s) - AIRPLANE						
THE PILOT STATED THAT HE INTENDED TO FLY CLOS DETERMINE SNOW/FIELD CONDITIONS. DURING THE L PROPELLER AT FULL PITCH. WHEN THE TAILWHEEL NOTHER AIRCRAFT FLIPPED OVER.	OW PASS HE USED THREE NOTCHE	S OF FLAP AND ADDE	FULL POWE	R WITH THE	ND	

File No. - 48 1/17/82 CEDAR CITY, UT A/C Reg. No. N2600Y Time (Lc1) - 1450 MST

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - ATTEMPTED - PILOT IN COMMAND

2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

3. INFORMATION - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2

Phase of Operation

NOSE OVER MANEUVERING

----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

File No 83 1/30/82	BRYCE CANYON, UT	A/C Reg. No. N	344/E 			- 0930 MS	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage				uries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 (NONE	Pass	0	0	0	0
Accident Occurred During -LAND)		Other	0		0	0
-Aircraft Information							
Make/Model - CESSNA 172		e/Model - LYCOMING 0-	320-H			/Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1				System -	YES
Max Gross Wt - 3200		ype - RECIPROCATII	NG-CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 4	Rated Po	wer - 160 HP					
-Environment/Operations Information	on						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depa	rture Point		ON AIR	PORT		
Method ~ UNK/NR	PHOENIX	I, AZ					
Completeness - UNK/NR	Destination	n		Airport D	ata		
Basic Weather - VMC	OGDEN, L	IT		BRYCE	CANYON		
Wind Dir/Speed- CALM				Runway	Ident	- 03	
Visibility - 0.0	ATC/Airspac	e		Runway	Lth/Wid	- 7400 -	UNK/NR
Cloud Conditions(1st) - NONE	Type of F	light Plan - VFR		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of 0	learance - UNK/NR		Runway	Status	- ICE	
Obstructions to Vision- NONE		oach Flown - UNK/NR					
Precipitation - UNK/N							
Condition of Light - DAYLI	GHT						
-Personnel Information							
Pilot-In-Command	Age - 38	Medical (Certificate	- VALID	MEDICAL-N	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	: Review	Flight	: Time (H	ours)		
COMMERCIAL, CFI	Current	- YES Tota	1 - 1			24 Hrs -	3
SE LAND, ME LAND	Months Sind		/Mode1-	300	Last 3	30 Days- U	NK/NR
	Aircraft Ty	pe - UNK/NR Insti	rument-	106	Last 9	O Days-	15
		Mult	i-Eng -	20			
Instrument Rating(s) - AIR	PLANE						
-Narrative							
ER ARRIVING FROM A CROSS-COUNTRY F						NG	
UND ROLL, THE AIRCRAFT BEGAN SLIDI T. THE PILOT APPLIED RIGHT RUDDER					FURTHER		

File No	83	1/30/82	BRYCE CANYON, UT	A/C Reg.	No. N5447E	Time (Lc1) - 0930 MST	
Occurrence #1 Phase of Operatio			ON GROUND				
 AIRPORT FACI DIRECTIONA 	LITIES,RUI L CONTROL	NWAY/LANDING - NOT MAINTA	AREA CONDITION - ICY AREA CONDITION - SNOW AINED - PILOT IN COMMAND - PILOT IN COMMAND				
Occurrence #2 Phase of Operatio		ROUND COLLISI ING - ROLL	ON WITH TERRAIN				
Finding(s) 5. AIRPORT FACI	LITIES,RU	NWAY/LANDING	AREA CONDITION - SNOWE	BANK			
Probable Caus	e						
The National Tranis/are finding(s)	•	n Safety Boar	d determines that the	Probable Cause(s) of this accid	lent	
Factor(s) relatin	g to this	accident is/	are finding(s) 1,2,5				

-Basic Information Type Operating Certificate-NONE (GEN		ircraft Damage		•	ıries	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	NONE Pa	Fatal rew O ass O ther O	Serious 0 0 0	Minor O O O	None 1 1 0
-Aircraft Information Make/Model - CESSNA 421B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6800 No. of Seats - 6	Number Engine	- RECIP - FUEL INJEC	Stal	Installed/ 1 Warning her Radar	System - Y	
-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 Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DAYLIGHT	Itinerary Last Departure PROVO,UT Destination SPANISH FORK ATC/Airspace Type of Flight Type of Cleara	,UT Plan - IFR nce - UNK/NR	ON AIR Airport D SPANIS Runway Runway Runway		- 2921/ - MACADAM	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND Instrument Rating(s) - AIRPLANE		YES Total - 1 Make/Model	1 ght Time (F 	lours) Last 2 Last 3 Last 9	!4 Hrs - !O Days- UN	1 IK/NR

File No	81 2/10/82	SPANISH FORK,UT	A/C Reg. No. N5439J	Time (Lc1) - 1100 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRPORT FACILIT 2. WEATHER CONDITI 3. LANDING GEAR,NO	ON - TEMPERATURE E	- FROZEN		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN		
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - SNOWB	ANK	
Occurrence #3 Phase of Operation		LLAPSED		
Finding(s) 5. LANDING GEAR -				
Probable Cause				
The National Transpois/are finding(s) 3	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent .
Factor(s) relating t	o this accident is	/are finding(s) 1,2,4		

File No 27 1/27/82 CHARI	OTTESVILLE, VA A/	C Reg. No. N2466B		Time (Lc1)	- 2000 EST	
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage		Inju		
			Fatal		Minor	None
Type of Operation -PERSONAL	Fire		Crew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NON		Pass 0 Other 0	0	0	1
Aircraft Information						
Make/Model - PIPER PA-38-112		- LYCOMING 0-235-L		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Warning !		IK/NR
Max Gross Wt - 1670 No. of Seats - 2		- RECIPROCATING-CAI - 112 HP	RRUKFIOK Wea	ther Radar	- UNK/NR	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	RPORT		
Method - N/A	SAME AS ACC/INC	3				
Completeness - N/A Basic Weather - VMC	Destination		Airport [
Wind Dir/Speed- 180/006 KTS	LOCAL		ALBEMA		- 03	
Visibility - 10.0 SM	ATC/Airspace			/ Ident · / Lth/Wid ·		IIZ /NID
Cloud Conditions(1st) - UNK/NR	Type of Flight Pl	lan - NONE		Surface		NEV INE
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			/ Status		
Obstructions to Vision- NONE		own - VISUAL STRAIC		Julias	DIC!	
Precipitation - NONE	Type App. Guen 110	7130A2 311A11				
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 29	Medical Certi			AIVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (F	lours)		
PRIVATE	Current - YES	5 Total	- 203	Last 2	4 Hrs -	
SE LAND	Months Since - 20	Make/Mode	- 203 I- 85 t- 3	Last 30	Days- UNK	K/NR
	Aircraft Type - UNK	(/NR Instrumen	t- 3	Last 90	Days-	7
Instrument Rating(s) - NONE						
Narrative						
TER PERFORMING FOUR SUCCESSFUL NIGHT APPROA						
FINAL HE STATED IT APPEARED HE WAS GETTING				U THE APPRO	JACH.	
AIRCRAFT STRUCK A BANK 50 FEET SHORT OF T	LIE BLIBBLIAN AND CONTESSUES	TUROUGH A CHOURAS	,			

