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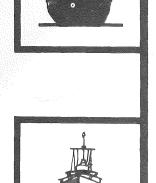


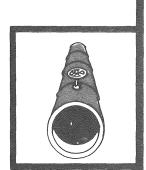
WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 2 OF 1982 ACCIDENTS

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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.

File Numbers: 0201 thru 0400

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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 damaged growing out of any matter mentioned in such report or reports."

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

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0201 Through 0400 Issue Number 2

TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
General Aviation	193	10	17
Part 135 (Air Taxi)	6	1	1
Part 135 (Commuter)	1	0	0
Part 121 (Air Carrier)	0	0	0
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Totals	200	11	18

Summary of 1982 Briefs of Aviation Accidents

File Numbers 0201 Through 0400 Issue Number 2

TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single-Engine)	157	9	16
Fixed-Wing (Multi-Engine)	28	2	2
Rotorcraft	10	0	0
Glider	3	0	0
Balloon	2	0	0
Blimp/Dirigible	0	0	0
Totals	200	10	18

File Order Listing - Issue No. 2, 1982

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
201	N6940Q	012382	LONDON, OH	BEECH	A23A	FATAL	286
202	N2127W	011882	ORCHARDS, WA	BEECH	C23	SERIOUS	372
203	N739MG	031082	HEAVENER, OK	CESSNA	172	FATAL	306
204	N907 9 0	030682	HENDERSON, NV	BARNES	AX-7	SERIOUS	276
205	N2558C	032582	JASPER, FL	PIPER	PA-38-112	NONE	140
206	N9243H	031582	CANASTOTA, NY	CESSNA	172	NONE	278
207	N2962W	031782	AVOCA, PA	PIPER	PA-28RT-20	NONE	328
208	N5193X	020482	BURNS, OR	BELLANCA	7KCAB	NONE	312
209	N1578P	031482	RICHLAND, WA	PIPER	PA-18-135	MINOR	380
210	N3406C	022782	NEW PORT RICHEY, FL	CESSNA	170	MINOR	120
211	N201WM	030782	CRYSTAL, MN	MOONEY	M2OJ	SERIOUS	228
212	N9530Q	030482	ELYRIA, OH	SMITH AEROST	600	NONE	292
213	N7812Q	022482	BRYAN, OH	CESSNA	414	NONE	290
214	N7433Y	031282	CRESCENT CITY, FL	PIPER	PA-30	NONE	128
215	N26JM	032082	BROOKSVILLE, FL	MCKINLEY EAA	P-2 BIPLAN	NONE	134
216	N6958L	030482	KEY WEST, FL	CESSNA ·	310K	NONE	124
217	N35289	013082	ELKO, NV	CESSNA	177B	NONE	274
218	N6125B	030582	MILWAUKEE, WI	CESSNA	152	NONE	396
219	N28791	032182	LEBANON, OR	GRUMMAN	AA-5B	NONE	324
220	N8063S	032782	HOQUIAM, WA	CESSNA	150F	MINOR	384
221	N2039X	031382	SEBRING, OH	CESSNA	182	NONE	294
222	N2470P	031382	ROCKFORD, IL	PIPER	PA-22-150	NONE	192
223	N66252	030882	CHARLESTOWN, IN	CESSNA	150	NONE	202
224	N34EE	030482	VALPARAISO, IN	PIPER	PA-30	NONE	200
225	N63516	011782	ANCHORAGE, AK	CESSNA	150	MINOR	2

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
226	N7967Q	010182	EAST HANOVER, NJ	CESSNA	401B	NONE	268
227	N97AR	012282	NEAR KINGSTON, ID	SIKORSKY	S-5 8 J	NONE	182
228	N36PB	011382	SPOKANE, WA	PIPER	PA-31-350	NONE	370
229	N756GF	020282	MOSES LAKE, WA	CESSNA	U206G	NONE	376
230	N58203	011582	S.E. OF MALTA, ID	HUGHES	269C	NONE	180
231	N1924J	030782	EVERETT, WA	ROCKWELL INT	114	NONE	378
232	N6879V	031882	MAUPIN, OR	MOONEY	M2OF	MINOR	322
233	N4524	022282	SUTHERLIN, OR	KAMAN	HH-43F	MINOR	318
234	N53294	013082	SINCLAIR ISLAND, WA	CESSNA	172P	NONE	374
235	N757JK	031782	BROOKSVILLE, FL	CESSNA	152	NONE	132
236	N17818	031282	WEST PALM BEACH, FL	BEECH	F33A	NONE	130
237	N3644T	032182	HAVERHILL, MA	CESSNA	172M	NONE	216
238	N6475V	031382	OZARK, MO	HELIO	H-295	NONE	234
239	N92387	012082	ESCONDIDO, CA,	CESSNA	182N	FATAL	62
240	N5799Y	021782	MITCHELL, SD	PIPER	PA-23	NONE	348
241	N8265A	010482	PLEASANT HILL, OR	PIPER	PA-28-161	FATAL	310
242	N3646R .	022182	TRUCKEE, CA	PIPER	PA-28-180	FATAL	70
243	N4553Q	012182	NORTH KANSAS CITY, MO	CESSNA	402A	FATAL	232
244	N4307Q	022082	GUSTINE, CA	CESSNA	172L	FATAL	68
245	N234Q	011082	UPLAND, CA	QUICKIE	1	NONE	58 ·
246	N5639V	010982	MOKULEIA, HI	CESSNA	305 (L-19)	NONE ·	164
247	N8630V	010382	SAN CLEMENTINE, CA	BELLANCA	7GCBC	MINOR	50
248	N28867	041682	PLACERVILLE, CA	GRUM AMER	AA-5B	MINOR	108
249	N479CC	031282	CHINO, CA	CESSNA	501	NONE	88
250	N608RA	010682	MAMMOTH LAKES, CA	AEROSPATIALE	SA-316B	NONE	52

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
251	N7344Z	060882	HONDO, TX	PIPER	25-235	SERIOUS	362
252	N40688	022882	NAPA, CA	BARNES	BALLOON AX	MINOR	76
253	N7740S	022882	PHOENIX, AZ	SCHWEIZER	SGS1-260	NONE	32
254	N5553N	032282	LIVERMORE, CA	HOWARD	DGA-15P	NONE	96
255	N1746N	031382	SAN ANDREAS, CA	CESSNA	120	MINOR	90
256	N6597U	022182	SACRAMENTO, CA	MOONEY	M-20C	NONE	72
257	N2 1944	032382	DILKON, AZ	CESSNA	172	NONE	44
. 258	N9255X	011982	SANTA MONICA, CA	CESSNA	182E	NONE	60
259	N4915F	032282	JETMORE, KS	CESSNA	172	NONE	208
260	N80769	040882	SPOKANE, WA	PIPER	PA-28-181	NONE	390
261	N7652U	040382	WASHINGTON, CT	CESSNA	150M	NONE	114
262	N201NH	010682	HILTON HEAD, SC	MOONEY	M-20J	NONE	340
263	N4909J	032582	PERRY WARSAW, NY	PIPER	PA-28R-180	NONE	284
264	N6925Q	032082	LOCK HAVEN, PA	BEECH	A23-24	NONE	330
265	N2998R	040182	BUTLER, PA	PIPER	PA-28R-200	NONE	332
266	N8043Y	032482	PLACIDA, FL	PIPER	PA-30	NONE	136
267	N23ER	040182	ORMOND BEACH, FL	CESSNA	172	NONE	148
268	N703Y	040682	BAKERSFIELD, CA	GRUMMAN	G-164	NONE	102
269	N6907R	031482	MOAB, UT	CESSNA	T210G	NONE	368
270	N1774K	032082	POESTENKILL, NY	LUSCOMBE	8E	NONE	282
271	N9374J	030882	BLOCK ISLAND, RI	CESSNA	T188C	NONE	338
272	N24725	022082	ST. PETERSBURG, FL	CESSNA	152	NOŅE	118
273	N3870X	032482	CHIPLEY, FL	ROCKWELL COM	AC-100	NONE	138
274	N2478Q	032982	ST. IGNATIUS, MT	CESSNA	182K	NONE	252
275	N7 154Q	031482	HUNTINGTON, WV	CESSNA	182P	MINOR	402

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File Number	Aircraft Regist.	Date	Location	Airc Make 	raft Model	Injury Index	Page
276	N8 1573	032882	LEXINGTON PARK, MD	PIPER	PA-32-301T	NONE	220
277	N6687G	041782	JACKSONVILLE, NC	CESSNA	150	NONE	258
278	N4936A	040182	NOKOMIS, IL	CESSNA	180	NONE	196
279	N10459	032582	HAVERHILL, MA	CESSNA	150L	NONE	218
280	N1117U	030782	HOUSTON, TX	CESSNA	172M	NONE	358
281	N5252E	032082	GRANTSBURG, WI	CESSNA	210	NONE	398
282	N1360	040182	HAZLEHURST, GA	PIPER	PA-28-140	NONE	162
283	N1686R	040582	GURLEY, NE	CESSNA	182RG	NONE	262
284	N98367	021482	MIAMI, FL	PIPER	PA-28-140	NONE	116
285	N49952	021282	ELYRIA, OH	CESSNA	152	MINOR	288
286	N53769	021782	HENDERSON, TX	BELLANCA	7ECA	NONE	356
287	N757VV	032082	ALLENDALE, SC	CESSNA	152	NONE	342
288	N1418G	030282	CORONA DEL MAR, CA	BEECH	35-B33	MINOR	78
289	N6142L	012182	NEW ALBANY, MS	GRUMMAN	AA-1	FATAL	244
290	N16524	020782	KALAUPAPA, HI	PIPER	PA-28-140	SERIOUS	168
291	N6492V	012482	WHEELING, IL	CESSNA	172RG	NONE	188
292	N47442	011382	WATONGA, OK	PIPER	PA-28R-201	NONE	300
293	N25853	030482	BROOKSVILLE, FL	CESSNA	152	NONE	126
294	N2623K	032082	BLAINE, WA	LUSCOMBE	8E	NONE	382
295	N8216Z	040282	HEBRON, NE	CESSNA	205	MINOR	260
296	N22609	032982	CAMAS, WA	CESSNA	150H	NONE	386
297	N48952	032482	RUSSELLVILLE, KY	CESSNA	152	NONE	212
298	N1964Q	032582	JACKSONVILLE, FL	CESSNA	177RG	NONE	142
299	N8 177A	030382	POORMAN, AK	CESSNA	170	NONE	8
300	N6714E	040382	KENAI, AK	BEECH	C23	NONE	. 12

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301	N13226	041882	SALEM, OH	CESSNA	172	NONE	298
302	N8293C	030282	NEAR GULKANA, AK	PIPER	PA-18	NONE	6
303	N5701	032182	LIVERMORE, CA	BOLKOW	PHOEBUS C	MINOR	92
304	N2524U	030182	GLENDALE, AZ	PIPER	PA-28-161	NONE	34
305	N67771	030782	MESA, AZ	HOWARD	DGA-15P	NONE	40
306	N2969X	041482	WENTZVILLE, MO	CESSNA	177	NONE	236
307	N3318J	022782	ERWINNA, PA	CESSNA	150 G	SERIOUS	326
308	N82GB	040782	LINCOLN, NE	CESSNA	340A	NONE	264
309	N5314A	021782	RAPID CITY, SD	CESSNA	210	NONE	350
310	N19690	011982	URBANDALE, IA	CESSNA	177RG	NONE	170
311	N2586B	042482	DUBUQUE, IA	PIPER	PA-38-112	NONE	174
312	N5847G	042082	9 SW SANTA BARBARA, CA	CESSNA	150K	NONE	112
313	N34212	041882	N.W. OF PAGE. AZ	CESSNA	177	NONE	48
314	N5KH	030582	MESA. AZ	CESSNA	Р337Н	NONE	36
315	N9852F	032882	WULIK RIVER STRIP, AK	CURTISS-WRIG	C-46A	NONE	10
316	N11VH	040982	LYLE, WA	BELL	47G-2A	NONE	392
317	N309MJ	033182	MOCA, PR	PIPER	PA-32R	NONE	336
318	N734GH	030682	MAMMOTH, AZ	CESSNA	172N	NONE	38
319	N2861H	032482	AUBERRY, CA	PIPER	PA-28-201T	NONE	98
320	N3041N	013082	BALD KNOB, AR	CESSNA	140	NONE	22
321	N60761	032082	SABETHA, KS	CESSNA	150	NONE	206
322	N73890	041882	BAKERSFIELD, CA	CESSNA	172	NONE	110
323	N71734	012582	BETHEL, AK	CESSNA	182M	FATAL	4
324	N424VW	011182	AUBURN, AL	CESSNA	310L	NONE	16
325	N340RA	031682	IDAHO FALLS, ID	CESSNA	3 40	NONE	184

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326	N4275S	010182	TUSKEGEE, AL	ВЕЕСН	V35B	NONE	14
327	N40627	031882	BAYPORT, NY	PIPER	J3C-65	NONE	280
328	N731RG	022382	LODI, CA	CESSNA	A188B	SERIOUS	74
329	N11894	050182	NEVADA, IA	CESSNA	150	NONE	178
330	N4881P	041182	JACKSONVILLE, FL	PIPER	PA-23-250	NONE	154
331	N4380Z	021382	PLENTYWOOD, MT	PIPER	PA-18	MINOR	250
332	N30325	040882	NAPA, CA	PIPER	PA-28R-201	NONE	104
333	N2879B	041582	STOCKTON, CA	BELL	47G-2	NONE	106
334	N5682E	040382	DEATH VALLEY, CA	CESSNA	150	NONE	100
335	N9LT	032982	MACON. GA	PIPER	PA-24-250	NONE	160
336	N7377	040782	WINSTON-SALEM, NC	BEECH	65-A9O	NONE	256
337	N2835H	030582	MARION, NC	SCHWEIZER	SGS-1-35	NONE	254
338	N180L	030482	LA JOLLA, CA	BEECH	B35	NONE	80
339	N8059K	031582	HOLLY GROVE, AR	GULFSTEAM AM	G-164B	NONE	28
340	N68655	031982	WEATHERFORD, OK	CESSNA	421C	NONE	308
341	N254B	031382	GRAND PRAIRIE, TX	COLONIAL	C-1	NONE	360
342	N4649B	032982	DULUTH, MN	CESSNA	180	NONE	230
343	N94067	032982	MERRITT ISLAND, FL	ERCOUPE	415-C	NONE	146
344	N2374F	032382	FORT WAYNE, IN	PIPER	PA-38	NONE	204
345	N714KR	032382	WHEELING, IL	CESSNA	150	NONE	194
346	N9447U	021382	ALTAMONT, IL	CESSNA	150	MINOR	190
347	N10UP	010982	CALISTOGA, CA	SCHLEICHER	ASW 20	NONE	56
348	N9688A	022882	WAGONER, OK	CESSNA	140A	SERIOUS	304
349	N51735	010282	MIDWAY, UT	ENSTROM	280C	NONE	364
350	N6242Y	012082	MCCOMB, MS	PIPER	PA-23-250	FATAL	242

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
351	N6247R	030782	PLUSH, OR	CESSNA	172RG	NONE	320
352	N8 4.7 1V	040582	EUREKA, WA	ROCKWELL INT	S-2R	NONE	388
353	N56270	020682	MEDFORD, OR	BOEING	A75N1	NONE	314
353	N95078	020682	MEDFORD, OR	TAYLORCRAFT	BC12-D	NONE	316
354	N4325Q	033082	DES MOINES, IA	CESSNA	172L	NONE	172
355	N2134R	042982	ESTHERVILLE, IA	PIPER	PA-28-180	NONE	176
356	N32RA	050882	WALDEN, MO	TAYLOR	MONOPLANE	NONE	238
357	N33281	020782	ARTESIA, NM	CESSNA	177RG	NONE	272
358	N66944	040782	PONTIAC, MI	CESSNA	152	NONE	226
359	N1556Q	042482	POTTER, NE	CESSNA	150	NONE	266
360	N8584	012382	HOBBS, NM	GRUMMAN	G-164A	NONE	270
361	N7273J	011182	NEAR BOZEMAN, MT	PIPER	PA-28-140	SERIOUS	248
362	N222RP	032582	JEROME, ID	ROTORWAY	SCORPION T	SERIOUS	186
363	N12BK	020282	WEST JORDAN, UT .	SMITH MINIPL	BK-1	NONE	366
364	N4539U	021482	DAGGETT, CA	CESSNA	150	SERIOUS	64
365	N731NZ	010982	NAPA, CA	CESSNA	P210N	SERIOUS	54
366	N9557G	050182	COLUMBUS, MS	CESSNA	A 188	NONE .	246
367	N2368B	042382	MONTGOMERY, AL	PIPER	PA-38-112	NONE	18
368	N3192Z	050182	TIMMONSVILLE, SC	PIPER	PA-18A	NONE	346
369	N3155E	042282	BUCKHANNON, WV	CESSNA	172	NONE	404
370	N3707N	032582	RIDGELAND, SC	BEECH	58	MINOR	344
371	N3605B	041282	ALCOA, TN	S.N.I.A.S.	AS350D AST	MINOR	352
372	N600JR	042182	PAINTSVILLE, KY	CESSNA	320A	NONE	214
373	N3060E	032482	DODGEVILLE, WI	PIPER	PA-28-236	MINOR	400
374	N7706	011282	ABERDEEN, MS	CESSNA	414	MINOR	240

File Order Listing - Issue No. 2, 1982

File Number	Aircraft Regist.	Date	Location	Aircr Make	raft Model	Injury Index	Page
375	N93607	020682	BROWNSBURG, IN	ERCOUPE	415-C	NONE	198
376	N2866M	033082	VAN WERT, OH	PIPER	PA-32-300	MINOR	296
377	N2765Y	040582	PONTIAC, MI	BEECH	95	SERIOUS	224
378	N46733	020782	CANTON, MI	CESSNA	152	NONE	222
379	N37149	042482	JACKSONVILLE, FL	BEECH	77	NONE	158
380	N2741J	030282	HUMA CAO, PR	CESSNA	150	FATAL	334
381	N3587D	040182	MIAMI, FL	PIPER	PA-31-350	NONE	150
382	N7552F	032682	NEW SMYRNA BEACH, FL	CHAMPION	7GCBC	NONE	144
383	N1026M	022882	LAKE CITY, FL	CESSNA	172L	NONE	122
384	N501A	050982	HAYS, KS	BELLANCA	14-19	MINOR	210
385	N761MG	022382	ATLANTIC OCEAN, AO	CESSNA	210	SERIOUS	20
386	N54569	050282	LISABUELLA, WA	CESSNA	172N	NONE	394
387	N4049	040482	QUINCY, FL	CESSNA	182	NONE	152
388	N9393F	041282	NEAR KISSIMMEE, FL	HUGHES	269B	MINOR	156
389	N3427U	030682	WOODLAND, CA	CESSNA	182	NONE	86
390	N25782	032282	WINSLOW, AZ	CESSNA	152	NONE	42
391	N2753J	011082	BULLHEAD CITY, AZ	CESSNA	172N	NONE	30
392	N2 1DR	011782	HONOLULU, HI	CONVAIR	440	MINOR	166
393	N4816X	032882	TUCSON, AZ	CESSNA	150G	NONE	46
394	N63335	032182	DELANO, CA	CESSNA	150	NONE	94
395	N6585H	021782	SAN LUIS OBISPO, CA	CESSNA	172M	NONE	66
396	N5678E	030682	HALF MOON BAY, CA	CESSNA	150	NONE	84
396	N94906	030682	HALF MOON BAY, CA	TAYLORCRAFT	BC12-D	NONE	82
397	N79325	022482	HENNESSEY, OK	CESSNA	172	NONE	302
398	N4912H	022882	ARKADELPHIA, AR	CESSNA	152	NONE	26

File Order Listing - Issue No. 2, 1982

File Aircraft			Air	craft	Injury		
Number	Regist.	Date	Location	Make	Mode1	Index	Page
399	N8526H	022282	PICKENS, AR	GRUMMAN	G-164A	NONE	24
400	N5101B	021482	CLEVELAND, TX	CESSNA	152	NONE	354