1/27/82 A/C Reg. No. N2466B Time (Lc1) - 2000 EST File No. -CHARLOTTESVILLE, VA Occurrence #1 **UNDERSHOOT** Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. ALTITUDE - MISJUDGED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - DIRT BANK 6. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 151 1	1/04/82 SAINT	CROIX, VI A/C	Reg. No. N	5151U	Т	ime (Lc1)	- 0610 AS	Б Т
Basic Information								
Type Operating Certifica	ATE-NUNE (GENERA	- · · · · · · · · · · · · · · · · · · ·	aft Damage				ir1es	NI
Type of Operation	-BUSINESS		ROYED	0	Fatal	Serious		None
Flight Conducted Under		Fire	ROUND	Crew Pass	1	0	0	0
Accident Occurred During		ON G	IKUUNU	Other	0	ŏ	1	0
Aircraft Information						,		
Make/Model - CESSNA 2	206	Eng Make/Model -	CONTINENTAL	IO-520A	ELT	Installed/	'Activated	I - YES-UNK/
Landing Gear - TRICYCLE	E-FIXED	Number Engines -	1		Stal	1 Warning	System -	YES
Max Gross Wt - 3300		Engine Type -	RECIP - FUEL	INJECTED	Weat	her Radar	- NO	
No. of Seats - 6		Rated Power -	285 HP					
Environment/Operations Inf	formation							
Weather Data	_	Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure Poi	nt		ON AIR	PORT		
Method - UNK/NR		SAN JUAN, PR		_		_		
Completeness - UNK/NR	₹	Destination		A	irport D			
Basic Weather - VMC		SAINT CROIX, VI				DER HAMILT		
Wind Dir/Speed- 070/01						Ident	- 09	
Visibility - 15.0		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st)	- 2000 FT SCAT	TERED Type of Flight Pla	n - UNK/NR			Surface		1
Cloud Conditions(2nd)		Type of Clearance			Runway	Status	- DRY	•
Obstructions to Vision		Type Approach Flow	n - UNK/NR					
	- NONE							
Condition of Light	- NIGHT (DARK)							
Personnel Information								
Pilot-In-Command	`	Age - 29		Certificate			O WAIVERS	/LIMIT
Certificate(s)/Rating(s	<i>5)</i>	Biennial Flight Review			Time (H			
COMMERCIAL		Current - YES	Tota	2			4 Hrs - U	
SE LAND, ME LAND		Months Since - 2 Aircraft Type - UNK/	Make/	Model- UNK	/NR	Last 3 Last 9	Days- U	INK/NR
		Aircraft Type - UNK/		rument- UNK				
			Mult	i-Eng -	400	Rotoro	raft - U	INK/NR
Instrument Rating(s)) - AIRPLANE							
Instrument Rating(s)) - AIRPLANE							
Narrative								
		L TOWER HAD OPENED. WHILE	TAXIING TO	RAMP, AIRC	 RAFT WAS	STRUCK BY	AN	
	SS BEFORE CONTRO	AXIWAY. AIRCRAFT IMMEDIAT	ELY BURST IN	NTO FLAMES,	AND AMB	ULANCE CON	ITINUED TO	
	SS BEFORE CONTRO SSING PARALLEL T WING TO A STOP 1	AXIWAY. AIRCRAFT IMMEDIAT 50 FEET BEYOND AIRCRAFT.	ELY BURST IN AMBULANCE WA	NTO FLAMES, AS ON A TES	AND AMB T DRIVE	ULANCE CON ON PARALLE	ITINUED TO	,
	SS BEFORE CONTRO SSING PARALLEL T MING TO A STOP 1 EXCEEDED AIRPORT	AXIWAY. AIRCRAFT IMMEDIAT 50 FEET BEYOND AIRCRAFT. LIMIT OF 20 MPH. A FIREF	ELY BURST IN AMBULANCE WA IGHTER TRIED	NTO FLAMES, AS ON A TES O TO WARN D	AND AMB T DRIVE RIVER OF	ULANCE CON ON PARALLE AMBULANCE	ITINUED TO L TAXIWAY BY RADIO	, 1
	SS BEFORE CONTRO SSING PARALLEL T MING TO A STOP 1 EXCEEDED AIRPORT VER STATED HE DI	AXIWAY. AIRCRAFT IMMEDIAT 50 FEET BEYOND AIRCRAFT. LIMIT OF 20 MPH. A FIREF D NOT SEE AIRCRAFT NOR DI	ELY BURST IN AMBULANCE WA IGHTER TRIED D HE SEE ANY	NTO FLAMES, AS ON A TES O TO WARN D / LIGHTS ON	AND AMB T DRIVE RIVER OF AIRCRAF	ULANCE CON ON PARALLE AMBULANCE T. WITNESS	ITINUED TO L TAXIWAY BY RADIO REPORTED	, 1
	SS BEFORE CONTRO SSING PARALLEL T MING TO A STOP 1 EXCEEDED AIRPORT VER STATED HE DI	AXIWAY. AIRCRAFT IMMEDIAT 50 FEET BEYOND AIRCRAFT. LIMIT OF 20 MPH. A FIREF D NOT SEE AIRCRAFT NOR DI	ELY BURST IN AMBULANCE WA IGHTER TRIED D HE SEE ANY	NTO FLAMES, AS ON A TES O TO WARN D / LIGHTS ON	AND AMB T DRIVE RIVER OF AIRCRAF	ULANCE CON ON PARALLE AMBULANCE T. WITNESS	ITINUED TO L TAXIWAY BY RADIO REPORTED	, 1
	SS BEFORE CONTRO SSING PARALLEL T MING TO A STOP 1 EXCEEDED AIRPORT VER STATED HE DI	AXIWAY. AIRCRAFT IMMEDIAT 50 FEET BEYOND AIRCRAFT. LIMIT OF 20 MPH. A FIREF D NOT SEE AIRCRAFT NOR DI	ELY BURST IN AMBULANCE WA IGHTER TRIED D HE SEE ANY	NTO FLAMES, AS ON A TES O TO WARN D / LIGHTS ON	AND AMB T DRIVE RIVER OF AIRCRAF	ULANCE CON ON PARALLE AMBULANCE T. WITNESS	ITINUED TO L TAXIWAY BY RADIO REPORTED	, 1

File No. - 151

1/04/82

SAINT CROIX, VI

A/C Reg. No. N5151U

Time (Lc1) - 0610 AST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. OBJECT VEHICLE
- 3. CONTROL TOWER SERVICE NOT POSSIBLE PILOT IN COMMAND
- 4. CONTROL TOWER SERVICE NOT POSSIBLE DRIVER OF VEHICLE
- 5. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 6. VISUAL LOOKOUT INADEQUATE DRIVER OF VEHICLE
- 7. AIRPORT OPERATIONS INADEQUATE AIRPORT PERSONNEL

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA				Injuries			
T		SUBSTAI		Fata			None
* * * * * * * * * * * * * * * * * * * *	ERSONAL 1 CFR 91	Fire NONE	Cre Pas		0	0	1 1
Accident Occurred During -TA		IADIAE	Oth		Š Š	0	ó
-Aircraft Information							
Make/Model - CESSNA 140		Eng Make/Model - CO		2	LT Installed,		
Landing Gear - TAILWHEEL-ALL	_ FIXED	Number Engines - 1			tall Warning	System -	UNK/NR
Max Gross Wt - 1450		Engine Type - REG		RETUR V	veather kadar	- NO	
No. of Seats - 2		Rated Power -	85 HP				
-Environment/Operations Informat		.lmanan.		4.1			
Weather Data Wx Briefing - NO RECORD C		inerary Last Departure Point			ort Proximity AIRPORT		
Method - N/A	OF BRIEFING	SAME AS ACC/INC		OIN	AIRPORT		
Completeness - N/A	n	estination		Airpor	t Data		
Basic Weather - VMC	_	LOCAL		•	CKBURN AG STE	RIP	
Wind Dir/Speed- CALM				Rur	way Ident	- 20	
Visibility - 20.0 SM	AT AT	C/Airspace		Rur	way Lth/Wid	- 2500 ·	-UNK/NR
Cloud Conditions(1st) - 80					nway Surface		
Cloud Conditions(2nd) - UNK		Type of Clearance		Rur	nway Status	- SNOW -	DRY
Obstructions to Vision- NON		Type Approach Flown	- NONE				
Precipitation - NON	_						
Condition of Light - DAY	/LIGHT 						
-Personnel Information	_						
Pilot-In-Command		40	Medical Certific		ALID MEDICAL-V e (Hours)	WAIVERS/L	IMTI
Certificate(s)/Rating(s) PRIVATE		al Flight Review rrent - YES	Total -	_		24 Hrs - l	INIZ/NID
SE LAND		onths Since - 3	Make/Model-	200		30 Days- l	
SE CAND		rcraft Type - C-140		_		90 Days- l	
	7	Total Ciype 0 140	1715 CT GIIICTTC	,,		craft - l	
Instrument Beting(s) - A	IONE						
instrument kating(s) - N	NOINE						
Instrument Rating(s) - N	NONE						

	File No 199 	1/01/82	PULLMAN, WA	A/C Reg. No. N2482N	Time (Lc1) - 1400 PST
Occurrer Phase of		ERRUN KEOFF			
2. l	RPORT FACILITIES,	N - SELECTED -	AREA CONDITION - PILOT IN COMMAND IN COMMAND	SNOW COVERED	
	nce #2 ON f Operation TA	GROUND COLLIS	ION WITH TERRAIN		
	(s) RRAIN CONDITION - RRAIN CONDITION -				
Prot	pable Cause				
	ional Transportat finding(s) 2,3	ion Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	DAL AVIATION)	Aircraft Damage			T m 4		
Type operating certificate none (GENE	RAL AVIATION)	SUBSTANTIAL		Fatal	Serious	uries Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - CESSNA TU206G		e/Mode1 - CONTINENTA	L TSI0-520-1			/Activated	
Landing Gear - TRICYCLE-FIXED		Engines - 1	5. TN 150750			System -	YES
Max Gross Wt - 3600 No. of Seats - 6	Rated P	Type - RECIP - FU ower - 310 HP	EL INJECTED	weat	ner kadar	- UNK/NR	
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Dep	arture Point		ON AIR	PORT		
Method - N/A	LEWIST	•					
Completeness - N/A	Destinati		4	Airport D			
Basic Weather - VMC	SPOKAN	E,WA			N-MOSCOW		
Wind Dir/Speed- 050/010 KTS Visibility - 15.0 SM	ATC / A 4 mome				Ident	- 23	400
Cloud Conditions(1st) - 7500 FT OV	ATC/Airspa					- 6730/ - ASPHALT	
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE			Status	- SNOW -	
Obstructions to Vision- NONE		roach Flown - CONTAC	т	Kariway	Jtatus	3140#	COM ACTE
Precipitation - NONE	. , , , , , ,		•				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 47		Certificate			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review		t Time (H			_
COMMERCIAL	Current			1584		24 Hrs -	3
SE LAND			e/Model- trument-	734 303		30 Days- U 90 Days-	
	Aircraft	ype - UNK/NR Ins	trument-	303	Last	90 Days-	107
Instrument Rating(s) - AIRPLANE							
-Nonnot (1/0							
-Narrative AIRCRAFT HAD A RUDDER/DIRECTIONAL CONTR	OI DOODIEM THAT H	AD REEN OCCUPRING IN	TEDMITTENTI	/ WUEN *	T OCCUPE	n	
ING THE PREVIOUS FLIGHT, THE PILOT HAD T							

THE AIRCRAFT HAD A RUDDER/DIRECTIONAL CONTROL PROBLEM THAT HAD BEEN OCCURRING INTERMITTENTLY. WHEN IT OCCURRED DURING THE PREVIOUS FLIGHT, THE PILOT HAD TO USE FULL RIGHT RUDDER TO KEEP THE BALL CENTERED. BEFORE LANDING ON THAT FLIGHT, HE MADE A LOW PASS NEAR THE TOWER. TOWER PERSONNEL ADVISED THAT THE NOSE GEAR APPEARED TO BE COCKED TO THE LEFT. WHILE LANDING AFTER THAT FLIGHT, DIRECTIONAL CONTROL WAS DIFFICULT. AFTER INSPECTING THE PLANE, A MECHANIC ADVISED THAT THE NOSE GEAR APPEARED TO HAVE TOO MUCH OIL AND NOT ENOUGH AIR, CAUSING THE GEAR OLEO TO NOT FULLY EXTEND. THE PILOT ELECTED TO RETURN TO SPOKANE BEFORE HAVING IT REPAIRED. AFTER TAKEOFF, THE PROBLEM RECURRED, BUT REQUIRED FULL LEFT RUDDER. LATER, OIL WAS NOTED COMING FROM BEHIND THE CONTROL PANEL. NOT KNOWING FROM WHERE OR HOW BAD THE LEAK WAS, HE DIVERTED TO THE NEAREST AIRPORT AND LANDED WITH A 10 KNOT TAILWIND. WHEN THE NOSEWHEEL TOUCHED

DOWN, THE PLANE VEERED RIGHT AND HIT A SNOWBANK. THE RUNWAY WAS TOO SLIPPERY FOR THE LEFT BRAKE TO HELP.