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1982 ACCIDENTS

-Basic Information							
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft D				uries	
Time of Openation INCTRUCTION	NAL DUAL	. DESTROYED		Fatal			None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	NAL - DUAL	Fire NONE	Crew Pass		0	1 0	1 0
Accident Occurred During -TAKEOFF		NONE	Othe	_	-	0	0
accident occurred barring Trakeorr							
-Aircraft Information							
Make/Model - CESSNA 150	Eng Make	/Model - CONTI	NENTAL 0-200-A	ELT	Installed	/Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Sta		System -	YES
Max Gross Wt - 1600	Engine T	ype - RECIP	ROCATING-CARBUR	ETOR Wea	ther Radar	~ NO	
No. of Seats - 2	Rated Po	wer - 10	O HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		rture Point		ON AII			
				0.1 1.2			
	Destinatio	n		Airport I	Data		
Completeness - N/A Basic Weather - VMC	LOCAL	••			LL FIELD		
Wind Dir/Speed- 210/002 KTS		1. 15% s			v Ident	- 06	
Visibility - 30.0 SM	ATC/Airspac		\$ 10 miles		,	- 4000/	100
Cloud Conditions(1st) - 12000 FT SCA			ONF			- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of C	learance - T	OWER			- ICE	
Obstructions to Vision- FOG	Type Appr	oach Flown - N	ONE		y ocatas:	SNOW -	
Precipitation - NONE	. ype nppi	040	0112			3,40	
Condition of Light - DAYLIGHT	•						
-Personnel Information							
Pilot-In-Command	Age - 24	Me	dical Certifica	te - VALTI	MEDICAL-	NO WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flio	ht Time (Hours)		
COMMERCIAL, CFI	Current	- YES	Total -	1370	Last	24 Hrs -	4
SE LAND.SE SEA	Months Sinc	e - 5	Make/Model-	1063	Last	30 Davs-	48
	Months Sinc Aircraft Ty	pe - UNK/NR	Instrument-	66	Last	90 Days-	183
		•					
	# * · · ·						
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING TAKEOFF, THE AIRCRAFT ENTERED A FOG E							
STUDENT RELEASED THE YOKE AND THOUGHT TH							
NOT PAYING CLOSE ATTENTION AND DID NOT 1							
	HE NOSE STARTED DO	WN DURING RECO				AL	
TRUCTOR FELT SPATIALLY DISORIENTED. AS TH							
TRUCTOR FELT SPATIALLY DISORIENTED. AS THE REPORT OF AN ADJOINING STRUCTURE.			HE END OF A MOT	EL AND CAN	ME TO REST		

File No 2	25 1/17/82 	ANCHORAGE, AK	A/C Reg. N	o. N63516	Time (Lc1) - 1012 AST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNT				
Finding(s) 1. WEATHER CONDITI	ON - FOG				
Occurrence #2 Phase of Operation	LOSS OF CONTROL -	IN FLIGHT '			
Finding(s) 2. VFR FLIGHT INTO 3. SUPERVISION - I 4. AIRPLANE HANDLI 5. IMPROPER US	NADEQUATE - PILOT 1 NG - IMPROPER - PIL	DUAL STUDENT N COMMAND(CFI) OT IN COMMAND(CFI) IAL DISORIENTATION -	PILOT IN COMMAND(
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST	ON WITH OBJECT	in gjarde Samming agent om et. Gregorie		
Finding(s) 6. OBJECT - RESIDE		and the second second		in the second se	
Probable Cause		 3. 3. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	网络盖尔克斯曼斯 提供用的复数形式	Communication of the Communica	
	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	nt - Tarana Maria Ma
Factor(s) relating to			est for the second of the second		the first of the second of the contract of the second of t
	e garage e Northead		en e		

File No 323 1/25/82 BETHE	L,AK A/C Reg.	No. N71734	Time (Lc1)	- 1115 AST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraft D DESTROYED Fire NONE		Inju Fatal Serious 1 0 1 0	ries Minor O O	None O O
Aircraft Information Make/Model - CESSNA 182M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2850 No. of Seats - 4	Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIP Rated Power - 23		ELT Installed/ Stall Warning Weather Radar	System - YE	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - RADIO Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - UNK/NR Wind Dir/Speed- 006/011 KTS Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- BLOWING SNOW Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	Itinerary Last Departure Point BETHEL,AK Destination EEK,AK ATC/Airspace Type of Flight Plan - V Type of Clearance - N Type Approach Flown - N	A i r FR ONE	Runway Lth/Wid Runway Surface	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Me Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total - 35	Time (Hours) 58 Last 2 39 Last 3	AIVERS/LIMI 4 Hrs - UNK 0 Days- UNK 0 Days- UNK	/NR /NR
Instrument Rating(s) - NONE					
Narrative THE PILOT FILED A VFR, ROUND ROBIN, FLIGHT PL INITIATED. LATER, THE PLANE WAS FOUND WHERE EXAMINATION OF THE WRECKAGE REVEALED THAT THE CONTAINED WITHIN AN AREA STARTING FROM THE IM COMPONENT OR SYSTEM FUNCTIONAL FAILURES WERE SKY CONDITION AS LOW AS 500 FT OVERCAST WITH AREA REPORTED NEAR WHITE-OUT CONDITIONS.	IT HAD CRASHED ON A FROZEN LAK PLANE HAD DISINTEGRATED DURIN PACT POINT AND EXTENDING ALONG EVIDENT. ONE PILOT, FLYING IN	E SURROUNDED BY LOW G IMPACT. ALL OF T A STRAIGHT LINE. THE AREA OF THE AC	/ TERRAIN. AN THE WRECKAGE WAS NO PRE-CRASH CCIDENT, REPORTED		

File No 3	23 1/25/82	BETHEL, AK	A/C Reg. No. N7	1734 T	ime (Lc1) - 1115 AST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI	ON - SNOW ON - WHITEOUT				
Occurrence #2 Phase of Operation	LOSS OF CONTROL	·			
Finding(s) 4. VFR FLIGHT INTO 5. IMPROPER DE	IMC - CONTINUED - CISION,SPATIAL DIS				
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 4,		rd determines that	the Probable Cause(s) of t	this accident	
Factor(s) relating t	o this accident is,	/are finding(s) 1,	2,3		

-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraf	t Damage		Injur	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crev	0	0.	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	•	0	0	1
Accident Occurred During -OTHER		0the	er 0	0	0	
-Aircraft Information	F Mal (Manda)		F. 7			V=0 11
Make/Model - PIPER PA-18	Eng Make/Model - Ly Number Engines - 1	COMING 0-320	ELI C+-1	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750	Engine Type - RE	CIDDOCATING_CARRIE	Stall STOP Wood	1 Warning S		NO.
No. of Seats - 2	Rated Power -		LIOK Wea	ilei kauai	140	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	RPORT/STRIP	•	
Method - N/A	ANCHORAGE, AK					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	CROSSWIND LAKE, AK		D	. Talama	N1 / A	
Wind Dir/Speed- 030/002 KTS Visibility - 40.0 SM	ATC/Airspace			/Ident - /Lth/Wid -	- N/A - N/A	
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- VFD		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Approach Flown			514145	11,7	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 29	Medical Certifica) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total -	tht Time (F			•
PRIVATE SE LAND,SE SEA	Current - YES Months Since - 20	ιοται - Make/Model-	309	Last 24 Last 30	HES -	2 NK/ND
SE LAND, SE SEA	Aircraft Type - UNK/NR	Instrument-	1	1 ast 90	Days- U	25
•	- The state type distribution	Trio er amerre	•	2431 30	Juys	25
Instrument Rating(s) - NONE						
-Narrative						
PILOT STATED THAT HE ARRIVED AT CROSSWIND:	S LAKE MADE A LOW PASS AND	ATTEMPTED TO CONT	ACT THE WE	IFFIS ON THE	=	
TO DETERMINE IF A LANDING WAS POSSIBLE.					-	
PPED OVER.			///			

File No. - 302 3/02/82 NEAR GULKANA, AK A/C Reg. No. N8293C Time (Lc1) - 1300 ADT

Occurrence Phase of Operation OTHER

NOSE OVER

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENERA	U AVIATION) Aircraf	t Damage		Injur	ides.	
Type operating certificate None (devek	SUBSTA		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 -LANDING		Other	0	0	0	0
ircraft Information	/					
Make/Model - CESSNA 170	Eng Make/Model - CO Number Engines - 1			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050		CIPROCATING-CARBURE		Warning S		= 5
No. of Seats - 4	3 7,	145 HP	iok weati	iei kauai	NO	
nvironment/Operations Information						
eather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point MCGRATH.AK		ON AIR	STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	POORMAN, AK		TIMBER			
Wind Dir/Speed- 360/010 KTS			Runway	Ident -	UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan				GRASS/TUI	RF
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Approach Flown		Runway	Status -	· ICE SNOW - DI	2 V
Precipitation - NONE	Type Approach Trown	DIAK/ IAK			3110# 01	(1
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight Review	Medical Certificat Fligh	e - VALID t Time (Ho) WAIVERS/I	LIMIT
COMMERCIAL	Current - YES	Total -	1050	Last 24	Hrs -	0
SE LAND	Months Since - 7		650	Last 30	Days-	0
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days-	0
Instrument Rating(s) - NONE						
MAKING A LOW PASS OVER THE RUNWAY AND N	INTING THAT IT WAS PLOWED WI	TH BERMS ON BOTH ST	DES AND TH	AAT THERE		
BARE PATCHES ON THE RUNWAY THE PILOT ELE						

3/03/82 File No. - 299 POORMAN, AK A/C Reg. No. N8177A Time (Lc1) - 1430 AST

Occurrence #1 Phase of Operation LANDING - ROLL

LOSS OF CONTROL - ON GROUND

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION TERRAIN/RUNWAY CONDITION
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT UNDERSTOOD PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN

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

	3/28/82 WUL1	K RIVER STRIP, AK	A/C Reg. No. N	9852F 		ime (Lc1) -	1210 ASI	
-Basic Information Type Operating Certific	cate-OTHER		Aircraft Damage			Injur		
T	071150		SUBSTANTIAL	C==	Fatal	Serious	Minor	None
Type of Operation	-OTHER -14 CFR 125		Fire NONE	Crew Pass	0	0	0	2
Flight Conducted Under Accident Occurred Duri			NUNE	Other	0	0	Ö	ŏ
-Aircraft Information								
	S-WRIGHT C-46A		lode1 - P & W R-280	Ο.		Installed/A		
Landing Gear - TAILWHI		Number Eng		NO CARRUPET		1 Warning S		J · ·
Max Gross Wt - 48000 No. of Seats - 3		Engine Typ Rated Powe		NG-CARBURE I	UK Weat	ner kadar -	NU -	
-Environment/Operations I	nformation							
Weather Data		Itinerary				Proximity		
		Last Depart KOTZEBUE,			ON AIR	STRIP		
Method - TELEI Completeness - PART			AK Name of the Control of the Control		irport D	a+a		y with the
Basic Weather - VMC	IAL, EMID BY POST	Will TK PTV	ER STRIP.AK		•	RSTRIP		. 41
Wind Dir/Speed- UNK/	NR ·	WOE2K K3	ER JINIT JAK			-	27	
Visibility - UNK/		ATC/Airspace	and a company of the property	The second second		Lth/Wid -	. — .	75
Cloud Conditions(1st)) - NONE		ght Plan - VFR		Runway	Surface -	SNOW	
Cloud Conditions(2nd)		Type of Cle	arance - NONE	S _{in}	Runway	Status -	SNOW - C	DMPACTED
- Obstructions to Visio		Type Approx	ch Flown - NONE	and the second second second second	e promote e.	or a second control of the control o	general de la companya de la company La companya de la co	and the second second
Precipitation		the second second						*
Condition of Light	- DAYLIGHT	• • •						
-Personnel Information Pilot-In-Command Certificate(s)/Rating(Biennial Flight R	eview		Time (H	ours)		LIMIT
COMMERCIAL, CFI	And the second s				286	Last 24		3
SE LAND, ME LAND, SE	SEA	Months Since			538	Last 30		
		Aircraft Type			395	Last 90		63
			Muit	i-Eng - 1	255	Rotorcr	aft - UNI	K/NR
Instrument Rating(s	s) - AIRPLANE	• • • • • • •		7				
-Narrative ING ARRIVAL, THE PILOT NOT		AS A CARGO PLANE BE E END WITHIN THE FI					ED	

File No 3	3/28/82	WULIK RIVER STRIP,AK	A/C Reg. No. N9852F	Time (Lc1) - 1210 AST
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROACH		
Finding(s) 1. AIRPORT FACILITY 2. ALTITUDE - MIS 3. DISTANCE - MISUL	JUDGED - PILOT IN		/ERED	
Occurrence #2 Phase of Operation				
Finding(s) 4. AIRPORT FACILITI	ES,RUNWAY/LANDING	AREA CONDITION - SNOWBANK	(製造工具は基準的に は という。 というと、機能は基準を対象として対象
Occurrence #3 Phase of Operation	MAIN GEAR COLLAP LANDING - FLARE/	SED Fouchdown		が、
Finding(s) 5. LANDING GEAR,MAI	N GEAR - OVERLOAD			
Probable Cause	. <u>.</u>		Marine Company	
The National Transporis/are finding(s) 2,3	tation Safety Boa	rd determines that the Pro	obable Cause(s) of this	accident to the major of the control
Factor(s) relating to	this accident is,	/are finding(s) 1,4	1xmm	i Alberton (n. 1944). 1940 - Prima Delika 1940 - Prima Berkara

		A/C Reg. No. No.)/14C		ime (LCI)	- 2028 AS	
-Basic Information Type Operating Certificate-NONE (GEN	IEDAL AVIATION)	Aircraft Damage			Ini	uries	
Type operating certificate Noise (GEN	ERAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	Õ	ŏ	ò
Accident Occurred During -LANDING			Other	ŏ	ŏ	Ö	ŏ
-Aircraft Information							
Make/Model - BEECH C23	Eng Make/	Model - LYCOMING 0-:	360-A4K	ELT 1	Installed	/Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1	\	Stall	l Warning	System -	YES
Max Gross Wt - 2450	Engine Ty	pe - RECIPROCATI	NG-CARBURET	OR Weath	ner Radar	- NO	
No. of Seats - 4	Rated Pow	er - 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F		• .	
Wx Briefing - FSS	Last Depar			ON AIRF	PORT		
Method - TELEPHONE	ANCHORAG	•					
Completeness - SELF	Destination		Α	irport Da	ata		
Basic Weather - VMC	KENAI, AK			KENAI			
Wind Dir/Speed- 360/003 KTS					Ident		
Visibility - 15.0 SM	ATC/Airspace					- 7575/	150
Cloud Conditions(1st) - NONE		ight Plan - VFR		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE		earance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Appro	ach Flown - NONE					
Precipitation - NONE							
Condition of Light - NIGHT (BRI	GHT)						
-Personnel Information							
Pilot-In-Command			Certificate			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho			
PRIVATE	Current		-			24 Hrs -	0
SE LAND	Months Since		/Model-	4		30 Days-	13
	Aircraft Typ	e - C-172 Insti	rument-	3	Last	90 Days	71
Instrument Rating(s) - NONE							
	VED LEET DIGHT THEN	LEET AGAIN REFORE I	FAVING THE	LEET EDG	2E OE THE		
WAY ABOUT 1700 FEET BEYOND THE LANDING THE RUNWAY.							

File No 3	00 4/03/82	KENAI,AK	A/C Reg. No. N6714E	Time (Lc1) - 2028 AST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
		NED - PILOT IN COMM - PILOT IN COMMAND	AND		
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN			
Probable Cause					

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

Basic Information Type Operating Certificate-NONE (GENERA		raft Damage			Injuries				
Type of Operation -PERSONAL	SUE Fire	STANTIAL	Crew	Fatal O	Serious O	Minor O	None 1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	IE	Pass Other	0	Ö O	0 0	0 0		
Aircraft Information Make/Model - BEECH V35B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650 No. of Seats - 6	Eng Make/Model - CONTINENTAL IO-520-BA ELT Installed/Activat Number Engines - 1 Stall Warning System Engine Type - RECIP - FULL INJECTED Weather Radar - NO Rated Power - 285 HP					System - YE			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Po ST. LOUIS,MO	oint	Airport Proximity ON AIRPORT						
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Destination TUSKEGEE,AL		Airport Data TUSKEGEE Runway Ident - UNK/NR						
Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE			Runway Lth/Wid - UNK/NR Runway Surface - CONCRETE Runway Status - DRY					
Personnel Information Pilot-In-Command	Age - 52	Medical C	ertificate	- VALID	MEDICAL-WA	.IVERS/LIMI	ſΤ		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	(415	Flight Time (Hours) Total - 7000 Last 24 Hrs - Make/Model- 5000 Last 30 Days- UNK/N				_		
PRIVATE SE LAND	Current - UNK Months Since - UNK Aircraft Type - UNK	/NR Instr	- 7 Model- 5 ument- UNK -Eng - UNK	/NR	Last 90	Hrs - Days- UNK Days- aft - UNK	43		
Instrument Rating(s) - NONE									
Narrative RING LANDING, THE PILOT PUT THE LANDING GEA UNDED LIKE BOTH HAD EXTENDED AND ASSUMED EV AR WAS NOT DOWN UNTIL AFTER TOUCHDOWN. AN T HAD TO BE STARTED WITH THE EMERGENCY CRAN T. ALSO, THE LANDING GEAR RETRACT RODS WER	ERYTHING WAS IN PLACE. EXAMINATION REVEALED THA <. LATER, THE LANDING G	THE PILOT WAS T THE GEAR WO	UNAWARE T	HAT THE TEND BY	LANDING NORMAL MEAN	IS,			

File No. - 326

1/01/82

TUSKEGEE,AL

A/C Reg. No. N4275S

Time (Lc1) - 1530 EST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY NOT ENGAGED
- 2. ELECTRICAL SYSTEM, ELECTRIC MOTOR BURNED
- 3. GEAR EXTENSION NOT ATTAINED PILOT IN COMMAND
- 4. GEAR DOWN AND LOCKED NOT IDENTIFIED PILOT IN COMMAND
- 5. 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) 3,4

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

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 310L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300 No. of Seats - 6	SUB Fire NON Eng Make/Model -		Crew Pass Other	Fata1 0 0 0	•	0 0	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 310L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300	NON Eng Make/Model -		Pass	ō	Ö	0	
Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 310L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300	Eng Make/Model -	·		-	-	-	^
Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 310L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300			Other	0	0		0
Make/Model - CESSNA 310L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300						0	0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300							
Max Gross Wt - 5300	Marine Indiana Committee and a		IO-470V ·	ELT	Installed,	/Activated	- YES/NO
	Number Engines -					System - Y	'ES
No of Conta - 6	Engine Type -	RECIP - FUEL	INJECTED	Wea	ther Radar	- UNK/NR	
No. of Seats - 6	Rated Power -	260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	int		ON AII	₹PORT		
Method - TELEPHONE	HUNTSVILLE, AL						
Completeness - FULL	Destination			Airport 1)ata		
Basic Weather - VMC	AUBURN, AL			AUBURI	N/OPELIKA		
Wind Dir/Speed- 270/005 KTS				Runwa	y Ident	- 18·	
Visibility - 15.0 SM	ATC/Airspace			Runwa	/ Lth/Wid	- 3945/	75
Cloud Conditions(1st) - NONE	Type of Flight Pl	an - VFR		Runwa	y Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance	· - UNK/NR		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flo	wn - VISUAL F	ULL CIRCU!	ΙT			
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
	Age - 46					WAIVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	t Time (I	tours)		
COMMERCIAL, CFI	Current - YES	Total	- 3	3107		24 Hrs -	2
SE LAND, ME LAND	Months Since - 12		Mode1-	800	Last	30 Days- UN	IK/NR
	Aircraft Type - UNK	:/NR Instr	ument-	980	Last 9	90 Days-	46
		Multi	-Eng -	821			
Instrument Rating(s) - AIRPLANE	*					•	
Instrument Rating(s) - AIRPLANE Narrative	*						
HE PILOT TOOKOFF FROM NORTH HUNTSVILLE ON A RU OT RETRACT, SO HE RETURNED AND LANDED. A MECH EAR. A GROUND HEATER WAS USED TO MELT THE ICE	HANIC FOUND ICE ON THE	ANTI-RETRACTI	ON SWITCH	ON THE I	EFT MAIN	DULD	
AR RETRACTED NORMALLY. DURING ARRIVAL AT THE	E DESTINATION, THE NOSE	GEAR WOULD E	XTEND ONLY	ABOUT H	HALF-WAY.		
HE PILOT WAS UNABLE TO EXTEND AND LOCK THE NO						٧N	
N THE MAIN GEAR WITH THE PROPELLERS FEATHERED.							
I INSPECTION REVEALED THAT THE TUBE ASSEMBLY,				_			

1/11/82 File No. - 324 AUBURN, AL A/C Reg. No. N424VW Time (Lc1) - 1715 CST

Occurrence

ON GROUND COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR - UNDETERMINED

- 2. GEAR EXTENSION NOT POSSIBLE PILOT IN COMMAND
- 3. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Ini	uries	
Type operating certificate Noise (delien	AL AVIATION,	SUBSTANTIAL		Fatal	Serious		• Nor
Type of Operation -INSTRUCTION	AL - SOLO ·	Fire	Crew	0	0	0	* 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	O	0	C
Accident Occurred During -LANDING			Other		0	0	
Aircraft Information							
Make/Model - PIPER PA-38-112		ke/Model - LYCOMING 0-2	35-L2C		Installed		
Landing Gear - TRICYCLE-FIXED		Engines - 1			l Warning		- YES
Max Gross Wt - 1670		Type - RECIPROCATIN	G-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 2	Rated F	Power - 112 HP					
Environment/Operations Information	• •			A 1	.		
Weather Data	Itinerary	antima Dadat		ON AIR	Proximity		
Wx Briefing - UNK/NR Method - IN PERSON		parture Point AS ACC/INC		UN AIR	PURI		
Completeness - FULL	Destinati			Airport D	a+a		
Basic Weather - VMC	LOCAL				LY FIELD		•
Wind Dir/Speed- 100/011 KTS	200/12				Ident	- 09	
Visibility - 10.0 SM	ATC/Airspa	ace		Runway	Lth/Wid	- 9001/	/ 150
Cloud Conditions(1st) - NONE		Flight Plan - NONE		,	Surface	- ASPHAL	_T
Cloud Conditions(2nd) - NONE		Clearance - TOWER		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apr	proach Flown - NONE					•
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 23 Biennial Fligh	Medical C		e - VALID t Time (H		WAIVERS/L	"TWT!
Certificate(s)/Rating(s) STUDENT	Current	- N/A Total	_	12	•	24 Hrs -	0
STODENT			Model-	12		30 Davs-	
·	Aircraft 1		ument-	ō		90 Days-	12
*						•	
Instrument Rating(s) - NONE	-					•	
Jonestive							
Narrative STUDENT PILOT WAS ON HIS SECOND SUPERVIS	ED SOLO ELTGUT	AFTER A 30 MINUTE LOCA	I ELIGHT	HE DETIID	NED TO TH	ıE	
DRT TO PRACTICE FULL-FLAP, TOUCH AND GO							
FIRST LANDING, THE STUDENT TOUCHED DOWN	HAPD AT 70 KNOTS	AND BOUNCED HE ADDED	DOWED BI	IT BOUNCE	D AGAIN	ON	

4/23/82 MONTGOMERY, AL A/C Reg. No. N2368B Time (Lc1) - 1415 CST File No. - 367 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LEVEL OFF - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2

Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft D	3		Inju		
Type of Operation -PERSONAL	*	DESTROYED Fire		Fatal O	Serious	Minor O	None
Flight Conducted Under -14 CFR 91		NONE	Crew Pass	0	1	0	0
Accident Occurred During -LANDING		NONE	Other	-	o ,	Ö	o
-Aircraft Information							
Make/Model - CESSNA 210			NENTAL IO-520-L4		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1			1 Warning		'ES
Max Gross Wt - 3000			- FUEL INJECTED	Weat	her Radar	- NO	
No. of Seats - 6	Rated Po	wer - 30 	O HP				
-Environment/Operations Information	TA dunama						
Weather Data	Itinerary	rture Point			Proximity	_	
Wx Briefing " - NO RECORD OF BRIEFING Method - N/A	a Last Depa VALKARI.			UFF AI	RPORT/STRI	,	
Completeness - N/A	Destination	•		Airport D	a+a		
Basic Weather - VMC		OBIN & RETURN	•	an por c b	ata		
Wind Dir/Speed- 045/015 KTS	NOONO N	DDIN & RETORIT		Runway	Ident	- N/A	
Visibility - 4.0 SM	ATC/Airspac	e			Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of F	light Plan - N	ONE		Surface		
Cloud Conditions(2nd) - UNK/NR		learance - N		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Appr	oach Flown - N	ONE				
Precipitation - NONE			,				
Condition of Light - DUSK							
Personnel Information						-	
Pilot-In-Command	Age - 42	Me	dical Certificate			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Current		<u> </u>	t Time (H	•	4 11	•
PRIVATE SE LAND		- YES e - UNK/NR		2423 560	_	4 Hrs - O Davs-	6 15
SE LAND	Aircraft Ty					Days- Days-	30
	Ancialtiy	PE FA 32	Multi-Eng -	423	Last	J Days	30
Treatment Patient(a) NOVE				;			
Instrument Rating(s) - NONE							
-Narrative							
PILOT REPORTED DEPARTING VALKARIA, FLORIC	DA ON A VER ROUND	ROBIN FLIGHT	TO GREAT ABACO T	SLAND. RAI	HAMAS AND		
JRN. WHILE ON THE RETURN LEG OF THE FLIGHT							

File No 3	385 2/23/82 ATLANTIC OCEAN,AO	A/C Reg. No. N761MG	Time (Lc1) - 1900 EST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3	DITCHING LANDING - FLARE/TOUCHDOWN		

is/are finding(s) 1

	(NOB, AR	A/C Reg. No.			Time (Lc1) -		
Type Operating Certificate-NONE (GENERA	_ AVIATION) .	SUBSTANTIAL	ge	Fatal	Injur Serious	nes Minor	None
Type of Operation -INSTRUCTIONAL	DUAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 140	Eng Make/Mo	del - CONTINEN	AL C-90-12F	FIT	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi		AL 0 30 121		1 Warning S		
Max Gross Wt - 1450		- RECIPROCA	TING-CARBURE				- · · · · · ·
No. of Seats - 2	Rated Power	- 90 HF)				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	ıre Point		OFF A	RPORT/STRIF	•	
Method - N/A Completeness - N/A	SEARCY,AR Destination		a a		_ 4 _		
Basic Weather - VMC	LOCAL			Airport [BALD k			
Wind Dir/Speed- 180/020 KTS	LOCAL					N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 2000 FT BROKI	N Type of Flic	ht Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clea	rance - NONE		Runway	/ Status -	N/A	
Obstructions to Vision- NONE	Type Approac	h Flown - TOUCH	I AND GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							<i></i>
Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight Re		l Certificat	e - VALIL t Time (F		WAIVERS,	LIMII
COMMERCIAL.CFI			riign otal -		Last 24	Hne -	1
SE LAND, ME LAND	Months Since		ike/Model-			Days- U	•
SE ENTO, ME CANO	Aircraft Type		strument-		Last 90		
	,,,,, =, =, , ,			2986		aft - UN	
Instrument Rating(s) - AIRPLANE							
ESTIMATE TWO HOURS OF FUEL WAS OBSERVED IN	THE AIRCRAFT DURIN	G THE PREFLIGHT	INSPECTION.	ABOUT 2	4 MINUTES		
ER TAKEOFF, THE ENGINE LOST POWER DURING TA	KEOFF FROM A TOUCH	AND GO LANDING	. THE POWER	LOSS OCC	URRED AT		
OUT 100 TO 150 FT AGL. THE INSTRUCTOR TOOK			D DOWNWIND I	N THE ONL	Y AVAILABLE		
LD. DURING THE LANDING ROLL, THE PLANE NOS	ED OVED THE COST &	ET TERRATAL					

1/30/82 BALD KNOB.AR A/C Reg. No. N3041N File No. - 320 Time (Lc1) - 1330 CST Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. WEATHER CONDITION - TAILWIND 3. TERRAIN CONDITION - WET 4. TERRAIN CONDITION - SOFT

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

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

----Probable Cause----

 Basic Information Type Operating Certificate-NONE (GENERA 	L AVIATION) A	ircraft Damage			Injur	ies	
Type operating out thirdate none (denem	2 7417(10)()	SUBSTANTIAL		Fatal	Serious	Minor	None
	DS, CHEMICALS, ETC F		Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	-	0	0	0
Accident Occurred During -LANDING			0ther	^ 0	0	0	0
-Aircraft Information							
Make/Model - GRUMMAN G-164A		1 - P & W R-1340			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				1 Warning S		ES
Max Gross Wt - 6198	Engine Type			Weat	her Radar -	NO	
No. of Seats - 1	Rated Power	- 600 HP					
-Environment/Operations Information							
Weather Data	Itinerary	Do too			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure SAME AS ACC/			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	INC		Airport D	12+2		
Basic Weather - VMC	LOCAL				AG STRIP		
Wind Dir/Speed- 170/005 KTS	EGGAL					N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight	Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR	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 - 56				MEDĮCAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revi			nt Time (F	•		_
COMMERCIAL			- 1		Last 24		5
SE LAND, ME LAND	Months Since -		fodel- iment-		Last 30		10
	Aircraft Type -		·Eng -	769 5150	Last 90	Days-	10
		Marti	Eng -	5 150			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ABOUT 100 FT AGL DURING TAKEOFF, THE ENGIN							
R OF HOT METAL AND BEGAN A RIGHT TURN TO R							
S OF POWER. WHILE LANDING IN AN ADJACENT F	IELD. THE PLANE ENCOU	NTERED SOFT MUD A	ND NOSED	OVER. AN	EXAMINATIO	N	

File No 39	99 2/22/82	PICKENS, AR	A/C Reg. No	o. N8526H	Time (Lcl) - 1034 CS	T
Occurrence #1 Phase of Operation		-	E/MALF			
Finding(s) 1. ENGINE ASSEMBLY	BLOWER/IMPELLER -	FAILURE, TOTAL	•			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/T	OUCHDOWN				
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL	·				
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITION						
Probable Cause						
The National Transports/are finding(s) 1	tation Safety Boar	d determines that t	ne Probable Cause(s) of this accide	ent	

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

	ARKADELPHIA,AR A/C Reg. No. N4912H			Time (Lc1) - 1700 CST					
Basic Information Type Operating Certificate-NONE (GENERA			1	Injur		Na:			
Time of Openation - DEDCONAL	SUBSTANTI		Fatal O		Minor O	None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew	0	0	0	1			
Accident Occurred During -MANEUVERING	. NONE	Pass Other	0	0	0	ó			
Aircraft Information									
Make/Model - CESSNA 152	Eng Make/Mode1 - LYCOM	ING 0-235-L2C		Installed/A					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		YES			
Max Gross Wt - 1670	Engine Type - RECIP	ROCATING-CARBURET	OR Weat	her Radar -	NO				
No. of Seats - 2	Rated Power - 11	O HP							
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP	•				
Completeness - N/A	Destination	Α	irport Da	2+2					
Basic Weather - VMC	LOCAL	A	irport b	ala					
Wind Dir/Speed- 360/010 KTS	LUCAL		Dunway	Ident -	N/A				
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -					
Cloud Conditions(1st) - 6000 FT SCAT		ONE	•	Surface -	•				
Cloud Conditions(Ist) = 8000 FI SCAT	Type of Cleanance - N	ONE		Status -					
Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE	Type Of Creatance - N	ONE	Runway	Status -	N/ A				
	Type Approach Flown - N	UNE							
Condition of Light - DAYLIGHT									
Personnel Information	Anna 20 Ma	dical Cambidians							
Pilot-In-Command		dical Certificate							
0	Biennial Flight Review		Time (Ho			_			
Certificate(s)/Rating(s)		Total -		Last 24		0			
PRIVATE	Current - YES	10 1 /00 1 1				NK/NR			
Certificate(s)/Rating(s) PRIVATE SE LAND	Months Since - 10	Make/Model-	83	Last 30					
PRIVATE	Current - YES Months Since - 10 Aircraft Type - UNK/NR	Make/Mode1-	83 3	Last 30 Last 90		28			
PRIVATE	Months Since - 10	Make/Model-	83 3						
PRIVATE SE LAND	Months Since - 10	Make/Model-	83 3						

File No. - 398 2/28/82 ARKADELPHIA, AR A/C Reg. No. N4912H Time (Lc1) - 1700 CST

Occurrence IN FLIGHT COLLISION WITH OBJECT

Finding(s)

1. OBJECT - TREE(S)

Phase of Operation MANEUVERING

- 2. CLEARANCE MISJUDGED PILOT IN COMMAND
- 3. EMERGENCY PROCEDURE SIMULATED 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

		Aircraft Damag	_		Injur	162	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -APPLYING S	EEDS, CHEMICALS, ETC	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	, O	0	0	0
Accident Occurred During -LANDING			0ther	` 0	0	o	0
ircraft Information			_				
Make/Model - GULFSTEAM AMERICAN G-		del - P&W R-134			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		nes - 1 - RECIPROCA			1 Warning S		NK/NR
Max Gross Wt - 2000 No. of Seats - 1		- RECIPROCA - 600 HP		iok weat	ner kadar -	NU	
NO. OF SeatS - 1	Rateu rower			:			
nvironment/Operations Information							
eather Data	Itinerary	Daint			Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departu SAME AS AC			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination.	C/ INC		Airport D	a+a		
Basic Weather - VMC	LOCAL			All politic	ata		
Wind Dir/Speed- UNK/NR	2007.2			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - UNK/NR		ht Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR		rance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DATLIGHT							
ersonnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Re		1 Certificat Fligh	te - VALID nt Time (H		WAIVERS/	LIMIT
ATP	Current	- YES To			Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since		ke/Model-	865	Last 30	Days- UN	IK/NR
	Aircraft Type	- UNK/NR In	strument-	252	Last 90	Days-	130
		Mu	lti-Eng -	1002	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
arrative GRICULTURAL PILOT WAS ALIGNING THE AIR							

File No 3	39 3/15/82 HOLLY GROVE,AR	A/C Reg. No. N8059K	Time (Lc1) - 1730 CST
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - TREE(S)	·		
Probable Cause			
The National Transports/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accide	nt · · · · · · · · · · · · · · · · · · ·

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

Type Operating Certificate-NONE (GENE					uries	
	DESTROYE	_	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	. NOINE	0ther	ŏ	0	0	0
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYCO	MING 0-320-H2AD			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1 Engine Type - RECI	DDOCATING CARRUPET			System - \	7 E S
Max Gross Wt - 2307 No. of Seats - 4	Rated Power - 1		ok wear	.ner kauar	- NO	
Environment/Operations Information						
Weather Data	Itinerary			Proximity	•	
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point TORRANCE.CA		ON AIR	(PUR I		
Method - TELEPHONE Completeness - FULL	Destination	Δ.	irport [10+0		
Basic Weather - VMC	BULLHEAD CITY,AZ	A		AD CITY		
Wind Dir/Speed- 360/020 KTS	BOLLHEAD CITT, AZ			/ Ident	- 17	
Visibility - 30.0 SM	ATC/Airspace				- 4000/	60
Cloud Conditions(1st) - NONE	Type of Flight Plan -	VFR			- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE		Status		
Obstructions to Vision- NONE	Type Approach Flown -	VISUAL FULL CIRCUI	Т			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 45 M	ledical Certificate	- VALTE	MEDICAL -	NO WATVERS	/ IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Time (F			
PRIVATE	Current - YES	Total -	105	last	24 Hrs -	3
SE LAND	Current - YES Months Since - 2	Make/Model-	15	Last	30 Days-	15
	Aircraft Type - UNK/NR	Instrument-	2	Last	90 Days-	27
Instrument Rating(s) - NONE						
Narrative						
E THE PILOT WAS LANDING WITH A TAILWIND	, THE AIRCRAFT WENT OFF THE LEF	T SIDE OF THE RUNW GHT ON THE HILLSID				

File No. - 391 1/10/82 BULLHEAD CITY,AZ A/C Reg. No. N2753J Time (Lc1) - 1145 PST

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

Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. WRONG RUNWAY SELECTED PILOT IN COMMAND
- IMPROPER DECISION, 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. WEATHER CONDITION GUSTS
- 7. TERRAIN CONDITION UPHILL
- 8. TERRAIN CONDITION ROUGH/UNEVEN

----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) 1,2,3,6,7,8

	Eng Make/Model - N/A Number Engines - N/A Rated Power - N/A	TIAL Crew Pass Other	ELT I	Injur Serious 0 0 0 nstalled/Ac Warning Sy	Minor 0, 0 0	None 1 0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - SCHWEIZER SGS1-260 Landing Gear - N/A Max Gross Wt - 700 No. of Seats - 1 Environment/Operations Information Weather Data It	NONE Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A	Pass Other	O O ELT I Stall	0 0 nstalled/Ad Warning Sy	0 0 ctivated	0 0
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - SCHWEIZER SGS1-260 Landing Gear - N/A Max Gross Wt - 700 No. of Seats - 1 Environment/Operations Information Weather Data It	Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A	0ther	O ELT I Stall	O nstalled/Ad Warning Sy	0 ctivated	0
Aircraft Information Make/Model - SCHWEIZER SGS1-260 Landing Gear - N/A Max Gross Wt - 700 No. of Seats - 1 Environment/Operations Information Weather Data It	Number Engines - N/A Engine Type - N/A		ELT I	nstalled/Ac	ctivated	
Make/Model - SCHWEIZER SGS1-260 Landing Gear - N/A Max Gross Wt - 700 No. of Seats - 1	Number Engines - N/A Engine Type - N/A		Stall	Warning Sy		- NO -N
Landing Gear - N/A Max Gross Wt - 700 No. of Seats - 1	Number Engines - N/A Engine Type - N/A		Stall	Warning Sy		- NO -N
Max Gross Wt - 700 No. of Seats - 1	Engine Type - N/A					
No. of Seats - 1 Environment/Operations Information Weather Data It			Weath			Ю
Environment/Operations Information Weather Data It	Rated Power - N/A			er kadar -	NO	
Weather Data It						
WX Briefing - NO RECORD OF BRIEFING	inerary		Airport P			
14 - 4 b 1	Last Departure Point SAME AS ACC/INC		ON AIRP	ORT		
Method - N/A Completeness - N/A D	Destination		Airport Da	+-		
Basic Weather - VMC	LOCAL			T VALLEY		
Wind Dir/Speed- CALM	EOOAE		Runway		UNK/NR	
	C/Airspace			Lth/Wid -	•	
	Type of Flight Plan -	NONE		Surface -		
	Type of Clearance		Runway		UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown -	NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
		Medical Certificat	e -			
	al Flight Review		t Time (Ho			
* · · · · · · · · · · · · · · · · · · ·	irrent - N/A	Total -			Hrs - UN	
	onths Since - N/A	Make/Mode1- UN			Days- UN	
	rcraft Type - N/A	Instrument- UN			Days- UN	
GLIDER	_	Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						
	IDED WITH THE LEFT TIF					

File No. - 253

2/28/82

PHOENIX, AZ

A/C Reg. No. N7740S

Time (Lc1) - 1720 MST

Occurrence Phase of Operation

ON GROUND COLLISION WITH OBJECT

tion TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

2. OBJECT - AIRCRAFT PARKED

3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

File No 304 3/01/82 GLEND	ALE,AZ A/C Reg. No. N2524U			Time (Lc1) - 1640 MST				
-Basic Information								
Type Operating Certificate-NONE (GENERA		rcraft Damage			Inj	uries		
	S	SUBSTANTIAL		Fatal	Serious	Min	or	None
Type of Operation -BUSINESS		re	Crew	0	0		0	2
Flight Conducted Under -14 CFR 91	N	IONE	Pass	0	0		0	0
Accident Occurred During -TAXI			Other	0	0		0	0
-Aircraft Information								
Make/Model - PIPER PA-28-161	Eng Make/Model		320-D3G	ELT	Installed	/Activa	ted -	YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines				1 Warning		- YE	S
Max Gross Wt - 2325	Engine Type		NG-CARBURE	TOR Weat	her Radar	- NO		
No. of Seats - 4	Rated Power	- 160 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR	PORT			
Method - N/A	SAME AS ACC/I	NC						
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	YUMA, AZ			GLENDA	LE MUNI			
Wind Dir/Speed- CALM				Runway	Ident	- UNK/	NR	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid	- UNK/	NR	
Cloud Conditions(1st) - NONE	Type of Flight	Plan - NONE		Runway	Surface	- MACA	DAM	
Cloud Conditions(2nd) - NONE	Type of Clearan	ice - NONE		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Approach F	lown - NONE		•				
Precipitation - NONE	,							
.Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 32	Medical	Certificat	e - VALID	MEDICAL-	NO WAIV	ERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Fligh	t Time (H	ours)		•	
PRIVATE	Current - N	0 Tota	1 -	424	Last	24 Hrs	-	0
SE LAND	Months Since - 2	7 Make	/Model-	305	Last	30 Davs	- UNK	/NR
	Aircraft Type - U	NK/NR Inst	rument-	4		90 Davs		0
GLIDER	• •					•		
Instrument Rating(s) - NONE								
LE TAXIING FOR TAKEOFF, THE RIGHT WING OF	THE ATROPACT COLLEGE	ـ						

File No. - 304 3/01/82 GLENDALE,AZ A/C Reg. No. N2524U Time (Lc1) - 1640 MST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - OBJECT