File No. - 200 1/08/82 PULLMAN, WA A/C Reg. No. N6106U Time (Lc1) - 1230 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NOSE GEAR - BINDING (MECHANICAL) 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - TAILWIND 5. WRONG RUNWAY - SELECTED - PILOT. IN COMMAND 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7 Factor(s) relating to this accident is/are finding(s) 4,5,6,8

Type Operating Certificate-NONE (GENERAL		ft Damage	P-4-1	Injur		M
Type of Operation -TEST	SUBSI Fire	ANTIAL Cre	Fatai ew O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pas	•	ŏ	ŏ	ó
Accident Occurred During -TAKEOFF		Oth	ner O	Ō	Ö	Ö
-Aircraft Information						
Make/Model - CESSNA 140	Eng Make/Mode1 - C			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			11 Warning S		NK/NR
Max Gross Wt - 1500 No. of Seats - 2	Engine Type - R Rated Power -		JKEIUK Wea	ither Radar ·	· NU	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AI	RSTRIP		
Method - N/A	SAME AS ACC/INC			D-4-		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport FELTS			
Wind Dir/Speed- 210/007 KTS	LUCAL				- 21	
Visibility - 20.0 SM	ATC/Airspace			y Lth/Wid -		
Cloud Conditions(1st) - 20000 FT UNK/N		- NONE		y Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance				- DRY	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 57	Medical Certific	nata - VALT	D MEDICAL -NO	O WATVERS/	LIMIT
	Biennial Flight Review		ight Time () WAIVERS/	FIMIL
ATP	Current - YES	Total -	14271	Last 24	4 Hrs -	0
SE LAND, ME LAND	Months Since - 3 Aircraft Type - UNK/N	Make/Mode1-	720	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument-	2140	Last 90) Days-	
		Multi-Eng -	3250	Rotorc	raft -	27
Instrument Rating(s) - AIRPLANE		•				
ER AN ANNUAL INSPECTION, THE PILOT MADE A T	HOROUGH GROUND CHECK AND	TAXIED OUT FOR A 1	EST FLIGHT	DURING		
EOFF. THE ENGINE LOST POWER AT ABOUT 50 FT						

File No 1	95 1/15/82	SPOKANE, WA	A/C Reg. No. N7290)1 Time (Lc1) - 09	05 PST
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL	CLIMB			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/T	OUCHDOWN			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/T	OUCHDOWN			
Finding(s) 2. TERRAIN CONDITI	ON - SNOW COVERED	•			
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that	the Probable Cause(s) of the	s accident	
Factor(s) relating to	o this accident is/	are finding(s) 2			

File No 198 2/03/8	82 NR. COL	BERT, WA	A/C Reg.	No. N5527G	т	ime (Lc1) ·	- 1345 PS	т
Basic Information Type Operating Certificate-No	ONE (GENERAL	AVIATION)	Aircraft Da	_		Injur		None
Tune of Openation -II	NCTOUCTIONAL	- DUAL	SUBSTANTIA Fire		Fatal O	Serious O	Minor O	None
Type of Operation -II Flight Conducted Under -14			NONE	Crew Pass	_	_	0	2 0
Accident Occurred During -L			NUNE	Other	-	0	ŏ	Ŏ
Aircraft Information								
Make/Model - CESSNA 150J		Eng Make/Mo	del - CONTIN	NENTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-FIX	ED	Number Engli			Stal	1 Warning S	System -	YES
Max Gross Wt - 1600		Engine Type	- RECIP	ROCATING-CARBURI	ETOR Weat	her Radar -	- NO	
No. of Seats - 2		Rated Power	- 100) HP				
Environment/Operations Informa	t1on							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departu			OFF AI	RPORT/STRIF	•	
Method - UNK/NR		SPOKANE, WA						
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC	_	LOCAL			_			
Wind Dir/Speed- 210/005 KTS					•		- N/A	
Visibility - 15.0 SI		ATC/Airspace Type of Flig				Lth/Wid -		
Cloud Conditions(1st) - NON		Type of Fligi	ht Plan - No	DNE		Surface -		
Cloud Conditions(2nd) - NON		Type of Clea				Status -	- N/A	
Obstructions to Vision- NO		Type Approact	h Flown - V	SUAL FULL CIRCU	JIT			
Precipitation - NON								
Condition of Light - DA	YLIGH!							
Personnel Information	•	00		di1 C+161		MEDICAL MA	TVEDC /L T	MIT
Pilot-In-Command	A:	ge - 23 iennial Flight Re	Med	dical Certificat			ITAEK2\CI	WII
Certificate(s)/Rating(s)					nt Time (H 382	•	l Una -	•
COMMERCIAL, CFI		Months Since	- YES	Total - Make/Model-	382	Last 24	Hrs -	O INIK /NID
SE LAND, ME LAND		Aircraft Type	- 10 - UNIK/ND	Instrument-	54 66	Last 30		38 38
		Aircraft Type	- UNK/NK	Multi-Eng -	15	Last st) Days-	36
Instrument Rating(s) - /	AIRPLANE							
Narrative								
DURING FLIGHT, THE INSTRUCTOR ASKED								
BEGAN THE MANEUVER AT ABOUT 4600 FT							TTLE	
AND THE ENGINE BEGAN TO LOSE POWER.				•		•		
ENGINE CEASED OPERATING. THE INSTRU								
LACK OF BATTERY POWER. DURING A SUE								
DEEP SNOW AND NOSED OVER. DURING AN								
CCE OR OTHER FOREIGN MATERIAL; HOWE								
STAND. IT OPERATED NORMALLY DURING							HIZ	
EQUIRED "HAND PROPPING" OF THE EN	GINE ON THE F	TK21 FLIGHT OF TH	E DAY. ALSO,	, THE BATTERY WA	45 SLUW TO	RECHARGE.		

File No 1	98 2/03/82	NR. COLBERT,WA	A/C Reg. No. N5527G	Time (Lc1) - 1345 PST	
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	DTAL) - NON-MECHANICAL			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE	/TOUCHDOWN			
3. ELECTRICAL SYST	EM,BATTERY - FAILU	URE, PARTIAL OMPANY/OPERATOR MGMT	FED - PILOT IN COMMAND(CFI)		
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	ent	
Factor(s) relating to	o this accident is	s/are finding(s) 2.3.4.5			