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

Type of Operation	Type Operating Certificate-NON		rcraft Damage	Foto1	Injur Serious	ies Minor	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -L	Turns of Openation -DED	-		Fata1			None 1
Accident Occurred During -LANDING Accident During -LANDING Accident Occurred During -LANDING Accident Occurred During -LANDING Accident During -LA	•			_	-	_	
Make/Model - CESSNA P337H				_	_	_	ó
Make/Model - CESSNA P337H							
Max Gross Wt - 4630 No. of Seats - 6 Rated Power - 225 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed - 260/O10 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 15000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Months Since - VECIP - FUEL INJECTED Weather Radar - UNK/NR Rated Power - 225 HP Airport Proximity ON AIRPORT Airport Data Airport Data FALCON Runway Ident - 22 Runway Iteh - 22 Runway Surface - ASPHALT Runway Surface - ASPHALT Type of Clearance - TOWER Type Approach Flown - NONE Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI FIIght Time (Hours) FIIGHT Time (Hours) Aircraft Type - UNK/NR Aircraft Type - UNK/NR Multi-Eng - 84	Make/Model - CESSNA P337H	Eng Make/Model	- CONTINENTAL TSIO-360-	CB ELT	Installed/A	ctivated	- YES/YI
Max Gross Wt - 4630 No. of Seats - 6 Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Rated Power - 225 HP Engine Type - RECIP - FUEL INJECTED Weather Radar - UNK/NR Airport Proximity ON AIRPORT ON AIRPORT Airport Data FALCON Runway Ident - 22 Runway Ident - 22 Runway Lth/Wid - 4300/ 100 Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Aircraft Type - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Multi-Eng - 84	Landing Gear - TRICYCLE-RETRA	CTABLE Number Engines	- 2	Stal	1 Warning S	System - U	NK/NR
-Environment/Operations Information Weather Data			- RECIP - FUEL INJECTED	Weat	her Radar -	UNK/NR	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Nethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 260/010 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 PRIVATE SE LAND, ME LAND Months Since - UNK/NR Airport Proximity ON AIRPORT Airport Data Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Data FALCON Runway Ident - 22 Runway Surface - ASPHALT Runway Status - UNK/NR Runway Status - UNK/NR Airport Proximity ON AIRPORT Airport Data Airport Proximity ON AIRPORT Airport Data Airport Dat	No. of Seats - 6	Rated Power	- 225 HP				
Wx Briefing - NO RECORD OF BRIEFING	-Environment/Operations Informati	on					
Method - N/A							
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/010 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Destination LOCAL LOCAL FALCON Runway Ident - 22 Runway Ident - 22 Runway Staftor - ASPHALT Runway Staftor - ASPHALT Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Current - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Current - UNK/NR Make/Model - 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Multi-Eng - 84	· · · · · · · · · · · · · · · · · · ·			ON AIR	RPORT		
Basic Weather - VMC LOCAL FALCON Wind Dir/Speed- 260/010 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - 22 Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - TOWER Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (Months Since - UNK/NR Make/Model- 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 14 Last 90 Days- (Months Eng - 84)							
Wind Dir/Speed- 260/010 KTS Visibility - 60.0 SM ATC/Airspace Runway Ident - 22 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 4300/ 100 Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - TOWER Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM3 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (Months Since - UNK/NR Make/Model - 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days- (Multi-Eng - 84				•			
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 4300/ 100 Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - TOWER Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (Months Since - UNK/NR Make/Model - 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days- (Multi-Eng - 84)		LOCAL					
Cloud Conditions(1st) - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - TOWER Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - CUrrent - UNK/NR Make/Model 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 14 Last 90 Days- (Multi-Eng - 84		170/11					
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Cloud Condition of Vision- NONE Type of Clearance - TOWER Type Approach Flown - NONE Type Approach Flown - NONE Type Approach Flown - NONE Type Approach Flown - NONE Type Approach Flown - NONE Runway Status - UNK/NR Type Approach Flown - NONE Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMING Flight Time (Hours) Current - UNK/NR Total - 199 Last 24 Hrs - (Ontain the Command of Command of Current - UNK/NR Make/Model - 71 Aircraft Type - UNK/NR Instrument - 14 Multi-Eng - 84							100
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (SE LAND, ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument 14 Last 90 Days - (Multi-Eng - 84							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - CURRENT - UNK/NR Make/Model - 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days - CURRENT - UNK/NR Multi-Eng - 84	Cloud Conditions(2nd) - NONE			Runway	/ Status -	UNK/NR	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (SE LAND, ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days- (Multi-Eng - 84							
-Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMD Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (SE LAND, ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days - (Multi-Eng - 84	Obstructions to Vision- NONE	••	TOWIS - NOINE				
Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - (SE LAND, ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days - UNK/NR Instrument - 14 Last 90 Days - (Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE		TOWIT - NOINE				
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 199 Last 24 Hrs - (SE LAND, ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 14 Last 90 Days - (Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE						
PRIVATE Current - UNK/NR Total - 199 Last 24 Hrs - 0 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 71 Last 30 Days - UNK/NF Aircraft Type - UNK/NR Instrument - 14 Last 90 Days - 0 Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT			MEDICAL -NO		TIMIT
SE LAND,ME LAND Months Since - UNK/NR Make/Model- 71 Last 30 Days- UNK/NF Aircraft Type - UNK/NR Instrument- 14 Last 90 Days- 0 Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT	Medical Certificat			WAIVERS/	LIMIT
Aircraft Type - UNK/NR Instrument- 14 Last 90 Days- (Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie	Medical Certificat W Fligh	t Time (F	lours)	·	
Multi-Eng - 84	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie Current - U	Medical Certificat W Fligh NK/NR Total -	t Time (F 199	lours) Last 24	Hrs -	0
	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie Current - U Months Since - U	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model-	t Time (F 199 71	lours) Last 24 Last 30	Hrs - Days- UN	O K/NR
	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie Current - U Months Since - U	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument-	t Time (F 199 71 14	lours) Last 24 Last 30	Hrs - Days- UN	0
Instrument Rating(s) - NONE	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie Current - U Months Since - U	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument-	t Time (F 199 71 14	lours) Last 24 Last 30	Hrs - Days- UN	O K/NR
Narrative	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	IGHT Age - 53 Biennial Flight Revie Current - U Months Since - U	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument-	t Time (F 199 71 14	lours) Last 24 Last 30	Hrs - Days- UN	O K/NR
	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - NO arrative RETURNING FROM A LOCAL FLIGHT, S ON THE LANDING ROLL AT ABOUT	Age - 53 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U NE THE PILOT LANDED WITH A GUSTY 55 KNOTS (20 KNOTS BELOW LANDIN	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument- Multi-Eng - CROSSWIND FROM THE RIGHT	t Time (F 199 71 14 84 	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	O K/NR
G. THE PLANE ABRUPTLY TURNED ABOUT 45 DEGREES LEFT AND HEADED TOWARD A CESSNA 182 TAXIING ON A PARALLEL	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Age - 53 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U NE THE PILOT LANDED WITH A GUSTY 55 KNOTS (20 KNOTS BELOW LANDIN	Medical Certificat w Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument- Multi-Eng - CROSSWIND FROM THE RIGHT	t Time (F 199 71 14 84 	Hours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	O K/NR
G. THE PLANE ABRUPTLY TURNED ABOUT 45 DEGREES LEFT AND HEADED TOWARD A CESSNA 182 TAXIING ON A PARALLEL IWAY. THE PILOT APPLIED FULL POWER, LIFTED OFF, AND CLEARED THE CESSNA 182. HE THEN LOWERED HIS NOSE TO	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Age - 53 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U NE THE PILOT LANDED WITH A GUSTY 55 KNOTS (20 KNOTS BELOW LANDIN UT 45 DEGREES LEFT AND HEADED T	Medical Certificat W Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument- Multi-Eng - CROSSWIND FROM THE RIGHT G SPEED) WHEN A SEVERE G	t Time (H 199 71 14 84 HE REPO	Hours) Last 24 Last 30 Last 90 DATED THAT ED HIS RIGHT	Hrs - Days- UN Days-	O K/NR
	Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND Instrument Rating(s) - NO -Narrative ER RETURNING FROM A LOCAL FLIGHT, WAS ON THE LANDING ROLL AT ABOUT G. THE PLANE ABRUPTLY TURNED ABO IWAY. THE PILOT APPLIED FULL POW	Age - 53 Biennial Flight Revie Current - U Months Since - U Aircraft Type - U NE THE PILOT LANDED WITH A GUSTY 55 KNOTS (20 KNOTS BELOW LANDIN UT 45 DEGREES LEFT AND HEADED TER, LIFTED OFF, AND CLEARED THE	Medical Certificat W Fligh NK/NR Total - NK/NR Make/Model- NK/NR Instrument- Multi-Eng - CROSSWIND FROM THE RIGHT G SPEED) WHEN A SEVERE G OWARD A CESSNA 182 TAXII CESSNA 182. HE THEN LO	t Time (H 199 71 14 84 . HE REPO UST LIFTE NG ON A F	Hours) Last 24 Last 30 Last 90 Last 90 DRTED THAT ED HIS RIGHT PARALLEL S NOSE TO	Hrs - Days- UN Days-	O K/NR

File No 31	1 4 3/05/82	MESA,AZ 	A/C Re	g. No. N5KH 	Time (Lc1) -	1430 PST
ccurrence #1	LOSS OF CONTROL -	ON GROUND			•	
hase of Operation	LANDING - ROLL					
inding(s)						
1. WEATHER CONDITIO			•	•		
2. WEATHER CONDITION 3. COMPENSATION F 4. DIRECTIONAL CONT 5. GROUND LOOP/SWEE	OR WIND CONDITIONS	D - PILOT IN COM	MAND			_
ccurrence #2 hase of Operation	ABRUPT MANEUVER	CLIMP				
nase of uperation	TAKEUFF - INITIAL	CLIMB			·	
inding(s) 6. GO-AROUND - ATTE	MPTED - PILOT IN CO	DMMAND		***************************************		
ccurrence #3 hase of Operation	LOSS OF CONTROL - TAKEOFF - INITIAL	IN FLIGHT CLIMB				i i i i i i i i i i i i i i i i i i i
inding(s)						
7. LIFT-OFF - PREMA				w. The second second		
8. STALL/MUSH - INA	DVERTENT - PILOT IN	I COMMAND		<u> </u>		·
	e to	÷*	****			
ccurrence #4 hase of Operation		N WITH OBJECT			in the state of t	
nase of uperation	LANDING - RULL	1 -11.		·		
inding(s) 9. OBJECT - AIRCRAF	T PARKED					
Probable Cause	_					
			and with the second second second		• •	

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

AVIATION) Aircraf SUBSTAN - SOLO Fire NONE	t Damage NTIAL Crew Pass Other	Fatal O O	0 0	Minor O O	None 1 0
	Pass	0 0	0 0	-	
NONE		-	-	0	0
	Other		_		
			0	0	0
			_	:	
					ES
		TOR Weath	ner Radar -	NO	
Rated Power -	160 HP				
		OFF AIR	RPORT/STRIP	ı	
•					
		Airport Da	ata		
CASA GRANDE, AZ		_			
470/4/		•			
	MED				
				•	
		Runway	Status -	N/A	
Type Approach Flown	· NUNE				
Age - 18	Medical Certificat	e - VALID	MEDICAL -NO	WATVEDS/	LIMIT
Riennial Flight Review	Fligh			WAIVENS/	
Current - YES	Total -	•		Hrs -	0
Months Since - 5	Make/Model-				
					0
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				,-	·
	Number Engines - 1 Engine Type - REC Rated Power - Itinerary Last Departure Point DEMING,NM Destination CASA GRANDE,AZ ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown - Age - 18 Biennial Flight Review Current - YES Months Since - 5	Engine Type - RECIPROCATING-CARBURE Rated Power - 160 HP Itinerary Last Departure Point DEMING,NM Destination CASA GRANDE,AZ ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Approach Flown - NONE Age - 18 Medical Certificat Biennial Flight Review Current - YES Total - Months Since - 5 Make/Model-	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 160 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - Rated Power - 160 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 160 HP Itinerary

File No 3	18 3/06/82 MAMMOTH.AZ	A/C Reg. No. N734GH	Time (Lc1) - 1606 PST
Occurrence #1 Phase of Operation	LOSS OF POWER DESCENT - NORMAL		
Finding(s) 1. UNDETERMINED	,		
	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		

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

File No 305 3/07/82	MESA,AZ	A/C Reg.	No. N67771		Time (Lc1) -	0825 PST	
Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSON	AL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	3
Accident Occurred During -TAKEOF	F		Other	0	0	0	0
Aircraft Information							
Make/Model ~ HOWARD DGA~15P		'Model - P & W	R-985-AN-6	ELT	Installed/A	ctivated -	YES/N
Landing Gear - TAILWHEEL-ALL FIX	ED Number Er	ngines - 1		Sta	ll Warning S	ystem - NO	
Max Gross Wt - 4425	Engine Ty	/pe - RECIP	ROCATING-CARBURE	TOR Weat	ther Radar -	NO	
No. of Seats - 5	Rated Pov	ver - 45	O HP				
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		ON AIF	RPORT		
Method - UNK/NR	HUACHUCA	A,AZ					
Completeness - UNK/NR	Destination	1		Airport [ata		
Basic Weather - VMC	MESA,AZ			FALCON	N FIELD		
Wind Dir/Speed- VARIABLE				Runway	/ Ident -	04	
Visibility - 6.0 SM	ATC/Airspace	9		Runway	/ Lth/Wid -	4300/ 1	00
Cloud Conditions(1st) - 1500 F	T SCATTERED Type of F1	ight Plan - N	ONE	Runway	/ Surface -	ASPHALT	
Cloud Conditions(2nd) - 3000 F	T BROKEN Type of C1	earance - T	OWER	Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Appro	ach Flown - V	ISUAL FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGH	T 						
Personnel Information	······································						
Pilot-In-Command	Age - 50	Me	dical Certificat			WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (F	lours)		
COMMERCIAL, CFI	Current	- YES	Total -	1254	Last 24	Hrs -	1
SE LAND	Months Since	- 18	Make/Model-	18	Last 30	Days- UNK	/NR
	Aircraft Typ	e - UNK/NR	Instrument-	165	Last 90	Days-	37
			Multi-Eng -	13			
Instrument Rating(s) - AIRPL	ANE						
This trument Rating(s) - AIRPL							
Narrative							
ILE APPROACHING THE DESTINATION AIRPO	RT, THE OWNER/PILOT ASK	ED THE INSTRU	CTOR PILOT TO LA	ND THE AT	RCRAFT. TH	E	
STRUCTOR REPORTED THAT HE MAINTAINED .	A SLIGHTLY HIGHER THAN	NORMAL AIRSPE	ED ON FINAL APPR	OACH TO C	OMPENSATE		
R VARIABLE WIND CONDITIONS. HE STATE	THAT ON TOUCHDOWN. TH	E AIRCRAFT BO	UNCED BECAUSE OF	THE EXCE	SS AIRSPEED		
RING THE BOUNCE. THE LEFT WING WAS LI							
TRIBUTED THIS TO A GUST OF WIND FROM							
ANE CROSSED OVER THE AIRCRAFT ON THE						7 <u>-</u>	
RKED AIRCRAFT WERE DAMAGED. THE INST	RUCTOR STATED THAT HE H	AD CLIMBED TO	25 OR 30 FT AGL	AND THE	PLANE WAS		
COMING MORE STABLE IN LEVEL FLIGHT WH							
RSPEED. HE REPORTED MULTIPLE PITCH C						LLED.	

File No 305 3/07/82 MESA,AZ	A/C Reg. No. N67771	Time (Lc1) - 0825 PST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN	N COMMAND(CFI)	
Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF		
Finding(s) 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI) 4. CONTROL INTERFERENCE - INITIATED - DUAL STUDENT 5. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRA 6. STALL - INADVERTENT - PILOT IN COMMAND	AFT - DUAL STUDENT	
Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF		
Finding(s) 7. OBJECT - AIRCRAFT PARKED	<u>.</u>	
Probable Cause		
The National Transportation Safety Board determines that t is/are finding(s) 2,3,4	the Probable Cause(s) of this accid	ent
Factor(s) relating to this accident is/are finding(s) 1,5		

MST
or None
0 1
0 0
0 0
ited - YES/Y
ı - YES
8/ 150
IALT
/LIMIT
•
- 1
- UNK/NR
- 18
-

File No. - 390 3/22/82 WINSLOW, AZ A/C Reg. No. N25782 Time (Lc1) - 1415 MST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. IMPROPER DECISION.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND 5. DISTANCE - MISJUDGED - PILOT IN COMMAND 6. AIRSPEED - MISJUDGED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. LEVEL OFF - IMPROPER - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,4,5,6,7$ Factor(s) relating to this accident is/are finding(s) 2,3

File No 257 3/23/82 DILKO	ON, AZ	A/C Reg. No. N2	1944	Т	ime (Lc1)	- 1230	MST	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damage				uries		
T ma of Onematical DERCONAL		SUBSTANTIAL	0	Fatal	Serious			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	C		1
Accident Occurred During -LANDING	•	NONE	Other	-	0	C		2 0
Aircraft Information								
Make/Model - CESSNA 172		tel - LYCOMING 0-3			Installed			
Landing Gear - TRICYCLE-FIXED	Number Engir				1 Warning		- YES	;
Max Gross Wt - 2300 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATIN - 150 HP	G-CARBURE	FOR Weat	her Radar	- NO		
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STR	ΙP		
Method ~ N/A	ALBUQUERQUE	, NM						
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	D'ILKON, AZ							
Wind Dir/Speed- 350/020 KTS	.=- /. /				Ident	- N/A		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid			
Cloud Conditions(1st) - UNK/NR		nt Plan - NONE				- N/A		
Cloud Conditions(2nd) - UNK/NR		ance - NONE		Runway	Status	- N/A		
Obstructions to Vision- NONE	Type Approact	Flown - NONE						
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 40	Medical C				NO WAIVE	RS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H				
PRIVATE	Current	YES Total	_			24 Hrs -		3
SE LAND	Months Since	2 Make/	Mode1-	29		30 Days-		10
	Aircraft Type -	C-172 Instr	ument-	5	Last	90 Days-	-	31.
Instrument Rating(s) - NONE								
Narrative			==					
Narrative PILOT ELECTED TO LAND ON A PAVED ROAD AND	DURING THE LANDING	POLL COLLIDED WIT	H A POAD 9	SIGN				

File No. - 257 3/23/82 DILKON,AZ A/C Reg. No. N21944 Time (Lc1) - 1230 MST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

ration LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

2. OBJECT - OBJECT

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	<u>.</u>		Inju	ries	
		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTION	AL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0 0	0 0	0 0	0 0
Aircraft Information							
Make/Model - CESSNA 150G		Model - CONTINENTA			Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1			l Warning		ES
Max Gross Wt - 1600 No. of Seats - 2		rpe - RECIPROCAT rer - 100 HP	ING-CARBURET	OR Weat	ther Radar	- NO	
Weather Data	Itinerary	•			Proximity		
Wx Briefing - UNK/NR	Last Depar			ON AIR	RPORT		
Method - UNK/NR	TUCSON, A						
Completeness - UNK/NR	Destination	1	А	irport [
Basic Weather - VMC Wind Dir/Speed- VARIABLE/012 KTS	LOCAL			AVRA V	/ALLEY / Ident	- 40	
Visibility - UNK/NR	ATC/Airspace	•			/ Lth/Wid		150
Cloud Conditions(1st) - NONE		ight Plan - NONE			Surface		150
Cloud Conditions(2nd) - NONE		earance - NONE			Status		
Obstructions to Vision- NONE		ach Flown - UNK/NE	2	(Carring)	5 14 14 5		
Precipitation - NONE	3,7 - 4,1	• • • • • • • • • • • • • • • • • • • •					
Condition of Light - DAYLIGHT							
Personnel Information	A 0.4	Mantena	016011-	VAL 75	MEDICAL N	0 HATVEDC /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight		Certificate	- VALIL		U WAIVERS/	LIMII
STUDENT	Current	- N/A Tot	riigiit 	76 (F	lact 2	4 Hrs -	0
STODENT	Months Since	e - N/Δ Mak	e/Model-	46	Last 3	O Davs- UN	k/NR
	Aircraft Typ	- N/A Tot e - N/A Mak e - N/A Ins	al - e/Model- strument-	0	Last 9	O Days-	17
Instrument Rating(s) - NONE							
Narrative RING FLIGHT, THE STUDENT PILOT HEARD A LOU AT DURING THE LANDING, A GUST OF WIND WAS ME, THE RIGHT SPINDLE ATTACHMENT BROKE AND GINE NOISE WAS FROM A BLOWN EXHAUST GASKET IFTING AND GUSTING TO 15 KNOTS.	ENCOUNTERED, THE L THE STRUT DUG INT	EFT WING CAME UP A O THE PAVEMENT AND	ND THE NOSE CAME THROUG	VEERED L H THE FL	EFT. AT TH		

3/28/82 TUCSON, AZ A/C Reg. No. N4816X File No. - 393 Time (Lc1) - 0730 MST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING Finding(s) 1. EXHAUST SYSTEM, GASKET - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER CONDITION - GUSTS 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 8. LANDING GEAR, AXLE - FAILURE, TOTAL 9. LANDING GEAR MAIN GEAR STRUT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,5,8

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

File No 313 4/18/82 N.W.	OF PAGE, AZ	A/C Reg. No.	N34212		Time (Lc1)	- 1430 PS	Τ
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damag	je		Inj	uries	
		SUBSTANTIAL		Fatal			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	Ō	Ō	Ō	0
-Aircraft Information							
Make/Model - CESSNA 177	Eng Make/Mod	e1 - LYCOMING	0-360	ELT	Installed,	/Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1			11 Warning		
Max Gross Wt - 2500	Engine Type	- RECIPROCA	TING-CARBURET				
No. of Seats - 4	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		•
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		ON AI	RSTRIP		
Method - N/A	SEDONA, AZ						
Completeness - N/A	Destination		1	lirport	Data		
Basic Weather - VMC	PAGE, AZ			WAHWE			
Wind Dir/Speed- 270/020 KTS					y Ident	- 24	
Visibility - 50.0 SM	ATC/Airspace				v Lth/Wid		50
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE			y Surface		30
Cloud Conditions(2nd) - NONE	Type of Clear				y Status		
Obstructions to Vision- NONE	Type Approach				y Status	DKI	
Precipitation - NONE	Type Approach	FIOWIL - VISUA	IL FULL CIRCU				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Ama 40	Modia	ıl Certificate	. WALT	D MEDICAL I	NO WATUEDO	/1 TAATT
	Age - 49 Biennial Flight Rev	Medica				NO WALVERS	/ LIMIII
Certificate(s)/Rating(s)	Bienniai Flight Rev	1ew	Flight			0.4 11	
PRIVATE	Current -				Last		. 1
SE LAND	Months Since - Aircraft Type -	9 Ma	ke/Model-	185	Last	30 Days-	18
	Aircraft Type -	C-1// Ir	istrument-	O	Last	90 Days-	45
Instrument Rating(s) - NONE							
LE ON FINAL APPROACH FOR LANDING, THE PLAN EMBANKMENT AND THEN SELECTED 10 DEGREES OF	FLAPS. HE STATED T	HAT THE WIND O	AUSED THE PLA	NE TO D	RIFT LEFT	R .	
IT CROSSED THE EMBANKMENT. THE PLANE TOUCH OTHER AIRCRAFT. THE PILOT STEERED BACK TOW HER AIRCRAFT UNTIL AFTER HE HAD STOPPED.							
THE STREET OF THE MITTER HE HAD STOFFED.							

File No. - 313 4/18/82 N.W. OF PAGE, AZ A/C Reg. No. N34212 Time (Lc1) - 1430 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. WEATHER CONDITION - UNFAVORABLE WIND 3. LEVEL OFF - IMPROPER - PILOT IN COMMAND LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - 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 Factor(s) relating to this accident is/are finding(s) 1,2,6

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft Dan	ane		Inii	uries	
Type operating our till loate None (denema	L AVIATION,	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	1	0
		NONE	Pass	0		1	0
Accident Occurred During -MANEUVERING		~	Other	0	0	0	0
-Aircraft Information							
Make/Mode1 - BELLANCA 7GCBC	Eng Make	/Model - LYCOMIN	G 0-320-A2D				ed - YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number E	ngines - 1 ype - RECIPRO	04TTN0 040DUDET	Stal	l Warning	System -	· UNK/NR
Max Gross Wt - 1650 No. of Seats - 2	Engine i Rated Po			ur weat	ner kadar	- NU	
NO. Of Seats - 2		wer - 150	пr 				
-Environment/Operations Information	T d i maman			Admmona			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depa	ntuna Daint			Proximity RPORT/STR		
Method - N/A		TON BCH, CA		OFF AT	RPURI/SIR	16	
Completeness - N/A	Destinatio		4	irport D	ata		
Basic Weather - VMC		TON BCH, CA	,	рол с в			
Wind Dir/Speed- UNK/NR				Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspac	9			Lth/Wid	- N/A	
Cloud Conditions(1st) - UNK/NR		light Plan - NON	E	Runway	Surface	- N/A	
Cloud Conditions(2nd) - UNK/NR		learance - NON		Runway	Status	- N/A	
Obstructions to Vision- UNK/NR	Type Appr	oach Flown - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	40	M	1 01-0		WED 7 0 4 1	NO 1447455	
Pilot-In-Command	Age - 43 Biennial Flight	Med 1	cal Certificate	: Time (H		AN MATAFE	(2) LIMII
Certificate(s)/Rating(s) PRIVATE	Current	- VFC		. IIIIE (N	Jurs) laet 1	24 Hns -	0
SE LAND	Months Since	- YES = - 19	Make/Model-	13	last i	30 Dave-	LINK /ND
SE LAND	Aircraft Tv	pe - UNK/NR	Total - Make/Model- Instrument-	20	Last	90 Days-	45
Instrument Rating(s) - NONE							
-Narrative							
ING FLIGHT, THE PILOT OBSERVED AN AREA OF	SLOPING TERRAIN	THAT APPEALED TO	HIM AS A PROSE	ECTIVE P	IECE OF L	AND	
PURCHASE. HE STATED THAT HE GOT TOO LOW AN	D SLOW WITH THE	SUN IN HIS EYES	AS HE CIRCLED T	HE AREA.	THE RIGH	T	

File No. - 247 1/03/82 SAN CLEMENTINE,CA A/C Reg. No. N8630V Time (Lc1) - 1600 PST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - UPHILL

- 2. CLEARANCE MISJUDGED PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 5. LIGHT CONDITION SUNGLARE

----Probable Cause----

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

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

Basic Information	IONE (OFNEDA)	AVITATION	Almanach D			T t.	•	
Type Operating Certificate-N	UNE (GENERAL	AVIATION)	Aircraft Da SUBSTANTI		Fatal	Inju Serious	ıries Mino	r None
Type of Operation -B	USINESS		Fire	Cre	=	0	0	
Flight Conducted Under -1			NONE	Pas		Ö	Ö	3
Accident Occurred During -T	AXI			Otl	ner O	0	0	0
Aircraft Information								
Make/Model - AEROSPATIALE	SA-316B		e/Mode1 - TURBO	MECA A-III-B		Installed/		
Landing Gear - UNK/NR			Engines - 1	THEFT		11 Warning	System	- UNK/NR
Max Gross Wt - 4850 No. of Seats - 7		Engine Rated Po	Type - TURBO: ower - 85	SHAFI 3 HP		UNK/NR		
NO. OF SeatS - /		Rated Po	ower - 82	3 HP				
Environment/Operations Informa Weather Data	tion	Itinerary			A :	Dunishmakk		
Wx Briefing - UNK/NR			arture Point		ON AI	Proximity		,
Method - UNK/NR			S ACC/INC		UN AT	RPURI		
Completeness - UNK/NR		Destination			Airport 1	Data		
Basic Weather - VMC		LOCAL	*		•	TH LAKES		
Wind Dir/Speed- 340/015 KT	S				Runwa	y Ident	- N/A	
Visibility - 70.0 S		ATC/Airspa				/ Lth/Wid		
Cloud Conditions(1st) - NO			Flight Plan - No			y Surface	•	
Cloud Conditions(2nd) - NO			Clearance - N		Runwa	y Status	- N/A	
Obstructions to Vision- NO Precipitation - NO		Type App	roach Flown - N	JNE				
Condition of Light - DA								
Personnel Information								
Pilot-In-Command	A	ge - UNK/NR	Me	dical Certific	cate - UNK/	NR .		
Certificate(s)/Rating(s)	E	Biennial Fligh			ight Time (I			
UNK/NR		Current	- UNK/NR	Total -	•		14 Hrs -	
			ce - UNK/NR	Make/Model-			O Days-	
		Aircraft	ype - UNK/NR	Instrument- Multi-Eng -			00 Days- craft -	
				Marti-Eng -	UNK/ NK	ROTORC	rart -	UNK/NK
Instrument Rating(s) -	UNK/NR							
Narrative								
PILOT STARTED TO AIR TAXI THE	HELICOPTER OL	IT OF A HANGAR	. THERE WAS SNO	V IN FRONT OF	THE HANGAR	THAT		
BEEN ONLY PARTIALLY CLEARED AW								

File No. - 250 1/06/82 MAMMOTH LAKES,CA A/C Reg. No. N608RA Time (Lc1) - 0745 PST

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAXI - AERIAL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK

OBJECT - BUILDING(NONRESIDENTIAL)

3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

	82 NAPA,CA		A/C Reg. No. N	1731NZ	T	ime (Lc1)	- 1230 PST	
Basic Information Type Operating Certificate-N	ONE (GENERAL	AVIATION) Ai	rcraft Damage			Inju	ries	
		S	UBSTANTIAL		Fatal	Serious	Minor	None
	ERSONAL		re	Crew	0	0	0	1
Flight Conducted Under -1		N	ONE	Pass	0	1	0	2
Accident Occurred During -La	ANDING			Other	0	0	0	0.
Aircraft Information								
Make/Model - CESSNA P210N		Eng Make/Model	- CONTINENTAL	IO-520L	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-RET	RACTABLE	Number Engines	- 1		Stal	1 Warning	System - Y	ES
Max Gross Wt - 3812		Engine Type	- RECIP - FUE	L INJECTED	Weat	her Radar	- UNK/NR	
No. of Seats - 6		Rated Power	- 300 HP					
Environment/Operations Informa	tion							
Weather Data	•	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD (OF BRIEFING	Last Departure	Point		ON AIR			
Method - N/A		SACRAMENTO, CA						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		NAPA,CA			NAPA			
Wind Dir/Speed- 090/010 KT	S				Runway	Ident	- 18	
Visibility - 50.0 SI	٧	ATC/Airspace			Runway	Lth/Wid	- 2500 -U	NK/NR
Cloud Conditions(1st) - NO		Type of Flight	Plan - NONE		Runway	Surface	- CONCRETE	
Cloud Conditions(2nd) - UN	K/NR	Type of Clearan	ce - NONE		Runway	Status	- DRY	
Obstructions to Vision- NO		Type Approach F	lown - NONE		•			
Precipitation - NOI	NE							
Condition of Light - DA								
Personnel Information								
Pilot-In-Command	A	ge - 64	Medical	Certificate	- VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	. В	iennial Flight Revie			t Time (H			
PRIVATE		Current - Y	EC Tota	1 -	2200	lac+ 1	4 Hrs - UN	K/NR
SE LAND		Current - Y Months Since -	2 Make	/Mode1-	250	Last 3	O Davs- UN	K/NR
		Aircraft Type - U	NK/NR Inst	/Model- rument- i-Eng - UNI	50	Last 9	O Davs- UN	K/NR
			Mar. 1 A	i-Ena - LINI	(/NR	Rotoro	raft - UN	K/NR
			Muit	I Eng UN	·/ ····	110 (01 0		

File No. - 365 1/09/82 NAPA,CA A/C Reg. No. N731NZ Time (Lc1) - 1230 PST Occurrence #1 OVERRUN Phase of Operation LANDING Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - SOFT 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) 3,5,6

File No 347 1/09/82 CALIS	TOGA, CA	A/C Reg. No. N10UP			Time (Lc1) - 1400 PST			
Type of Operation PERSONAL	L AVIATION)	Aircraft Da SUBSTANTIA	L Cre		Inju Serious O	Minor O	None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas Oth	_	0 0	0	0 0	
Aircraft Information Make/Model - SCHLEICHER ASW 20 Landing Gear - N/A Max Gross Wt - 660 No. of Seats - 1	Eng Make/Mo Number Engi Engine Type Rated Power	nes - N/A - N/A		Sta	Installed// Il Warning S ther 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- CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu SAME AS AC Destination LOCAL ATC/Airspace Type of Flig Type Approac	C/INC ht Plan - NO rance - NO	NE	ON AII Airport I CALIS Runwa Runwa Runwa	Data FOGA / Ident / Lth/Wid / Surface		NK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR SE LAND GLIDER	Age - 57 Biennial Flight Re Current Months Since Aircraft Type	view - YES - 11		ght Time (1 1238 2	lours) Last 24 Last 30	4 Hrs - O Days- UN O Days-	•	
Instrument Rating(s) - NONE								
Narrative IN FINAL APPROACH FOR LANDING, THE PILOT RETR VITH THE GEAR RETRACTED AND SLID INTO A FENCE HANDLE IS IN THE DOWN POSITION, IT IS NEXT TO IN MOST GLIDERS, THE GEAR HANDLE IS LOCATED CO	AT THE END OF THE AND ABOUT ONE INCH	RUNWAY. THE BELOW THE S	PILOT REPORTE POILER HANDLE	D THAT WHEN	N THE GEAR)		

1/09/82 CALISTOGA, CA A/C Reg. No. N10UP Time (Lc1) - 1400 PST File No. - 347 Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND 2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND Occurrence #2 OVERRUN LANDING - ROLL Phase of Operation Finding(s) 3. SPOILER EXTENSION - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

Brief of Accident

	ND,CA A/C Reg	j. No. N234Q	T	ime (Lc1) -	1145 P	ST
 Basic Information Type Operating Certificate-NONE (GENER) 	AL AVIATION) Aircraft	Domone		Tudion		
Type operating centificate-work (GENER)	SUBSTANT		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		5er 10us 0	MINOR	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	0	Ö	ó
Accident Occurred During -TAKEOFF	None	Other		-	ŏ	ŏ
-Aircraft Information						
Make/Model - QUICKIE 1	Eng Make/Model - ONAN			Installed/A	ctivate	d - NO -N/
Landing Gear - UNK/NR	Number Engines - 1			1 Warning St	ystem -	UNK/NR
Max Gross Wt - 890	Engine Type - RECI	PROCATING-CARBURE	TOR	UNK/NR		
No. of Seats - 1	Rated Power -	22 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	UPLAND, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 060/004 KTS				Ident -		
Visibility - 20.0 SM				Lth/Wid -		
Cloud Conditions(1st) - 10000 FT BROK				Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Approach Flown -	NUNE				
Precipitation - DRIZZLE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 47 N	lodicol Combibles	- VAL TD	MEDICAL NO	WATVED	C /1 TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	ledical Certificat	t Time (H		WAIVER	2/ LIMII
COMMERCIAL	Current - YES				11	•
	Months Since - 2	Total -	3003 V/ND	Last 24	Hrs -	2
CE LAND ME LAND	Aircraft Type - UNK/NR	Make/Model- UN Instrument-	K/NK	Last 30	Days-	UNK/NR
SE LAND, ME LAND	Aircraft Type - UNK/NK	Instrument-	58 <i>3</i>	Last 90	Davs-	48
SE LAND,ME LAND HELICOPTER		Multi-Eng -	225	Dotonous		004
		Multi-Eng -	235	Rotorcra	aft -	961

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File No. - 245 1/10/82 UPLAND.CA A/C Reg. No. N234Q Time (Lc1) - 1145 PST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 7. OBJECT - FENCE 8. WEATHER CONDITION - RAIN 9. WEATHER CONDITION - HIGH DENSITY ALTITUDE 10. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL 11. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 12. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION.OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 14. OBJECT - FENCE

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 5.12$

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7,8.9,10,11,13,14

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircr	aft Damage		Inju	ries			
, ype operating terms to teach (and (annum		TANTIAL	Fatal	Serious		None		
Type of Operation -PERSONAL	Fire	Crew	0	Ο,	0	1		
Flight Conducted Under -14 CFR 91	NONE		-	0	0	0		
Accident Occurred During -LANDING		Othe	r 0	0	0	0		
-Aircraft Information								
Make/Model - CESSNA 182E		CONTINENTAL 0-470-R						
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800	Number Engines -	1 RECIPROCATING-CARBUR		ll Warning		ES		
No. of Seats - 4	Rated Power -		EIUR Wea	ther kadar	- NU			
-Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Poi	nt	ON AII	•				
Method - N/A	VAN NUYS,CA							
Completeness - N/A	Destination		Airport					
Basic Weather - VMC Wind Dir/Speed- 230/014 KTS	SANTA MONICA,CA		_	MONICA / Ident	- 04			
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid	- 21 - 4987/	150		
Cloud Conditions(1st) - NONE	Type of Flight Pla	n - NONE		y Surface				
Cloud Conditions(2nd) - NONE	Type of Clearance			Status				
Obstructions to Vision- NONE	Type Approach Flow	n - VISUAL STRAIGHT-	IN					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review			e - VALID MEDICAL-WAIVERS/LIMIT				
PRIVATE ·	Current - YES			Last 2	1 Wre -	1		
SE LAND	Months Since - 12	Make/Mode1-	51	Last 2	O Davs-	4		
	Months Since - 12 Aircraft Type - C-18	2 Instrument-	Ö	Last 3 Last 9	O Days-	18		
Instrument Rating(s) - NONE								
-Narrative								
N LANDING TOUCHDOWN THE AIRCRAFT BOUNCED A	T HIGH SPEED AND DEPARTED	THE RUNWAY. THE PIL	OT APPLIE	BRAKES AN	D			

File No 2	258 1	/19/82	SANTA MONICA,CA	A/C Reg	j. No. N9255X	Т	ime (Lc1) - 1515	PST
Occurrence #1 Phase of Operation			DUCHDOWN					
Finding(s) 1. WEATHER CONDITE 2. LEVEL OFF - 1			COMMAND					
Occurrence #2 Phase of Operation			ON GROUND					
			ED - PILOT IN COMMAN				, ·	# +
Occurrence #3 Phase of Operation								
Probable Cause								
The National Transposis/are finding(s) 2,		fety Board	d determines that th	e Probable Caus	e(s) of this a	accident		
Factor(s) relating t	o this acc	ident is/a	are finding(s) 1					

Brief of Accident

Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - FSS Last De Method - IN PERSON IMPER Completeness - FULL Destinat Basic Weather - IMC CARLS	e Type - RECI Power - 2	Crew Pass Other INENTAL 0-470R PROCATING-CARBURETOR 65 HP	Fatal Serious 1 0 2 0 0 0 ELT Installed Stall Warning	O O O I/Activated System - YI	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 182N Eng Maccident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 182N Eng Maccident - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Destination Method - IN PERSON IMPERSON IMPERSON OCCARLS	Fire NONE ake/Model - CONT r Engines - 1 e Type - RECI Power - 2 y eparture Point	Crew Pass Other INENTAL 0-470R PROCATING-CARBURETOR 65 HP	1 0 2 0 0 0 	O O O I/Activated System - YI	O O O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 182N Eng Maccident Occurred During -DESCENT Aircraft Information Make/Model - CESSNA 182N Eng Maccident - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Destination Method - IN PERSON IMPERSON IMPERSON OCCARLS	ake/Model - CONT r Engines - 1 e Type - RECI Power - 2	Pass Other INENTAL O-470R PROCATING-CARBURETOR	O O ELT Installed Stall Warning	O O 	O O
Make/Model - CESSNA 182N Eng Make/Model - CESSNA 182N Eng Make/Model - CESSNA 182N Eng Make/Model - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Reted Proceedings of the Completeness - FSS Last Description	r Engines - 1 e Type - RECI Power - 2 y eparture Point	INENTAL O-470R PROCATING-CARBURETOR	ELT Installed Stall Warning	//Activated	- YES/YE
Make/Model - CESSNA 182N Eng Mac Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Rated Research Res	r Engines - 1 e Type - RECI Power - 2 y eparture Point	PROCATING-CARBURETOR	Stall Warning	System - YI	
Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - FSS Last De Method - IN PERSON IMPER Completeness - FULL Destinat Basic Weather - IMC CARLS	r Engines - 1 e Type - RECI Power - 2 y eparture Point	PROCATING-CARBURETOR	Stall Warning	System - YI	
Max Gross Wt - 2800 Engine No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerar Wx Briefing - FSS Last Do Method - IN PERSON IMPE Completeness - FULL Destina Basic Weather - IMC CARL	e Type - RECI Power - 2 	PROCATING-CARBURETOR 165 HP			ES
No. of Seats - 4 Rated Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Do Method - IN PERSON IMPER Completeness - FULL Destinate Basic Weather - IMC CARLS	Power - 2	.65 HP	R Weather Radar	- NO	
Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Do Method - IN PERSON IMPE Completeness - FULL Destinate Basic Weather - IMC CARLS	y eparture Point				
Weather Data Itinerary Wx Briefing - FSS Last Do Method - IN PERSON IMPE Completeness - FULL Destina Basic Weather - IMC CARL	éparture Point	A :			
Wx Briefing - FSS Last Do Method - IN PERSON IMPE Completeness - FULL Destina Basic Weather - IMC CARL	éparture Point	A i			
Method - IN PERSON IMPE Completeness - FULL Destina Basic Weather - IMC CARL			irport Proximity		
Completeness - FULL Destina Basic Weather - IMC CARL			OFF AIRPORT/STR	IP	
Basic Weather - IMC CARL	-	Air	rport Data		
Maria Day /Chanada HANA /AID	SBAD, CA		p		
Wind Dir/Speed- UNK/NR	•		Runway Ident	- N/A	
Visibility - 1.0 SM ATC/Airs	pace		Runway Lth/Wid	- N/A	
Cloud Conditions(1st) - UNK/NR OVERCAST Type o	f Flight Plan -	IFR	Runway Surface	- N/A	
Cloud Conditions(2nd) - UNK/NR Type o	f Clearance -	UNK/NR	Runway Status	- N/A	
Obstructions to Vision- NONE Type A	pproach Flown -	NONE	-		
Precipitation - RAIN					
Condition of Light - DUSK					
Personnel Information					
Pilot-In-Command Age - 30	M	ledical Certificate -	- VALID MEDICAL-	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flig	_		Time (Hours)		
ATP Current		Total - 180	D3 Last	24 Hrs - UN	K/NR
	ince - 11			30 Days-	7
Aircraft	Type - CESSNA	- · · · · ·		90 Days-	22
		Multi-Eng - UNK/N	NR		
Instrument Rating(s) - AIRPLANE					