File No 194 2/07/82 PROSS	SER, WA A,	/C Reg. No. N8280W	1	ime (Lc1)	- 1100 PS1	r
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage			ries	
Time of Consention INCTRUCTION		BSTANTIAL	Fatal O	Serious O	Minor	None 1
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	NOI		-	0	0	Ó
Accident Occurred During -LANDING	1401	Other	_	ŏ	ŏ	ŏ
Aircraft Information						
Make/Model - PIPER PA-28-180		LYCOMING 0-360		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines		Stal	1 Warning	System - \	re\$
Max Gross Wt - 2175 No. of Seats - 4		- RECIPROCATING-CARBURE - 180 HP	:IUR Weat	ner Radar	- NU	
Environment/Operations Information	7.1		A	D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	nint	Airport ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC		ON AIN	II OK I		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			O. BEARDS	LEY FIELD	
Wind Dir/Speed- 090/005 KTS			Runway	Ident	- 25	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		60
Cloud Conditions(1st) - NONE	Type of Flight P			Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Approach Fig	own - VISUAL STRAIGHT-1	LN			
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certificat	te - VALID	MEDICAL-W	AIVERS/LI	AIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (F	lours)		
STUDENT	Current - N/				4 Hrs -	1
	Months Since - N/	•		Last 3		16
	Aircraft Type - N/	Instrument-	0	Last 9	O Days-	16
Instrument Rating(s) - NONE						
Name of the						
Narrative TER RETURNING FROM A LOCAL FLIGHT, THE STUD						
5 KNOTS. THE LANDING WAS WITHOUT DIFFICULT						
FT. THE PILOT REPORTED THAT HE CORRECTED WI E LEFT RUDDER. THE PLANE DEPARTED THE RUNWA						
		NOSE GEAR FAILED, IME I	TELI MTING	MAS DENIED	•	
D THERE WAS MINOR DAMAGE TO THE PROP AND CO	NWI TRIC					

2/07/82 File No. - 194 PROSSER, WA A/C Reg. No. N8280W Time (Lc1) - 1100 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3 Factor(s) relating to this accident is/are finding(s) 1,5

Type of Dperation -INSTRUCTIONAL - DUAL Fire Crew Flight Conducted Under -14 CFR 91 NONE Pass Accident Occurred During -LANDING Other -14 CFR 91 NONE Pass Accident Occurred During -LANDING Other -14 CFR 91 NONE Pass Accident Occurred During -LANDING Other -15 NONE Pass Accident Occurred During -14 None Engine -1 None Engine -1 None Engine -1 None Engine -1 None Engine -1 None Engine -1 None -16 N	Т	Time (Lcl)	- 1018 PS	ST
Type of Operation -INSTRUCTIONAL - DUAL Fire Crew Flight Conducted Under -14 CFR 91 NONE Pass Accident Occurred During -LANDING Other		Inju	uries	
Filght Conducted Under -14 CFR 91 Accident Occurred During -LANDING Other Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320-H2AD Landing Gear - FLOAT Number Engines - 1 Max Gross Wt - 2350 Engine Type - RECIPROCATING-CARBURETO No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary Last Departure Point Method - N/A KENMORE, WA Completeness - N/A Destination Ai Basic Weather - VMC LOCAL Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions (2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL, OFI Current - YES Total - 14 SE LAND, SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE	Fatal	Serious		None
Accident Occurred During -LANDING Other Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320-H2AD Number Engines - 1 Max Gross Wt - 2350 Engine Type - RECIPROCATING-CARBURETO 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 Destination Method - N/A Destination Method - N/A Destination Moder Of Mind Dir/Speed VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- A Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-	0	0	0	2
-Aircraft Information Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320-H2AD Landing Gear - FLOAT Number Engines - 1 Max Gross Wt - 2350 Engine Type - RECIPROCATING-CARBURETO No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary Last Departure Point Method - N/A KENMORE, WA Completeness - N/A Destination A: Basic Weather - VMC LOCAL Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model - Months Since - 8 Make/Model - LYCOMING 0-320-H2AD Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATING-CARBURETO Number Engines 7 1 Engine Type - RECIPROCATION-VALUETO Number Engine Type - RECIPROCATION-VALUETO Number Engine Type - RECIPROCATION-VALUETO Number Engine Type - RECIPROCATION-VALUETO Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Procipitation Number Engine To Proc	0	0	0	0
Make/Model - CESSNA 172N Landing Gear - FLOAT Max Gross Wt - 2350 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- VARIABLE Visibility - 60.0 SM Cloud Conditions(1st) - 18000 FT SCATTERED Obstructions to Vision- NONE Cloud Condition to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, SE SEA Months Since - 8 Make/Model - LYCOMING 0-320-H2AD Number Engines - 1 Engine Type - RECIPROCATING-CARBURETO Rated Power - 160 HP Itinerary Last Departure Point KENMORE, WA Destination ATC/Airspace LOCAL ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Current - YES Total - 14 SE LAND, SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-	0	0	0	0
Landing Gear - FLOAT Max Gross Wt - 2350 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 - VARIABLE Visibility - 60.0 SM Cloud Conditions(1st) - 18000 FT SCATTERED Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,OFI SE LAND,SE SEA Months Since - 8 Make/Model - Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANENarrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-				
Max Gross Wt - 2350 No. of Seats - 4 Rated Power - 160 HP 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 - 60.0 SM Cloud Conditions(1st) - 18000 FT SCATTERED Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA Months Since - 8 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-	ELT	Installed/	/Activated	d - YES/Y
No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A KENMORE, WA Completeness - N/A Destination Ai Basic Weather - VMC LOCAL Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(ist) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-		11 Warning		YES
Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A KENMORE, WA Completeness - N/A Destination Ai Basic Weather - VMC LOCAL Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE	'OR Weat'	ther Radar	- NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 60.0 SM Cloud Conditions(1st) - 18000 FT SCATTERED Obstructions to Vision- NONE Cloud Condition to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA Months Since - 8 Make/Model- A Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA-				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A KEMMORE,WA Completeness - N/A Destination Ai Basic Weather - VMC LOCAL Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
Method - N/A Destination As Destinat	Airport (Proximity		
Method - N/A Destination As Destinat	OFF AI	IRPORT/STRI	IP	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 60.0 SM Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Obstructions to Vision - NONE Type of Clearance - NONE Obstructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative ESTUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA		•		
Wind Dir/Speed- VARIABLE Visibility - 60.0 SM ATC/Airspace Cloud Conditions(ist) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE	Airport Da	Data		
Visibility - 60.0 SM ATC/Airspace Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA	•			
Cloud Conditions(1st) - 18000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE	Runway	y Ident	- N/A	
Cloud Conditions(2nd) - UNK/NR	Runway	y Lth/Wid	- N/A	
Cloud Conditions(2nd) - UNK/NR	Runway	y Surface	- N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative IE STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	Runway	y Status	- N/A	
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model- 4 Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANENarrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
Personnel Information Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - 1 Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative IE STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
Pilot-In-Command Age - 34 Medical Certificate Certificate(s)/Rating(s) Biennial Flight Review Flight COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	- VALID	D MEDICAL-N	NO WAIVERS	S/LIMIT
COMMERCIAL,CFI Current - YES Total - 14 SE LAND,SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative IE STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	: Time (H			•
SE LAND, SE SEA Months Since - 8 Make/Model - 4 Aircraft Type - UNK/NR Instrument - 6 Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	480	•	24 Hrs - l	JNK/NR
Aircraft Type - UNK/NR Instrument- Multi-Eng - Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	425	Last 3	30 Days-	30
Multi-Eng - Instrument Rating(s) - AIRPLANENarrative IE STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.	126	Last 9	90 Days-	90
Instrument Rating(s) - AIRPLANE Narrative E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA	10		-	
E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
E STUDENT AND INSTRUCTOR WERE PRACTICING WATER LANDINGS ON LAKE SAMMAMISH NEAR REDMOND, WA.				
	THE WT	TNDS WEDE		
ITTIALLY CALM. ON THE SECOND LANDING, IT WAS NOTED THAT THE WIND BEGAN TO PICK UP. REPORTEDL				
ITTIALLY CALM. ON THE SECOND LANDING, IT WAS NOTED THAT THE WIND BEGAN TO PICK UP. REPORTED S ENCOUNTERED DURING FINAL APPROACH FOR THE THIRD LANDING. A HIGH SINK RATE DEVELOPED AND				
RD. THE FRONT OF THE LEFT FLOAT SPLIT OPEN AND FILLED WITH WATER. THE AIRCRAFT SLOWLY ROLLE	ED OVER	ANU SANK.		