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Time (Lc1) - 1723 PST File No. - 239 1/20/82 ESCONDIDO, CA A/C Reg. No. N92387 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - THUNDERSTORM 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER CONDITION - TURBULENCE 5. WEATHER CONDITION - LOW CEILING 6. WEATHER CONDITION - ICING CONDITIONS OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND 8. IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 9. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 10. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9,10

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	•		Injur		
		DESTROYED	_	Fatal	Serious	Minor	Non
Type of Operation -PERSONAL		Fire	Crew	0	Serious 1 1	0	. 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0	1	0	0
Aircraft Information							
Make/Model - CESSNA 150	Eng Make	e/Model - CONTINENTA	L 0-200A		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning S		ES
Max Gross Wt - 1600		Type - RECIPROCAT	ING-CARBURET	OR Weat	her Radar -	- NO	
No. of Seats - 2	Rated Po	ower - 100 HP	. 				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depa	arture Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	STOVEP	IPE WELLS,CA					
Completeness - FULL	Destinatio		A	irport D	ata		
Basic Weather - VMC	DAGGET	Γ,CA					
Wind Dir/Speed- 270/020 KTS	_					- N/A	
Visibility - 50.0 SM	ATC/Airspac				Lth/Wid -		
Cloud Conditions(1st) - NONE		Flight Plan - VFR			Surface -		
Cloud Conditions(2nd) - UNK/NR		Clearance - UNK/NF		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Appi	roach Flown - CONTAC	; I				
Precipitation - NONE Condition of Light - DAYLIGHT							
				· 			
Personnel Information				==			
Pilot-In-Command	Age - 32		Certificate			AIVERS/LIM	11
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight		Flight			1 1155	_
SE LAND		- UNK/NR 101 ce - UNK/NR Mak	al -	3 I	Last 24) Dave= !!!!	0 V/ND
SE LAND		/pe - UNK/NR Ins	trument-	31	Last 30	Days UN	12
	Anciarti	ype dianyian ilis Mili	e/Model- strument- ti-Eng - UNK,	/ND	Potonor	o Days	V/ND
	•	Mai	ti Liig Olik,	/ INK	KO (O) CI	art on	K/ IVK
Instrument Rating(s) - NONE							
Vannativa							
Narrative	THE ENOTHE BEOL	AN TO SUBSE THE BY	OT MOVED THE	MIVIUDE	TO 5111.1		
E DESCENDING THROUGH 4000 FT MSL TO LAN	D, THE ENGINE BEGA		.OT MOVED THE IE AIRCRAFT W				

File No 3	64 2/14/82 DAGGETT,CA	A/C Reg. No. N4539U	Time (Lc1) - 1345 PST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. WEATHER CONDITI	ON - GUSTS		· · · · · · · · · · · · · · · · · · ·
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that t	he Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 395 2/17/8	2 SAN LUIS OBISPO,CA	A/C Reg. No. N6	585H	Т	ime (Lcl) -	1700 PS	r 		
Basic Information Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damage			Injur	ies			
<i>,</i> , , , , , , , , , , , , , , , , , ,	•	SUBSTANTIAL		Fatal	Serious	Minor	None		
Type of Operation -PE	RSONAL	Fire	Crew	0	0	0	1		
Flight Conducted Under -14		NONE	Pass	0	0	0	1		
Accident Occurred During -LA	NDING		Other	0	0	0	0		
Aircraft Information		•							
Make/Model - CESSNA 172M		/Model - LYCOMING 0-32	20-E2D						
Landing Gear - TRICYCLE-FIXE		ngines - 1		Stal	1 Warning S	System - \	'ES		
Max Gross Wt - 2300		ype - RECIPROCATING	G-CARBURETO	R Weat	her Radar -	· NO			
No. of Seats - 4	Rated Po	wer - 150 HP							
Environment/Operations Informat									
Weather Data	Itinerary		Δ		Proximity				
Wx Briefing - UNK/NR		rture Point		ON AIR	PORT				
Method - UNK/NR	PASO RO	-							
Completeness - UNK/NR	Destinatio		Αi	rport D					
Basic Weather - VMC		S OBISPO,CA			IS OBISPO				
Wind Dir/Speed- 290/010 KTS					Ident -				
Visibility - 20.0 SM	/				Lth/Wid -		150		
Cloud Conditions(1st) - NON Cloud Conditions(2nd) - NON		light Plan - NONE		Runway	Surface -	ASPHALI			
Obstructions to Vision- NON		learance - NONE oach flown - VISUAL Fl	U.L. CIDCUIT		Status -	DRY			
Precipitation - NON	, , , ,	Oach Flown - VISUAL FO	DEE CIRCUIT						
Condition of Light - DAY									
Personnel Information		M121-0-		V41 TD	MEDICAL NO		/		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight	Medical Ce		Time (H		WAIVERS/	LIMII		
PRIVATE	Current			92	Jurs)	Une -	0		
SE LAND			Mode1-	7	Last 24 Last 30	Dave- UN	IK /ND		
SE EARD		pe - UNK/NR Instru	ument-	ó	Last 90		3		
	Andraiting	pe outy till Institu	americ	O	Last 50	Days	3		
Instrument Rating(s) - No	DNE								
Narrative									
RING LANDING, THE AIRCRAFT BOUNCE					EEL TIRE				
EW OUT AND THE FIREWALL WAS BENT.	THE PILOT REPORTED THAT T	HE WIND WAS GUSTING TO) 15 KNOTS.						

File No. - 395 2/17/82 SAN LUIS OBISPO, CA A/C Reg. No. N6585H Time (Lc1) - 1700 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. LEVEL OFF - IMPROPER - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----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

	ED Crew Pass Othe	1 C O ELT Sta	Serious 1 0 0 Installed,	O O O 'Activated System - Y	
Fire NONE Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	Crew Pass Other OMING 0-320-F2D IPROCATING-CARBUR	O 1 C O ELT Sta	1 O O Installed, Il Warning	O O O Activated System - Y	0 0 0 - YES/N
NONE Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	Pass Othe OMING O-32O-F2D IPROCATING-CARBUR	1 C O ELT Sta	0 0 Installed,	O O 'Activated System - Y	0 0 - YES/N
Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	Other OMING 0-320-F2D IPROCATING-CARBUR	r O ELT Sta	O Installed,	O Activated System - Y	0 - YES/N
Number Engines - 1 Engine Type - REC Rated Power -	OMING 0-320-F2D	ELT Sta	Installed,	Activated System - Y	- YES/N
Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBUR	Sta	ll Warning	System - Y	
Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBUR	Sta	ll Warning	System - Y	
Engine Type - REC Rated Power -					'EC
Rated Power -		ETOR Wea	ther Radar		E-3
	150 HP			- NO	
inerary			Proximity		
Last Departure Point		OFF A	[RPORT/STR]	[P	
•					
GUSTINE, CA					
	NOVE				
				•	
			y Status	- N/A	
Type Approach Flown -	VISUAL STRAIGHT-	IN			
EO	Madical Cantifica	+a - VALTI	MEDICAL -	MATUEDO /L TA	4 T T
	and the second s			MAIVERS/ LIN	11.1
				14 Unc -	2
					2 5
					10
TOTALL TYPE ONN/NK	This ti dillent	100.	Last	o bays	10
	VACAVILLE, CA Destination GUSTINE, CA TC/Airspace Type of Flight Plan - Type Approach Flown - 58 ial Flight Review urrent - UNK/NR onths Since - UNK/NR	VACAVILLE,CA Destination GUSTINE,CA TC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL STRAIGHT- 58 Medical Certifica ial Flight Review Fligurent - UNK/NR Total - onths Since - UNK/NR Make/Model-	VACAVILLE,CA Destination Airport [GUSTINE,CA GUSTII Runway TC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - VISUAL STRAIGHT-IN 58 Medical Certificate - VALII ial Flight Review Flight Time (Furrent - UNK/NR Total - 3000 onths Since - UNK/NR Make/Model - 150	VACAVILLE,CA Destination GUSTINE,CA GUSTINE GUSTINE GUSTINE Runway Ident Runway Lth/Wid Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL STRAIGHT-IN 88 Medical Certificate - VALID MEDICAL-N GUSTINE Runway Status Type Approach Flown - VISUAL STRAIGHT-IN 88 Medical Certificate - VALID MEDICAL-N GUSTINE Flight Review Flight Time (Hours) GUNTANT Total - 3000 Last 2 GUSTINE RUNWay Surface Runway Status Type Approach Flown - VISUAL STRAIGHT-IN 88 Medical Certificate - VALID MEDICAL-N GUSTINE RUNWay Status Type Approach Flown - VISUAL STRAIGHT-IN 88 Medical Certificate - VALID MEDICAL-N GUSTINE RUNWay Surface Runway Status Type Approach Flown - VISUAL STRAIGHT-IN 89 Medical Certificate - VALID MEDICAL-N GUSTINE RUNWAY SURFACE RUNWAY STATUS RUNWA	VACAVILLE,CA Destination GUSTINE,CA GUSTINE Runway Ident - N/A Runway Lth/Wid - N/A Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL STRAIGHT-IN S8 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Flight Review Flight Time (Hours) Unrent - UNK/NR Total - 3000 Last 24 Hrs - Conths Since - UNK/NR Make/Model - 150 Last 30 Days -

2/20/82 A/C Reg. No. N4307Q Time (Lc1) - 2021 PST File No. - 244 GUSTINE, CA Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. OBJECT - UTILITY POLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aire	craft Damage			Injur	ies			
.,,,		STROYED	F	atal	Serious		None		
Type of Operation -PERSONAL	Fire		–	1	0	0	0		
Flight Conducted Under -14 CFR 91	NOI	NE	Pass	0	0	0	0		
Accident Occurred During -DESCENT			Other		0	0			
Aircraft Information									
Make/Model - PIPER PA-28-180	Eng Make/Model	- LYCOMING 0-360 - 1	A4A	ELT II		talled/Activated - YES/NO			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400				Stall Warning System - YES RETOR Weather Radar - NO					
No. of Seats - 4	Rated Power		ANDONETON	Weath	ei Kadai	NO			
Environment/Operations Information									
Weather Data	Itinerary		Αi	rport Pi	roximity				
Wx Briefing - FSS	Last Departure Po	oint		OFF AIRPORT/STRIP					
Method - TELEPHONE	LIVERMORE, CA		Almant Data						
Completeness - FULL	Destination		Air	port Da	ta				
Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR	TRUCKEE, CA			Dumino	T alama	N1 / A			
Visibility - UNK/NR	ATC/Airspace			Runway I	th/Wid -	N/A N/A			
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan - NONE				Surface -				
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - NONE				Status -				
Obstructions to Vision- UNK/NR	Type Approach Flo	own - NONE		,					
Precipitation - UNK/NR									
Condition of Light - NIGHT (DARK) 								
Personnel Information							·		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight Review	Medical Cert	ificate - Flight T			WAIVERS/	LIMIT		
PRIVATE	Current - VE	S Total	- 10	THE (HOU	urs)	Une -	2		
SE LAND	Months Since - 4	Make/Mode	el- 8	80	Last 30	Davs-	4		
G_ 2	Current - YE Months Since - 4 Aircraft Type - PA	-28 Instrume	nt-	3	Last 90	Days-	10		
- · · · · · · · · · · · · · · · · · · ·									
Instrument Rating(s) - NONE									
Narrative									
NON-INSTRUMENT RATED PILOT WAS ON A RET									
RK NIGHT AT AN ELEVATION OF ABOUT 6700						EES			
WARD ON A DOWN HILL SLOPE. A LINE OF TH REPORTED TO BE CLOSED AT 1800 DUE TO TH									

			, , , , , , , , , , , , , , , , , , , ,	
File No 24	12 2/21/82	TRUCKEE, CA	A/C Reg. No. N3646R	Time (Lc1) - 1845 PST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN	TER WITH WEATHER		
Finding(s) 1. LIGHT CONDITION 2. WEATHER CONDITIO	N - THUNDERSTORM			
Occurrence #2 Phase of Operation		- IN FLIGHT	·	
4. IMPROPER DEC 5. IMPROPER DEC 6. IMPROPER DEC	CISION, SPATIAL DIS CISION, LACK OF TOT CISION, LACK OF TOT	- CONTINUED - PILOT ORIENTATION - PILOT AL EXPERIENCE - PILO AL INSTRUMENT TIME -	IN COMMAND T IN COMMAND PILOT IN COMMAND	
Occurrence #3 Phase of Operation				
Finding(s) 7. TERRAIN CONDITIO 8. TERRAIN CONDITIO	N - DOWNHILL			
Probable Cause				
The National Transporis/are finding(s) 3,4		rd determines that th	he Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 1,2,	5,6	

File No 256 2/	21/82 SACRAMENT	O,CA A/C	Reg. No. N6597U	7	ime (Lc1)	1508 PST	
	e-NONE (GENERAL A\	/IATION) Aircr	aft Damage		Inju	ies	
		SUBS	TANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		-	0	0	1
Flight Conducted Under		NONE			0	0	0
Accident Occurred During	-LANDING		Ot!	ner O	0		0
Aircraft Information							
Make/Model - MOONEY M-:			LYCOMING 0-360-A1D		Installed/		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engines -			1 Warning S		ES
Max Gross Wt - 2575			RECIPROCATING-CARBU	JRETOR Weat	ther Radar -	- NO	
No. of Seats - 4		Rated Power -	180 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - FSS		Last Departure Poi	nt	ON AIR	PORT		
Method - UNK/NR		ORLAND,CA					
Completeness - UNK/NR		Destination		Airport [
Basic Weather - IMC		SACRAMENTO, CA		SACRAN	MENTO METROP	OLITAN	
Wind Dir/Speed- CALM						16	
	SM	ATC/Airspace			/ Lth/Wid -		150
Cloud Conditions(1st) -					/ Surface -		
Cloud Conditions(2nd) -					/ Status -	DRY	
Obstructions to Vision-		Type Approach Flow	n - VISUAL STRAIGH	T-IN			
	NONE						
Condition of Light -	DAYLIGHT						.
Personnel Information							
Pilot-In-Command	Age		Medical Certific			IVERS/LIM	T
Certificate(s)/Rating(s)	Bi∈	nnial Flight Review		ight Time (H			
STUDENT		Current - N/A	Total -		Last 24		0
		Months Since - N/A	Make/Model-	208		Days- UN	•
		Aircraft Type - N/A	Instrument-	7	Last 90	Days-	49
Instrument Rating(s)	- NONE						
Narrative							
	TECTON FOR AND ATT	EMPTED AND THE APPROACE	A CTED DEMONSTRA	TAIO ANI TAIAF	TI TTV TO 50	N I OW	
STUDENT PILOT OBTAINED PERM:		EMPTED AN ILS APPROACT				ILLUW	
ILS THE PILOT WAS CLEARED FO	OD A CDECTAL VEG A	DDDDACH THE ATROPACT	LANDED WITTH THE OF	AD DETDAGES			

File No. - 256 2/21/82 SACRAMENTO,CA A/C Reg. No. N6597U Time (Lc1) - 1508 PST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

	,CA A/C	C Reg. No. N731R	:G	Т	ime (Lc1)	- 0600 PS	iT
Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Airce	raft Damage			Ini	uries	
	DES"	TROYED		Fatai			None
Type of Operation -APPLYING SEE	DS. CHEMICALS. ETC Fire		Crew	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE		Pass	0	0	Ō	Ō
Accident Occurred During -TAKEOFF			Other	Ō	Ō	ō	Ö
Aircraft Information							
Make/Model - CESSNA A188B	Eng Make/Model -	CONTINENTAL IO-	520-D32	ELT	Installed	/Activated	i - UNK/Ni
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		Stai	1 Warning	System -	UNK/NR
Max Gross Wt - 3300	Engine Type -	RECIP - FUEL IN	JECTED		her Radar		
No. of Seats - 1	Rated Power -	310 HP					
Environment/Operations Information							
Weather Data	Itinerary		Α	irport	Proximity		
Wx Briefing 1 NO RECORD OF BRIEFING		int		ON AIR			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Δi	rport D	ata		
Basic Weather - VMC	LOCAL				RANCH		
Wind Dir/Speed- 180/003 KTS	EGGAL				Ident	- 29	
Visibility - 20.0 SM	ATC/Airspace					- 2500 -	LINIZ /NID
Cloud Conditions(1st) - UNK/NR	Type of Flight Pla	nn - NONE			Surface		UINK/ INK
Cloud Conditions(2nd) - UNK/NR	Type of Clearance				Status		
				Runway	Status	- UNK/NK	
Obstructions to Vision- NONE	Type Approach Flow	VII - NUNE					
Precipitation - NONE							
Condition of Light - DAWN							
Personnel Information							
Pilot-In-Command	Age - 33		ificate	 VALID 	MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	•	Flight	Time (H	lours)		
COMMERCIAL	Current - YES Months Since - 5	Total	- 90	00	Last	24 Hrs -	0
SE LAND, ME LAND	Months Since - 5	Make/Mod	le1- 3	00	Last	30 Days- L	INK/NR
1101 7000 700	Aircraft Type - UNK/	/NR Instrume	nt- 1	90	Last	90 Days-	143
HELICOPTER		Multi-En	a - 5	00	Doton		14.14./4.15
HELICOPTER		Marcr En	9 3	00	ROTOR	craft - L	NK/NR

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File No. - 328 2/23/82 LODI,CA A/C Reg. No. N731RG Time (Lc1) - 0600 PST

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

Finding(s)

- 1. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 2. PROPELLER INATTENTIVE PILOT IN COMMAND

Phase of Operation TAKEOFF - INITIAL CLIMB

3. IGNITION SYSTEM. SPARK PLUG - LEADED PLUGS

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 4. WING ICE
- 5. WEATHER CONDITION TAILWIND
- 6. LOAD JETTISON INITIATED PILOT IN COMMAND
- 7. TERRAIN CONDITION DIRT BANK

----Probable Cause----

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

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

TROYED
N/A ELT Installed/Activated - NO - N/A Stall Warning System - NO N/A Weather Radar - NO
N/A Stall Warning System - NO N/A Weather Radar - NO
Airport Proximity int OFF AIRPORT/STRIP
Airport Data Runway Ident - N/A Runway Lth/Wid - N/A an - NONE Runway Surface - N/A
- NONE Runway Status - N/A wn - NONE
Medical Certificate - NO MEDICAL Flight Time (Hours) Total - UNK/NR Last 24 Hrs - UNK/NR Make/Model - 436 Last 30 Days - UNK/NR /NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR
MUTCI-ENG - UNK/NK ROTOPCPATT - UNK/NK
a w

File No. - 252 2/28/82 NAPA, CA A/C Reg. No. N40688 Time (Lc1) - 0845 PST Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. OBJECT - WIRE, TRANSMISSION (MARKED) 3. CLEARANCE - IMPROPER - PILOT IN COMMAND Occurrence #2 ^ FIRE/EXPLOSION Phase of Operation LANDING Finding(s) 4. BALLOON EQUIPMENT, ENVELOPE - ARCING 5. BALLOON EQUIPMENT, HEATER SYSTEM - FIRE ----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