File No. - 197

2/28/82

REDMOND, WA

A/C Reg. No. N4787E

Time (Lc1) - 1018 PST

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER DUAL STUDENT
- 3. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 4. LANDING GEAR, FLOAT ASSEMBLY FAILURE, PARTIAL

----Probable Cause----

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

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

 -Basic Information Type Operating Certificate-NONE (GENE 	PAL AVIATION)	Aircraft Dama	ane		Injur	100	
Type operating out throate none (acre	MAL ATTATION,	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		0	0	0	3
Accident Occurred During -TAKEOFF			Other	0		0	0
-Aircraft Information							
Make/Model - MOONEY M-20		Model - LYCOMING	3 0-360-A1D				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575		gines - 1 pe - RECIPRO			Warning S		YES
No. of Seats - 4		er - 180 i		ok weat	ier kadar -	NU	
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	SAME AS	•					
Completeness - FULL	Destination		Δ	irport D			
Basic Weather - VMC	EAU CLAI	RE, WI		SHELL			
Wind Dir/Speed- CALMABLE	ATC/Airspace				Ident - Lth/Wid -		50
Visibility - 7.0 SM Cloud Conditions(1st) - 4000 FT SC			=		Surface -		
Cloud Conditions(1st) - 4000 F1 30	Type of Ci	earance - NONI	= =		Status -		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type Of Ci	ach Flown - NON	= =	Kuriway	Status	2140 M	COMPACIE
Precipitation - UNK/NR	Type Applie	acr 1 10#11 140141	-				
Condition of Light - NIGHT (DARK	:)	•					
-Personnel Information							
Pilot-In-Command	Age - 39 Biennial Flight	Media	cal Certificate	- VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (He	ours)		
PRIVATE	Current	- YES	Total -	390	Last 24	Hrs -	UNK/NR
SE LAND	Months Since Aircraft Typ	- YES - 1 ! e - UNK/NR	Make/Model- Instrument-	194 15	Last 30 Last 90	Days-	UNK/NR UNK/NR
Instrument Rating(s) - NONE							
-Narrative							
PILOT INITIATED HIS TAKEOFF RDLL ON A R							
THE RUNWAY, THE AIRCRAFT STARTED TO DRIF	T LEFT. THE PILOT S	TATED THAT WHEN	HE APPLIED RIG	HT RUDDE	R AND SLIGH	TLY	
ERED THE NOSE, THE PLANE CAME BACK TO TH SSURE AND THE AIRCRAFT APPARENTLY MOVED							
		THE LEFT WIND DI	TO A BUILD NA LEAD TO A COMM	エムヘナ ルナエ	I A CRICHDARI	<i>U</i>	

File No. - 63 1/21/82 SHELL LAKE, WI A/C Reg. No. N6029Q Time (Lc1) - 1945 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN. Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK ----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) 1,2,5

Basic Information Type Operating Certificate-NONE (GENER		aft Damage		Inj	uries	
		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTION		Crei		0	0	2
Flight Conducted Under -14 CFR 91	NONE			0	0	0
Accident Occurred During -LANDING		0th	er 0		0	
Aircraft Information						
Make/Model - CESSNA 150		CONTINENTAL 0-200		Installed		
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warning		YES
Max Gross Wt - 1600		RECIPROCATING-CARBU	RETOR Wea	ather Radar	- NO	
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		nt	ON A	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL		RAINE			
Wind Dir/Speed- 250/005 KTS Visibility - 3.0 SM	ATO /A /			y Ident		50
	ATC/Airspace	- NONE		y Lth/Wid		
Cloud Conditions(1st) - 1000 FT OVE	Type of Clearance	- NONE		y Surface y Status	- DRY	7
Obstructions to Vision- HAZE	Type Approach Flow			y Status	- DK1	
Precipitation - NONE	Type Approach From	T - VISUAL FULL CIRC	,011			
Condition of Light - DAYLIGHT						
			·			
Personnel Information	Ama = 40	Medical Certifica	.+a - VAL1	D MEDICAL -	WATVEDS /LT	MIT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review		te - VALI tht Time (WAIVERS/ LI	.MIII
COMMERCIAL, CFI	Current - YES	Total -			24 Hrs -	0
<u>-</u>	Months Since - 4				30 Davs- L	-
CE I AND ME I AND	Aircraft Type - UNK/				90 Days	90
SE LAND, ME LAND		THIS CHAMBELLE		Lust	JO Days	50
SE LAND, ME LAND	All Clair Type Oliky	Multi-Eng -	37			
SE LAND,ME LAND	All Clair Type UNK/	Multi-Eng -	37			