Type Operating Certificate-NONE (GENERAL		t Damage	F - 4 - 1	Inju		A1
Type of Operation -PERSONAL	SUBSTA · Fire	NIIAL Cre	Fatal ∋w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pas		Ö	1	2
Accident Occurred During -LANDING	110112		ner O	ŏ	Ó	ō
Aircraft Information						
Make/Model - BEECH 35-B33	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning		'ES
Max Gross Wt - 3000	Engine Type - RE		TED Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	260 HP				
Environment/Operations Information	***		• • • • • •	D		
Weather Data	Itinerary Last Departure Point			Proximity RPORT/STRI	n	
W× Briefing - FSS Method - TELEPHONE	SANTA ANA.CA		UFF AI	RPURI/SIRI	۲	
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	MULEGE, MEXICO		х рол с в			
Wind Dir/Speed- 175/008 KTS			Runway	. Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 1600 FT BROKE				Surface	- N/A	
Cloud Conditions(2nd) - 3000 FT BROKE			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Approach Flown	~ NONE				
Precipitation - NONE			•			
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 46	Medical Certific			D WAIVERS/	LIMIT
· · · · · - · · · · · · · · · · · ·	Biennial Flight Review	FI Total -	ight Time (F	•	4 11	-
COMMERCIAL,CFI SE LAND,ME LAND	Current - YES Months Since - 3	Make/Model-			4 Hrs -	7 IV /ND
SE LAND, ME LAND	Aircraft Type - UNK/NR			Last 9		129
	All Clair Type GNN/NN	Multi-Eng -		Last	Days	125
	•	mayer eng	O111.1, 111.1			
Instrument Rating(s) - AIRPLANE						
Narrative						
ILE CLIMBING THROUGH 4000 FEET THE PILOT HEA					Υ	
EREAFTER THE WINDSHIELD WAS COVERED WITH OIL	THE ATRORAFT WAS FORCE I	ANDED IN A HIGH S	SCHOOL BASER	ALL FIFID		

File No. - 288 3/02/82 CORONA DEL MAR,CA A/C Reg. No. N1418G Time (Lc1) - 0900 PST LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CRANKCASE - CRACKED 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 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. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND 5. OBJECT - FENCE ----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) 1

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

File No 338 3/04/82 LA JOL	LA,CA A/C Re	g. No. N180L		Time (Lc1)	- 1211 P	ST
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ries	
	DESTROY		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
Accident Occurred During -LANDING		Other	` 0	0	0	0
Aircraft Information						
Make/Model - BEECH B35	Eng Make/Model - CON	TINENTAL E-185-11				d - YES-UNK/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			ll Warning		UNK/NR
Max Gross Wt - 2650	Engine Type - REC		TOR Wea	ther Radar	- NO	
No. of Seats - 4	Rated Power -	205 HP	•			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	[RPORT/STŔI	P	
Method - N/A	SAN DIEGO,CA					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed~ 220/005 KTS					- N/A	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid	- N/A	
Cloud Conditions(1st) - NONE	Type of Flight Plan -				- N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	/ Status	- N/A	
Obstructions to Vision- NONE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 28	Medical Certifica	te - VALI[MEDICAL-N	O WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (H	Hours)		
COMMERCIAL, CFI	Current - UNK/NR	Total -			4 Hrs -	0
SE LAND, ME LAND	Months Since - UNK/NR	Make/Mode1-	1050	Last 3	O Days- 1	JNK/NR
	Aircraft Type - UNK/NR	Instrument-	206	Last 9	O Days-	21
		Multi-Eng - `	110			
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANENarrative URING FLIGHT OVER THE WATER, THE ENGINE LOST US SHORE. THE PLANE WAS DITCHED IN THE PACIFI	POWER AND THE PILOT WAS UNA	BLE TO GLIDE TO A		OING AREA		

File No 3	38 3/04/82 LA JOLLA,CA	A/C Reg. No. N180L	Time (Lc1) - 1211 PST
Occurrence #1 Phase of Operation		•	
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/TOUCHDOWN		
Probable Cause		·	
The National Transpo	ortation Safety Board determines that th	ne Probable Cause(s) of this accid	ent

File No 396 3/06/82 HALF	MOON BAY,CA A/C Reg	g. No. N94906	Т	ime (Lc1) -	1400 PST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ries	
	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	0
Accident Occurred During -TAXI		Other	0	0	0	0
Aircraft Information						
Make/Model - TAYLORCRAFT BC12-D	Eng Make/Model - CONT	INENTAL A-75-8		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning S)
Max Gross Wt - 1200		PROCATING-CARBURE	TOR Weat	her Radar -	· NO	
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	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	MODESTO, CA			OON BAY		
Wind Dir/Speed- 180/005 KTS					· 12	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		IK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface -	•	
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information			=			
Pilot-In-Command		ledical Certificate			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H	ours)		
COMMERCIAL	Current - YES	Total -	1417	Last 24	Hrs -	. 2
SE LAND	Months Since - 23	Make/Mode1-	656	Last 30		•
	Aircraft Type - UNK/NR	Instrument-	86	Last 90	Days-	13
Instrument Rating(s) - AIRPLANE						
Thistrument Rating(s) - AIRPLANE						
Narrative						
E PILOT OF TAYLORCRAFT, N94906, WAS MAKING	MILD S-TURNS AS HE PROCEEDED	DOWN A TAXIWAY. AS	HE WAS	MAKING AN		
TURN BACK TO THE RIGHT, HE SAW A CESSNA 150	, N5678E, AT THE RIGHT EDGE C	F THE TAXIWAY ON A	CONVERG	ING COURSE.		
TURNED LEFT TO AVOID A COLLISION, BUT WAS	TOO LATE. PREVIOUSLY, THE AIR	CREW OF THE CESSNA	150 HAD	BECOME MIR	RED	
SOFT EARTH NEAR THE TAXIWAY. THE INSTRUCTO						
MAINED AT THE CONTROLS.						

File No. - 396 3/06/82 HALF MOON BAY,CA A/C Reg. No. N94906 Time (Lc1) - 1400 PST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. TERRAIN CONDITION SOFT
- 2. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 3. VISUAL LOOKOUT INADEQUATE DUAL STUDENT
- 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE DUAL STUDENT
- 5. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 6. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Dam			Inju		
Type of Operation -INSTRUCTION	AL - DUAL	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	Non- 2
Flight Conducted Under -14 CFR 91	AL DOAL	NONE	Pass	0	0	Ö	0
Accident Occurred During -TAXI			Other	ŏ	ŏ	ŏ	ŏ
ircraft Information		/					
Make/Model - CESSNA 150		ke/Model - CONTINE	NTAL 0-200		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1 Type - RECIPRO	CATINO-CADDUDETO		1 Warning		YES
Max Gross Wt - 1500 No. of Seats - 2	Rated I	- 1		r weat	ner kadar	- 140	
nvironment/Operations Information							
eather Data	Itinerary		A		Proximity		
Wx Briefing - NO RECORD OF BRIEFING		parture Point		ON AIR	RPORT		
Method - N/A Completeness - N/A	SAME / Destinat	AS ACC/INC	Λ.4	rport D	10+0		
Basic Weather - VMC	LOCAL		A		OON BAY		
Wind Dir/Speed- 180/005 KTS	LOUAL					- 12	
Visibility - 50.0 SM	ATC/Airspa	ace				- 4200	-UNK/NR
Cloud Conditions(1st) - NONE		Flight Plan - NON	E		Surface		
Cloud Conditions(2nd) - NONE	Type of	Clearance - NON	E			- DRY	
Obstructions to Vision- NONE	Type App	oroach Flown - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 55	Medi	cal Certificate	_			
Certificate(s)/Rating(s)	Biennial Fligi		Flight		lours)		
COMMERCIAL, CFI	Current		Total - UNK/	NR .	Last 2	4 Hrs - 1	
, , ,	Months Si	nce - UNK/NR	Make/Model- UNK/	NR	Last 3	O Days-	UNK/NR
	Aircraft '	Type - UNK/NR	Instrument- UNK/	'NR	Last 9	O Days-	UNK/NR
Instrument Rating(s) - AIRPLANE							
arrative							
IRCREW IN CESSNA, N5678E, WERE TAXIING	FROM THE TIE-DO	WN AREA WHEN THE A	IRCRAFT BECAME N E THE STUDENT RE				

File No. - 396 3/06/82 HALF MOON BAY, CA A/C Reg. No. N5678E Time (Lcl) - 1400 PST

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 3. VISUAL LOOKOUT INADEQUATE DUAL STUDENT
- 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE DUAL STUDENT
- 5. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 6. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da			Inju		
		SUBSTANTIA		Fatal	Serious	Minor	
	HUTE JUMPING	Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		NONE	Pass Other	_	0 0	0	0
ircraft Information							
Make/Model - CESSNA 182		e/Model - CONTIN	IENTAL 0-470-R		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning		- UNK/NR
Max Gross Wt - 2800 No. of Seats - 1	Engine Rated P	Type - RECIPR ower - 230		IDR Weat	her Radar	- NO	
Environment/Operations Information-							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		arture Point		OFF AI	RPORT/STRI	•	
Method - N/A Completeness - N/A	SAME A Destination	S ACC/INC		Airport D			
Basic Weather - VMC	LOCAL	JII		A Triport D	ala		
Wind Dir/Speed- 360/003 KTS	2007.2			Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspa	ce			Lth/Wid		
Cloud Conditions(1st) - 20000 F				Runway	Surface	- N/A	
Cloud Conditions(2nd) - NONE		Clearance - NO		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type App	roach Flown - NO	NE				
Precipitation - NONE	I T						
Condition of Light - DAYLIGH				·			
Personnel Information Pilot-In-Command	Age - 46	Med	ical Certificat			AIVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review - YES		nt Time (H		4 1155	
COMMERCIAL SE LAND,ME LAND	Current Months Sin	- YES ce - 12	Total - Make/Model-	2000	Last 2		INV/ND
SE LAND, ME LAND	Aircraft T	ype - UNK/NR	Instrument-	318	Last 30 Last 90	Days-	UNK/NR
Instrument Rating(s) - AIRPL	ANE						
lannativa							
larrative MB WAS MADE TO 10,000 FT ON A SKYD	TVING ELIGHT THE DIL	T DEDODTED THAT	AFTED DESCENDE	NG TO 200	O ET THE		

3/06/82 WOODLAND, CA A/C Reg. No. N3427U Time (Lc1) - 1700 PST File No. - 389 Occurrence #1 LOSS OF POWER Phase of Operation DESCENT - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. TERRAIN CONDITION - SOFT 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

----Probable Cause----

Sta Wea	Injur Serious 0 0 0 Tinstalled/A Il Warning S ther Radar -	Minor 0 0 0 ctivated ystem - \	
ew 0 ss 0 her 0 ELT Sta Wea	O O O Installed/A Il Warning S ther Radar -	O O O ctivated	2 0 0 - NO -N
ess O her O ELT Sta Wea	O O Installed/A Il Warning S ther Radar -	Ctivated	0 0 - NO -N,
her Ö ELT Sta Wea	Installed/All Warning Sther Radar -	Ctivated	0 - NO -N,
ELT Sta Wea	Installed/All Warning Sther Radar -	ctivated	- NO -N,
Sta Wea Airport	Il Warning S ther Radar - Proximity	ystem - '	
Sta Wea Airport	Il Warning S ther Radar - Proximity	ystem - '	
Wea	ther Radar -		YES
Wea	ther Radar -		
•	•		
•	•		
•	•		
•	•		
	RPURI		
Airport	Data		
CHINO			
Runwa	y Ident -	26	
Runwa	v Lth/Wid -	3850/	75
Runwa	y Surface -	ASPHALT	
Runwa	y Status -	WET	
D			
cate - VALI	D MEDICAL-NO	WAIVERS,	/LIMIT
	Hours)		
7000			1
150			20
	Last 90	Days-	65
4500			
	Runwa Runwa Runwa D 	Runway Lth/Wid - Runway Surface - Runway Status - D cate - VALID MEDICAL-NO ight Time (Hours) 7000	Runway Lth/Wid - 3850/ Runway Surface - ASPHALT Runway Status - WET D cate - VALID MEDICAL-NO WAIVERS, ight Time (Hours) 7000 Last 24 Hrs - 150 Last 30 Days- 750 Last 90 Days-

3/12/82 CHINO, CA A/C Reg. No. N479CC Time (Lc1) - 0610 PST File No. - 249 Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DAWN 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH 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 (G	ENERAL AVIATION)	Aircraft Damage			Inju		
		DESTROYED		Fata1			None
Type of Operation -PERSONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass Other	0	0	1 0	0
Accident Occurred During -LANDING	·		otner 				
-Aircraft Information							
Make/Model - CESSNA 120		de1 - CONTINENTAL			Installed/		
Landing Gear - TAILWHEEL-ALL FIXE		nes - 1			1 Warning		10
Max Gross Wt - 1450		- RECIPROCATIN	NG-CARBURETO	DR Weat	ther Radar	- NO	
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Δ	lirport	Proximity		
Wx Briefing - FSS	Last Departu	re Point		ON AIR	PORT		
Method - IN PERSON	SACRAMENTO	,CA					
Completeness - FULL	Destination		Αi	rport D			
Basic Weather - VMC	COLUMBIA, C	:A		CALEVE	RAS COUNTY		
Wind Dir/Speed- 200/005 KTS	_					- 13	
Visibility - 7.0 SM	ATC/Airspace				/ Lth/Wid		50
Cloud Conditions(1st) - 3500 FT					Surface		
Cloud Conditions(2nd) - UNK/NR		rance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51		Certificate			AIVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	view	Flight				
PRIVATE	Current		- 1			4 Hrs -	2
SE LAND	Months Since	- 5 Make/ - C-150 Instr	Model -	16	Last 3	O Days-	19
	Aircraft Type	- C-150 Instr	rument-	0	Last 9	Days-	95
Instrument Rating(s) - NONE							
-Narrative							
	T STARTED TO GROUND LOOP	THE DILOT HEED E	NIDDED AND D	OWED TO	DECOVED D	IT THE	

File No. - 255 3/13/82 SAN ANDREAS,CA A/C Reg. No. N1746N Time (Lc1) - 1210 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

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

Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTANT Fire NONE		Fatal	Injur Serious		
Flight Conducted Under -14 CFR 91	=	Crew		Serious	Minor	None
	NONE		0	0	1	0
Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-		Other	0	0	0	0
-Aircraft Information						
Make/Model - BOLKOW PHOEBUS C	Eng Make/Model - N/A				ctivated	
Landing Gear - N/A	Number Engines - N/A				System - U	NK/NR
Max Gross Wt - 900	Engine Type - N/A		Weathe	er Radar -	- NO	
No. of Seats - 1	Rated Power - N/A					
-Environment/Operations Information	****		A * .			
Weather Data	Itinerary Last Departure Point		Airport Pr	oximity PORT/STRIF	,	
Wx Briefing - NO RECORD OF BRIEFING	SAME AS ACC/INC		UFF AIRF	UKI/51KI	•	
Method - N/A	Destination		Airport Dat	_	•	
Completeness - N/A Basic Weather - VMC	LOCAL	•	irport bat	a		
Wind Dir/Speed- 070/005 KTS	LOCAL		Runway I	dent	- N/A	
Visibility - 30.0 SM	ATC/Airspace			th/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE	Runway S		- N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway S		- N/A	
Obstructions to Vision- NONE	Type Approach Flown -		Rullway S	, ca cas	17/ 0	
Precipitation - NONE	Type Approach Trown	CONTRCT				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 52 M	ledical Certificate	- NO MEDI	CAL		
Certificate(s)/Rating(s)	Biennial Flight Review	F1 igh:	t Time (Hou	ırs)		
PRIVATE	Current - YES	Total -	235	Last 24	4 Hrs -	2
	Months Since - 1		11		Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument- UN	(/NR	Last 90	Days-	10
GLIDER						

File No. - 303 3/21/82 LIVERMORE,CA A/C Reg. No. N5701 Time (Lcl) - 1615 PST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION WET
- 3. TERRAIN CONDITION SOFT
- 4. LEVEL OFF IMPROPER PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2.3,5

File No 394 3/21/82 DELANC	, CA	A/C Reg. No. N	N63335	т.	ime (Lc1) -	1500	PST
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft Damage			Injur		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		DESTROYED Fire NONE	Crew Pass Other	Pata 0 0 0	Serious O O O	0	1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engi Engine Type	odel - CONTINENTAL nes - 1 - RECIPROCAT: - 100 HP		Stal	Warning S	ystem ·	
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 280/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 25000 FT UNK/N Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu SANTA MARI Destination PORTERVILL ATC/Airspace R Type of Flig Type of Clea	A.CA E.CA int Plan - VFR trance - NONE		OFF AIR inport Da Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A	
	Age - 21 Biennial Flight Re Current Months Since Aircraft Type	eview	Certificate Flight al - e/Model- trument-	Time (Ho	ours)		•
Instrument Rating(s) - NONE							
THE STUDENT MADE A SCHEDULED STOP AT LOMPOC, O TO SANTA MARIA, CALIFORNIA, WHICH WAS NOT A PA AT SANTA MARIA. FROM THERE, HE PROCEEDED TO PO FUEL EXHAUSTION. DURING A FORCED LANDING IN A IN GROUND SCHOOL TO USE ONLY 80 OCTANE FUEL.	RT OF HIS PLANNED RTERVILLE, CALIFOR	FLIGHT. HE WAS AL NIA. WHILE EN ROL	SO UNABLE TO	C GET 80 INE LOST	OCTANE FUEL POWER FROM		

File No 3	94 3/21/82	DELANO, CA	A/C Reg.	No. N63335	Time (Lcl) - 1500 PST	
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	AL			
	LIGHT - INADEQUATE	- PILOT IN COMMAND INSTRUCTOR(ON GROU				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN				
Occurrence #3 Phase of Operation						
Finding(s) 4. TERRAIN CONDITI	ON - SOFT					
Probable Cause						_
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause	(s) of this acci	dent	
Factor(s) relating t	o this accident is	/are finding(s) 4				