File No. -2/20/82 FRANKLIN, WI A/C Reg. No. N63213 Time (Lc1) - 0916 CST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. ALTITUDE - MISJUDGED - DUAL STUDENT 2. DISTANCE - MISJUDGED - DUAL STUDENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 56 2/21/82 FRANK	LIN, WI	A/C Reg. No.	N1218E		Time (Lc1)	- 1245 CS	Т
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage				uries	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Mode1 - BELLANCA 8KCAB	Eng Make/Mo	de1 - LYCOMING I	0-360-H1A	ELT	Installed	/Activated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi					System - U	
Max Gross Wt - 1800		- RECIP - FU			ther Radar		,
No. of Seats - 2	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point		ON AI			
Method - N/A	SAME AS AC			0.0	•		
Completeness - N/A	Destination	0, 20		Airport	Data		
Basic Weather - VMC	LOCAL		•	RAINB			
Wind Dir/Speed- 360/004 KTS					y Ident	- 27	
Visibility - 7.0 SM	ATC/Airspace					- 2140/	30
Cloud Conditions(1st) - 3000 FT SCAT		ht Plan - NONE				- ASPHALT	
Cloud Conditions(2nd) - NONE					y Status		
Obstructions to Vision- NONE	Type Approac	h Flown - NONE			,		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32		Certificate			MAINERS/LI	NTI
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (•	A 11.	•
PRIVATE	Current .	- YES 10t	al -	400	Last	24 Hrs -	0
SE LAND	Months Since	- 23 Mak	e/Model-	25	Last	30 Days- U	NK/NR
	Aircraft Type	- UNK/NR Ins	trument-	17	Last	90 Days-	3
4.							
Instrument Rating(s) - NONE							
Narrative							
AFTER A 1.8 HOUR FLIGHT, THE FIXED BASE OPERA	TOR SERVICED THE AI	RCRAFT WITH 15 G	ALLONS OF FU	JEL. TH	E PILOT ST	ATED	
THAT HE DRAINED THE SUMPS AS PART OF HIS PREF							
75 TO 100 FEET AGL. THE ENGINE LOST POWER. TH							
IE BANKED SHARPLY TO THE RIGHT TO ALIGN THE A							
IRCRAFT BOUNCED HARD, STRUCK A ROAD SIGN ON							
SIX GALLONS OF WATER WAS FOUND IN THE AIRCRAF						٥F	
THE FIXED BASE OPERATOR'S FUEL TANK.				-, . , ,		= :	

File No. - 56 2/21/82 FRANKLIN, WI A/C Reg. No. N1218E Time (Lc1) - 1245 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID.FUEL - WATER 2. AIRPORT FACILITIES - INADEQUATE 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SNOW COVERED Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 82 1/06/82 JACKS	ON, WY A/C Reg	. No. N8070Q	Time (Lo	:1) - 0945 MS1	r
Basic Information		_			
Type Operating Certificate-NONE (GENERA				njuries	
T C. O	SUBSTANT			us Minor	None
Type of Operation -PERSONAL	Fire	Crew	-	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass		0	2
Accident Occurred During -LANDING		Other	0 (0	0
Aircraft Information					
Make/Model - BEECH 35	Eng Make/Model - CONT	INFNTAL ID-520B	FIT Install	ed/Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			ng System - \	
Max Gross Wt - 3300	Engine Type - RECI	P - FUEL INJECTED	Weather Rac	lar - NO	
No. of Seats - 6	Rated Power - 2				
Environment/Operations Information Weather Data	Itinerary		Airport Proximi	tv	
Wx Briefing - NO RECORD OF BRIEFING			ON AIRPORT	• 7	
Method - N/A	SAME AS ACC/INC		0.1 42 0		
Completeness - N/A	Destination		Airport Data		
Rasic Weather - VMC	RIVERTON, WY	•	JACKSON HOLE		
Wind Dir/Speed- CALM Visibility - 0.0 Cloud Conditions(1st) - UNK/NR	-		Runway Ident	- 36	
Visibility - 0.0	ATC/Airspace		Runway Lth/Wi		150
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -	NONE	Runway Surfac		150
Cloud Conditions(2nd) - UNK/NR	ATC/Airspace Type of Flight Plan - Type of Clearance -	NONE	Runway Status		COMPACTED
Obstructions to Vision- NONE	Type Approach Flown -			3,40 ** (JOHN AUTED
Precipitation - NONE	Type Approach Trown	VISOAC FOLL OIROO	• •		
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - UNK/NR M	edical Certificate			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	: Time (Hours)		
PRIVATE	Current - UNK/NR	Total -		t 24 Hrs -	0
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Mode1-	176 Las	t 30 Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	0 Las	t 90 Days-	85
Instrument Rating(s) - NONE					
Narrative					
E TEMPERATURE WAS APPROXIMATELY A MINUS 15					
OR 30 MINUTES AND THAT EVERYTHING WAS IN THE					
ERSPEED. THE PILOT THROTTLED BACK AND TURNE					
DRCED LANDING, THE AIRCRAFT STALLED ABOUT 25					
THE ENGINE REVEALED A CRACKED CRANKCASE, B					
OIL, BUT THE VISCOSITY WAS ANALYZED AND FO	UND TO BE ABOUT SAE 55. THE S	TANDARD WINTER PRO	CEDURE REQUIRED	A	
DWER VISCOSITY AND/OR AN ADEQUATE ENGINE WAR	M UP AFTER ENGINE START.				

File No	82 1/06/82 JA	CKSON, WY	A/C Reg. No.	N8070Q	Time (Lc1) - 0945 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL)	- MECH FAILURE/MAL	FUNCTION		
	PROPER LIGHT - INADEQUATE - P ON - TEMPERATURE EXTRE	MES			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUG				
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUG	HDOWN			
Finding(s) 4. LEVEL OFF - IMF	ROPER - PILOT IN COMMA	ND			
Occurrence #4 Phase of Operation	GEAR COLLAPSED LANDING - FLARE/TOUC	HDOWN			
Finding(s) 5. LANDING GEAR -	OVERLOAD				
Probable Cause					
The National Transpois/are finding(s) 1,	rtation Safety Board d 2,4	etermines that the	Probable Cause(s) o	f this accident	
Factor(s) relating t	o this accident is/are	finding(s) 3			

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies		
	SUBST	ANTIAL	Fata1		Minor	None	
Type of Operation -HUNTING	Fire	Crew	-	O	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	1	
Accident Occurred During -LANDING		0 <u>the</u>	r 0	0	0	0	
-Aircraft Information	<u>.</u>						
Make/Model - HUGHES 269C		YCOMING HID-360-D1A		Installed/			
Landing Gear - SKID	Number Engines -		Stall Warning System - UNK/NR				
Max Gross Wt - 2050	Engine Type - R) Weat	her Radar -	· NO			
No. of Seats - 3	Rated Power -	190 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING		t ·	OFF AI	RPORT/STRIF	•		
Method - N/A	SAME AS ACC/INC		44 B	_ 4 _			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ата			
Wind Dir/Speed- UNK/NR	LUCAL		Dunway	Ident -	· N/A		
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -			
Cloud Conditions(ist) - NONE	Type of Flight Plan	- NONE		Surface -			
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -			
Obstructions to Vision- BLOWING SNOW	Type Approach Flown	- NONE	•				
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 38	Medical Certifica			WAIVER:	S/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (H			_	
COMMERCIAL	Current - YES	Total -	2800	Last 24 Last 30	Hrs -	6	
LIEL TOODTER	Months Since - 9	Make/Model-	1630	Last 30	Days-	UNK/NR	
HELICOPTER	Aircraft Type - UNK/N	R Instrument-	15	Last 90	raft -	75 2710	
				ROTOPCI	агс -	2710	
Instrument Rating(s) - NONE							
PILOT STATED THAT HE BECAME DISORIENTED I	N & WHITE OUT CONDITION DU	F TO BLOWING SNOW D	IRTNG A IA	NDING ATTEN	IPT.		
THEN LOWERED THE COLLECTIVE TO STOP THE BL							

1/20/82 File No. - 46 BONDURANT, WY A/C Reg. No. N7402F Time (Lc1) - 1630 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - WHITEOUT Occurrence #2 ROLL OVER LANDING - FLARE/TOUCHDOWN

Phase of Operation

----Probable Cause----

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

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

File No 51 1/29/82 NEAR	GILLETE, WY A/C	LETE,WY A/C Reg. No. N758RD			Time (Lc1) - 1100 MST				
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injurte					
		NTIAL		Serious		None			
Type of Operation -AERIAL SURVE			rew O	0	0	1			
Flight Conducted Under -14 CFR 91	NONE		ass 0	0	0	· · · · · · · · · · · · · · · · · · ·			
Accident Occurred During -MANEUVERING		O	ther 0	0	0	0			
Aircraft Information									
Make/Mode1 - CESSNA 172	Eng Make/Mode1 - C		O-K ELT	Installed/Act	ivated	- YES-UNK/			
Landing Gear - TRICYCLE-FIXED	Number Engines -			11 Warning Sys		ES			
Max Gross Wt - 2300	Engine Type - Ri		CTED Wea	ther Radar - N	0				
No. of Seats - 4	Rated Power -	195 HP							
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			OFF AIRPORT/STRIP					
Method - N/A	GILLETE, WY								
Completeness - N/A	Destination		Airport 1	Data					
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- 260/010 KTS			Runwa	/ Ident - N	/A				
Visibility - 40.0 SM	ATC/Airspace		Runwa	Lth/Wid - N	/A				
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan - UNK/NR			Runway Surface - N/A					
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - NONE			Runway Status - N/A					
Obstructions to Vision- NONE	Type Approach Flown	- NONE	·	•					
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information				· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 31	Medical Certif	icate - VALII	MEDICAL-NO W	AIVERS/	LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificate - VALID MEDICAL-NO WAIVERS Flight Time (Hours)							
COMMERCIAL	Current - YES	Total	- 4027	Last 24 H	rs -	4			
SE LAND, ME LAND	Months Since - 3	Make/Mode1	- 506	Last 30 D	avs- UN	K/NR			
HELICOPTER	Months Since - 3 Aircraft Type - UNK/NI	Instrument	- 122	Last 90 D					
		Multi-Eng	- 949	Rotorcraf					
Instrument Rating(s) - AIRPLANE									
Narrative E PURPOSE OF THE FLIGHT WAS TO MAKE AN AERIA TTLE IN A COVE. THE PILOT THEN TURNED AND DI JLD HAVE TO CLIMB OR TURN TO AVOID RISING TI CONDS LATER, HE COULD NO LONGER FEEL POSITI	ESCENDED TO ABOUT 100 FEET ERRAIN. HE STATED THAT HE : VE CONTROL OF THE AILERONS	AGL. AFTER LEVE NSTINCTIVELY BA	LING, HE NOTI NKED INTO A I	ED THAT HE LEFT TURN.					
S BEING TUCKED UNDER. THE AIRCRAFT STRUCK H	ILLY TERRAIN.								

File No. - 51 1/29/82 NEAR GILLETE,WY A/C Reg. No. N758RD Time (Lc1) - 1100 MST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. DISTANCE MISJUDGED PILOT IN COMMAND
- 4. AIRSPEED MISJUDGED PILOT IN COMMAND
- 5. ALTITUDE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 50 2/01/82 ROC	A/C Reg. No.	Time (Lc1) - 1845 MST							
Basic Information	_								
Type Operating Certificate-AIR CARRIE	Aircraft Damage		Injuries						
ON-DEMAND		SUBSTANTIAL		Fatal	-		None		
Type of Operation -NON SCHED,		Fire	Crew	0	1	0	0		
Flight Conducted Under -14 CFR 135		NONE	Pass	0	0	0	0		
Accident Occurred During -CRUISE			Other	0	0	0	0		
Aircraft Information									
Make/Model - PIPER PA-32	Eng Make/i	Model - LYCOMING '	TIO-540-51AD	ELT :	installed/.	Activated	- YES/YE		
Landing Gear - TRICYCLE-RETRACTABLE	Number En	gines - 1		Sta1	Warning	System - \	YES		
Max Gross Wt - 3600	Engine Tv	Engine Type - RECIP - FUEL INJECTED							
No. of Seats - 6									
Environment/Operations Information									
Weather Data	Itinerary		A	irport	Proximity				
Wx Briefing - FSS		ture Point				D			
Method - TELEPHONE		Last Departure Point VERNAL,UT			OFF AIRPORT/STRIP				
Completeness - FULL	Destination		Δi	rport Da	ata .				
Basic Weather - IMC		INGS.WY	~ '	. po. c b					
Wind Dir/Speed- 290/013 KTS	ROCK SI'K	11443, W1		Dunway	Ident	- N/A			
Visibility - 3.0 SM	ATC/Airspace				Lth/Wid				
Cloud Conditions(1st)2000 FT OV					Surface				
Cloud Conditions(2nd) - UNK/NR		earance - NONE			Status				
Obstructions to Vision- FOG		ach Flown - NONE		Karmay	314145	11/ 5			
Precipitation - SNOW	Type Applion	acii i iowii iioiie							
Condition of Light - NIGHT (DARK)								
	, 								
Personnel Information		A0 -11 1		V41.7D	MEDICAL N	D WATVEDS	/: TMTT		
Pilot-In-Command	Age - 24		Certificate			D MUINERS	/ LIMI I		
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho	•	4 11	4		
COMMERCIAL	Current	- YES To	ta1 - 12	75	Last 2	4 Hrs -	4		
SE LAND, ME LAND	Months Since	- 2 May	ce/Model- strument-	25	Last 3	Days- Ur	100		
	Aircraft Typ	e - UNK/NR Ins	strument-	60	Last 9	Days-	198		
		MU	lti-Eng -	30					
Instrument Rating(s) - AIRPLANE									
Narrative	45750 D551151 1110	SUBTRIG THE VER EL		DEDODI	.D. TO. DOOK				
E AIRCRAFT DEPARTED VERNAL, UT AT 1810 MST									
RINGS FSS THAT HE WAS 20 MILES SOUTH AND						ECAL I			
RE RECEIVED. THE AIRCRAFT STRUCK A MOUNTA									
v evente de the eltant Nob ANV betatio de				- UPPRA	IIIN'S IN 1				
Y EVENTS OF THE FLIGHT NOR ANY DETAILS OF CEMBER 1981 AND HAD FLOWN THE ROUTE ON TW		JI WAS CERTIFICATI	D FUR PART TO	0 0 ENA	10.10 111 2				

File No. - 50

2/01/82

ROCK SPRINGS, WY

A/C Reg. No. N8178F

Time (Lc1) - 1845 MST

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. WEATHER CONDITION FOG
- 2. WEATHER CONDITION SNOW
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. LIGHT CONDITION NIGHT
- 5. UNDETERMINED

----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



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