SUBSTANTIAL	-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Damage			Injur	ries	
Fight Conducted Under -14 CFR 91 Accident Decurred During -LANDING -Aircraft Information Make/Model - HOWARD DGA-15P Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4425 No. of Seats - 5 -Enylroment/Operations Information Wather Data Wx Briefing - UNK/NR Completeness - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Eng Make/Model - P & W R-985 ELT Instabled/Activated - YES, Number Engines - 1 Eng Make/Model - P & W R-985 Stall Warning System - UNK/NR Number Engines - 1 Loud Candations Information Region - Reciprocating-CARBURETOR Reciprocation - NO Airport Proximity ON Airport Proximity ON Airport Proximity ON Airport Data Airport Data Airport Data Airport Data LIVERMORE, CA LIVERMORE MUNICIPAL RUMWAY Lth/wird - 4005/ 100 LIVERMORE MUNICIPAL RUMWAY Lth/wird - 4005/ 100 Type of Flight Plan - UNK/NR Runway Status - DRY Type of Clearance - UNK/NR Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Last 90 Days - 25	Type operating our trivial carretion	////			Fata!			None
Accident Occurred During -LANDING			Fire	Crew	0	0	0	1
-Aircraft Information Make/Model - HOWARD DGA-15P Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4425 No. of Seats - 5 Eng Make/Model - P. & W. R-985 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4425 No. of Seats - 5 Engine Type - RECIPROCATING-CARBURETOR Weather Redar - NO Rated Power - 400 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Completeness - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Eng Make/Model - P. & W. R-985 ELT Installed/Activated - VES, Number Engines - 1 Stall Warning System - UNK/NR Rather Pool Herocarting - NONE Instrument Rating(s) - NONE Eng Make/Model - P. & W. R-985 ELT Installed/Activated - VES, Stall Warning System - UNK/NR Weather Redar - NO Rated Power - 400 HP Literary Airport Proximity ON AIRPORT MONTERY,CA Destination ON AIRPORT MONTERY,CA LIVERMORE MUNICIPAL Runway Ident - 25 Runway Status - DRY Type of Flight Plan - UNK/NR Runway Status - DRY Type Approach Flown - UNK/NR Precipitation - NONE PRIVATE Ourrent - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model - 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25			NONE			-	-	1
Make/Model - HOWARD DGA-15P Landing Gear - TAILWHEEL-ALL FIXED Max Gross wt - 4425 Max Gross wt - 4425 No. of Seats - 5 Fight Type - RECIPROCATING-CARBURETOR Reted Power - 400 HP -Environment/Dperations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Eng Make/Model - P & W R-985 ELT Installed/Activated - VES, Number Engines - 1 Stall Warning System - UNK/NR Recipitation Weather Radar - NO Nation Type - RECIPROCATING-CARBURETOR Weather Radar - NO Nation Type - RECIPROCATING-CARBURETOR Weather Radar - NO No AIRPORT MONTEREY, CA LIVERMORE, CA LIVERMORE, CA LIVERMORE, CA LIVERMORE, CA LIVERMORE, CA LIVERMORE, CA LIVERMORE MUNICIPAL LIVERMORE MUNICIPAL Runway Lth/Wid - 4COS/ 100 Type of Clearance - UNK/NR Runway Surface - ASPHALT Type Approach Flown - UNK/NR Type Approach Flown - UNK/NR PRIVATE SE LAND Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model - 149 Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25	Accident Occurred During -LANDING			Other	0	0	0	0
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4425 Max Gross Wt - 4425 No. of Seats - 5 Rated Power - 400 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO3 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Ocondition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Instrument Rating(s) - NONE -Engines - 1 Stall Warning System - UNK/NR Regine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Nation - Reciprocation - NO Heart - 400 HP Stall Warning System - UNK/NR Reciprocation - NO Heart - NO Heart - 400 HP Stall Warning System - UNK/NR Rated Power - 400 HP Stall Warning System - UNK/NR Weather Radar - NO Weather Radar - NO Nate Proximity ON AIRPORT ON A								
Max Gross Wt - 4425 No. of Seats - 5 No. of Seats - 6 No. of Seats - 5 No. of Seats - 7 No. of Seats - 5 No. of Seats - 5 No. of Seats - 5 No. of Seats - 7 No.								
No. of Seats - 5 Rated Power - 400 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Rated Power - 400 HP Litinerary Last Departure Point MONTEREY, CA Destination On Airport Data LIVERMORE, CA LIVERMORE, CA LIVERMORE MUNICIPAL Runway Ident - 25 Runway Lth/Wid - 4405/ 100 Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Type of Clearance - UNK/NR Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Age - 46 Biennial Flight Review Current - YES SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE								NK/NR
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Itinerary Last Departure Point ON AIRPORT ON AIRPOR				NG-CARBURET	fOR Weat	:her Radar -	· NO	
Washer Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE PRIVATE SE LAND Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE IIInterary Last Departure Point MONTEREY, CA Destination Destination Destination Airport Data LIVERMORE, CA Runway Ident - 25 Runway Ident - 25 Runway Ident - 25 Runway Ident - 25 Runway Status - DRY Runway Status - DRY Airport Proximity ON AIRPORT ON AIRPORT MONTEREY, CA Airport Data LIVERMORE, CA Runway Ident - 25 Runway Ident - 25 Runway Status - DRY Runway Status - DRY Airport Data LIVERMORE MUNICIPAL Runway Status - DRY NONE Type of Clearance - UNK/NR Runway Status - DRY UNK/NR Runway Status - DRY Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model - 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25	No. of Seats - 5	Rated Po	ower - 400 HP					
Wx Briefing - UNK/NR Method - UNK/NR MONTEREY, CA MONTEREY, CA Destination Airport Data Basic Weather - VMC LIVERMORE, CA LIVERMORE MUNICIPAL Wind Dir/Speed- VARIABLE/OO3 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 25 Cloud Conditions(1st) - NONE Type of Flight Plan - UNK/NR Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - UNK/NR Runway Status - DRY Obstruction of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Biennial Flight Review Flight Time (Hours) Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25	Environment/Operations Information	÷	•					
Method - UNK/NR Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LIVERMORE, CA LIVERMORE MUNICIPAL Wind Dir/Speed- VARIABLE/OO3 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 25 Visibility - 10.0 NONE Type of Flight Plan - UNK/NR Runway Surface - ASPHALT Cloud Conditions(1st) - NONE Type of Clearance - UNK/NR Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Medical Certificate - UNK/NR Instrument UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE						•		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO3 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Completeness - UNK/NR LIVERMORE,CA LIVERMORE,CA LIVERMORE,CA LIVERMORE,CA LIVERMORE,CA LIVERMORE MUNICIPAL LIVERMORE MUNICIPAL LIVERMORE MUNICIPAL Runway Ident - 25 Runway Lth/Wid - 4005/ 100 Runway Surface - ASPHALT Type of Flight Plan - UNK/NR Runway Surface - ASPHALT Type of Clearance - UNK/NR Type Approach Flown - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model- 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25	- · · · · · · · · · · · · · · · · · · ·				ON AIR	PORT		
Basic Weather - VMC								
Wind Dir/Speed- VARIABLE/003 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 25 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 4005/ 100 Cloud Conditions(1st) - NONE Type of Flight Plan - UNK/NR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - UNK/NR Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model - 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25 Instrument Rating(s) - NONE				4				
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 4005/ 100 Cloud Conditions(1st) - NONE Type of Flight Plan - UNK/NR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - UNK/NR Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE		LIVERMO	JRE, CA					
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES Flight Plan - UNK/NR Runway Surface - ASPHALT Runway Status - DRY NONE Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current - YES Flight Time (Hours) Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE		ATO /A image						400
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model - 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE								100
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE					Runway	Status -	· ukt	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE		Type Appl	Oach Flown - UNK/NK					
Personnel Information Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model - 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25 Instrument Rating(s) - NONE								
Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 10 Aircraft Type - UNK/NR Instrument Rating(s) - NONE Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Medical Certificate - VALID Medical Certificate - VALID Medical Certificate Months	Condition of Light - DATEIGHT							
Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model - 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE	Personnel Information							
PRIVATE Current - YES Total - 990 Last 24 Hrs - 2 SE LAND Months Since - 10 Make/Model - 149 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 25 Instrument Rating(s) - NONE		<u> </u>					WAIVERS/	_imi:
SE LAND Months Since - 10 Make/Model- 149 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE		•	Review					
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 25 Instrument Rating(s) - NONE	· · · =							
Instrument Rating(s) - NONE	SE LAND		re - IU Make		149	Last 30	Days- UNF	V/NR
		Attrolatery	pe UNK/NK INSt	rumerre our	C/ INK	Last st	. Days-	25
	Instrument Rating(s) - NONE							
	Manager							
-Narrative ING LANDING ROLL THE AIRCRAFT SWERVED TO THE RIGHT. THE PILOT COUNTERED WITH LEFT AILERON, RUDDER, AND BRAKE		UE BIOUT THE DI	OF COUNTERED WITH	FFT AT1 5004				

3/22/82 LIVERMORE, CA A/C Reg. No. N5553N File No. - 254 Time (Lc1) - 1515 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - UNCONTROLLED - 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

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asic Information Type Operating Certificat	e-NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ries	
,, ,	·	SUBSTAN	TIAL	Fatal	Serious		Non
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under Accident Occurred During		NONE	Pass Other	0	0	0	1
ircraft Information							
Make/Model - PIPER PA-	28-201T	Eng Make/Model - CON	INENTAL TSIO-360-	FB ELT	Installed/	Activated	- YES/
Landing Gear - TRICYCLE-	FIXED	Number Engines - 1			1 Warning		YES
Max Gross Wt - 2900		Engine Type - RECI		Weat	her Radar	- NO	
No. of Seats - 4		Rated Power - 2	200 HP				
nvironment/Operations Info	rmation	Itinopony		A:nman+	Dnovimiti		
eather Data Wx Briefing - UNK/NR		Itinerary Last Departure Point		ON AIR	Proximity		
Method - UNK/NR		CORONA, CA		ON AIR	- UK I		
Completeness - UNK/NR		Destination	,	Airport D	ata		
Basic Weather - VMC		AUBERRY, CA		TOPHAM			
Wind Dir/Speed- UNK/NR						- UNK/NR	
Visibility - UNK/NR	05000 57 LDH4 /NG	ATC/Airspace	NICALE		Lth/Wid		100
Cloud Conditions(1st) - Cloud Conditions(2nd) -		Type of Flight Plan - Type of Clearance -			Surface Status		
Obstructions to Vision-		Type Approach Flown -		Kuliway	Status	DRT	
Precipitation -		type tipp caett traint	J				
Condition of Light -							
ersonnel Information							
Pilot-In-Command	A	ge - 29 M				AIVERS/LI	TIN
Certificate(s)/Rating(s) PRIVATE	٤	iennial Flight Review Current - YES		t Time (H		4 Una -	0
SE LAND		Months Since - 1	Make/Model - IINI	101 (/NR	Last 2	4 Mrs - O Dave- III	
SE LAND		Months Since - 1 Aircraft Type - UNK/NR	Make/Model- UN Instrument-	0	Last 9	O Days-	0
Instrument Rating(s)	- NONE						
arrative							
		DE OF THE RUNWAY TO AVOID F					
E LEFT SIDE, THE LEFT MAIN	GEAR ENCOUNTERE	D A SMALL BERM AND THE AIRC	RAFT VEERED FURTH	ER LEFT.	THE NOSEW	HEEL	

File No. - 319 3/24/82 AUBERRY, CA A/C Reg. No. N2861H Time (Lc1) - 1530 PST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 2. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL 3. TERRAIN CONDITION - DIRT BANK 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

File No 334 4/03/82 DEATH	VALLEY, CA	A/C Reg. I	No. N5682E	T i	ime (Lc1) -	1015 PST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dar SUBSTANTIA		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING - FL	ARE/TOUCHDOWN	Fire NONE	Crew Pass Other	0 0 0	0 0 0	0 0 0	1 1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number E		CATING-CARBURET	Stall	installed/Ad Warning Sy ner Radar -	/stem - Y	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	EL MIRA	•	,		Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7.0 SM	Destination DEATH V	ALLEY, CA	A		Ident - Lth/Wid -		
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of F Type of C	light Plan - NOI learance - NOI bach Flown - NOI	NE .	Runway	Surface -		
-Personnel Information	Age - 23		ical Certificate				
Certificate(s)/Rating(s) PRIVATE SE LAND		- UNK/NR - UNK/NR	Total - Make/Model - Instrument - UNK,	21	Last 24 Last 30	Days- UN	
Instrument Rating(s) - NONE	·						
Narrative E PILOT REPORTED THAT DURING A CROSS-COUNTR SULTED IN A FORCED LANDING. WHILE LANDING USE GEAR COLLAPSED AND THE AIRCRAFT NOSED OV LEFUNCTION OR FAILURE. THE ENGINE STARTED N 2200 RPM SEVERAL TIMES AND IDLED SATISFACT	ON A SOFT, DRY LA ER. AN EXAMINAT: ORMALLY DURING A	AKE BED, THE PLA ION OF THE AIRCE	ANE CROSSED A SMA RAFT AND ENGINE I	ALL WASH REVEALED	WHERE THE NO PRE-CRAS	БН	

File No 3	34 4/03/82	DEATH VALLEY, CA	A/C Reg. No. N5	682E 	Time (Lcl) - 1015 PST
Occurrence #1 Phase of Operation					
inding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation		SED			
Finding(s) 2. TERRAIN CONDITION 3. TERRAIN CONDITION 4. LANDING GEAR,NO	ON - DITCH				
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL	,			
Probable Cause	-				**************************************
The National Transpor is/are finding(s) 1	rtation Safety Boar	rd determines that the	Probable Cause(s) of	<i>"</i>	
Factor(s) relating to	this accident is,	/are finding(s) 2,3			

 -Basic Information Type Operating Certificate-NONE (GE) 	NERA! AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate Noise (de	TENAL AVIATION	SUBSTANTIAL		Fatal	Serious	Minor	None
	TROL RELATED FLIGHT	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 1	37	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Model - GRUMMAN G-164		del - P & W R-1340			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725		nes - 1 - RECIPROCATING			1 Warning S		:5
No. of Seats - 1	Rated Power		-CARBURET	uk wear	ner kadar -	· NU	
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE				ON AIR	STRIP		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination		A	irport D			
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL				E AIRSTRIP Ident -	11811/ /830	
Visibility - 10.0 SM	ATC/Airspace			,	Lth/Wid -		
Cloud Conditions(1st) - 10000 FT		nt Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE		rance - NONE			Status -		
Obstructions to Vision- NONE		h Flown - NONE		,			
Precipitation - NONE	• • • • • • • • • • • • • • • • • • • •						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 28				MEDICAL-NO	MAIVERS/	TIMII
Certificate(s)/Rating(s) COMMERCIAL,CFI	Biennial Flight Re Current			Time (H 000	ours) Last 24	Une -	6
SE LAND	Months Since				Last 30		
SE EAND	Aircraft Type		ment-	10	Last 90	Days-	80
Instrument Rating(s) - AIRPLAN	F						
	_						
-Narrative							
TAKEOFF ROLL THE RIGHT MAIN TIRE BLEW	CAUSING THE AIRCRAFT TO	VEER TO THE RIGHT.	LEAVE TH	E RUNWAY	. AND NOSE		

File No 2	68 4/06/82	BAKERSFIELD, CA	A/C Reg. No. N703Y	Time (Lcl) - 1900 PST
Occurrence #1 Phase of Operation		NENT/SYSTEM FAILURE/MALF ND RUN	UNCTION	
Finding(s) 1. LANDING GEAR,TI				
Occurrence #2 Phase of Operation				
3. DIRECTIONAL CON	TROL - NOT POSSI	ED - PILOT IN COMMAND BLE - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ND RUN		
Finding(s) 4. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety B	pard determines that the	Probable Cause(s) of this accid	lent .
Factor(s) relating t	o this accident	is/are finding(s) 2,3,4		

File No 332 4/08/82 NAP	A,CA	A/C Reg.	Time (Lc1) - 1400 PST				
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)				Inju		
		SUBSTANTIA		Fatal		Minor	None
Type of Operation -INSTRUCTIO	NAL - SOLO	Fire	Crew	0	0	Ο.	1
Flight Conducted Under -14 CFR 91		NONE	Pass	_	0	0	0
Accident Occurred During -LANDING			Other	0	0		0
Aircraft Information							
Make/Model - PIPER PA-28R-201		e/Model - LYCOMI	NG IO-360-C1C6		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		Engines - 1			1 Warning		'ES
Max Gross Wt - 2150		Type - RECIP		Weat	her Radar	- NO	
No. of Seats - 4	Rated P	ower - 200	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Dep	arture Point		ON AIR	•		
Method - UNK/NR	STOCKT	DN, CA					
Completeness - UNK/NR	Destinati	on		Airport [ata		
Basic Weather - VMC	NAPA,C	Â		NAPA C	OUNTY		
Wind Dir/Speed- 210/010 KTS				Runway	Ident	- 24	
Visibility - 30.0 SM	ATC/Airspa			Runway	Lth/Wid	- 5007/	150
Cloud Conditions(1st) - NONE	Type of I	Flight Plan - VF	R	Runway	Surface	- CONCRETE	
Cloud Conditions(2nd) - NONE	Type of	Clearance - NO	NE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type App	roach Flown - VI	SUAL FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 19	Med	ical Certificat	e - VALTO	MEDICAL -N	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			t Time (F			
PRIVATE	Current	- UNK/NR	Total -	160		4 Hrs -	4
SE LAND	Months Sine	ce - UNK/NR	Make/Model-				
		ype - UNK/NR	Instrument-	5	Last 30 Last 90	Davs-	82
		.,				,-	
Instrument Rating(s) - NONE							
-Narrative							
ER MAKING 8 TOUCH & GO LANDINGS, THE PIL	OT LOST DIRECTION	או כטאדסטי הופדאי	G A FIRE STOP	AND THE T	HE ATOCOAE	T CLID	
THE RUNWWAY INTO GRASS & THEN ONTO A TA		AL CONTROL DURIN	G A TOLL STOP L	AINDING. I	HE AIRCKAP	1 PLID	

File No. - 332 · 4/08/82 NAPA,CA A/C Reg. No. N30325 Time (Lc1) - 1400 PST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Occurrence #2 ON GROUND COLLISION WITH TERRAIN 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

 -Basic Information Type Operating Certificate-NONE (G 		Aircraft Damage			Injur		
		DESTROYED		atal		Minor	None
	G SEEDS, CHEMICALS, ETC		Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF		NONE	Pass Other	0	0	0	1
-Aircraft Information Make/Model - BELL 47G-2	Eng Make/Mode	el - LYCOMING VO-4	35-A1F	FIT	nstalled/A	ctivated	- NO -N/
Landing Gear - SKID		es - 1			Warning S		
Max Gross Wt - 2450		- RECIPROCATING					
No. of Seats - 3	Rated Power	- 200 HP	on in boning i or	. ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		.,,	
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - UNK/NR	Last Departure			OFF AIR	PORT/STRIP		
Method - UNK/NR	SAME AS ACC	INC					
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL		Air	port Da	та		
Wind Dir/Speed- CALM	LOCAL			Dunway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			•	_	N/A	
Cloud Conditions(1st) - NONE	Type of Flight	Plan - NONE		•	Surface -	•	
Cloud Conditions(2nd) - NONE	Type of Cleara			-		N/A	
Obstructions to Vision- NONE	Type Approach					,	
Precipitation - NONE	3,1 = 1,1						
.Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34	Medical Ce				WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	ew	Flight T		urs)		
COMMERCIAL			- 907		Last 24		. 5
SE LAND	Months Since -	21 Make/M	ode1- 103			Days- UN	
HELICOPTER	Aircraft Type -	UNK/NR Instru	ment- UNK/N	IR	Last 90	•	238
					Rotorcr	aft -	1038
Instrument Rating(s) - NONE							
PILOT LANDED TO PICK UP A FLAGGER AN	D TAKE HIM TO THE END OF 1	HE ETELD THE LAI	UDING WAS M	IADE EAC	THE NORTH		
A NORTH-SOUTH DRIVEWAY. AN OVERHEAD L							
PILOT MOVED LATERALLY TO THE WEST, A							
LD BE CLEAR OF THE OVERHEAD LINE; HOW							
SPIN AND THE PILOT INITIATED A HOVERI							
STILL SPINNING AND MOVING ACROSS THE							

File No 3	33 4/	/15/82	STOCKTON, CA	A/C Reg.	No. N2 879B	Time (Lc1) - 0700 PST
Occurrence #1 Phase of Operation						
Finding(s) 1. OBJECT - WIRE,S 2. CLEARANCE - N		PILOT IN	COMMAND			
Occurrence #2 Phase of Operation	FORCED LA LANDING -	NDING FLARE/TO	DUCHDOWN			
Finding(s) 3. AUTOROTATION -	INITIATED -	· PILOT IN	N COMMAND			
Occurrence #3 Phase of Operation						
Probable Cause						
The National Transpois/are finding(s) 2	rtation Saf	ety Board	d determines that the Proba	able Cause(:	s) of this accident	
Factor(s) relating t	o this acci	dent is/a	are finding(s) 1			

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft D	lamage		Injur	ies	
Type operating derent toate none (deliteral aviation,	SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSON	AL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	1	1
Accident Occurred During -TAKEOF	F 		Othe	r 0	0	0	0
-Aircraft Information							
Make/Model - GRUM AMER AA-5B			IING D-360-A4K				
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning S		ES
Max Gross Wt - 2400			ROCATING-CARBUR	ETOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Po	wer - 18	O HP				
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa			ON AIR	PORT		
Method - TELEPHONE	SAME AS			41	- 1 -		
Completeness - FULL	Destinatio			Airport D			
Basic Weather - IMC Wind Dir/Speed- 150/010 KTS	HAYWARD	, CA		SWANSB	טאט Ident -	27	
Visibility - 2.0 SM	ATC/Airspac				Lth/Wid -		50
Cloud Conditions(1st) - 300 F			FR		Surface -		50
Cloud Conditions(2nd) - NONE		learance - 1			Status -		
Obstructions to Vision- BLOWING					• • • • • • • • • • • • • • • • • • • •		
Precipitation - SNOW GR	AINS						
Condition of Light - DAYLIGH	Т	•					
-Personnel Information							
Pilot-In-Command	Age - 39		dical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	nt Time (H			
COMMERCIAL	Current	- YES	Total -	2194	Last 24	Hrs -	2
SE LAND	Months Sinc	e - 22	Make/Model- Instrument-	2157	Last 30	Days-	40
	Aircraft Ty	pe - AA-5B	Instrument-	277	Last 90	Days-	65
Instrument Rating(s) - AIRPL	ANE						
Instrument Rating(s) - AIRPL	AINE 						
-Narrative							

WHEN THE PILOT ARRIVED AT THE AIRPORT, THE TOP SURFACES OF THE AIRCRAFT WERE COVERED WITH ABOUT TWO INCHES OF SNOW. HE STATED THAT HIS PREFLIGHT INCLUDED A COMPLETE REMOVAL OF THE SNOW. HOWEVER, HE ALSO STATED THAT DURING THE TAKEOFF ROLL, THERE WAS A LAYER OF SNOW GRAINS, ONE-GRAIN THICK, SPARSELY COVERING THE WING AREA. THE TAKEOFF WAS STARTED ON A RUNWAY COVERED WITH 1/4 TO 1/2 INCH OF SLUSH. DURING THE TAKEOFF ROLL, THE PILOT NOTED THAT THE ACCELERATION WAS SLOWER THAN NORMAL AND THE SNOW GRAINS WERE STAYING ON THE WINGS. HE ROTATED AT 65 KNOTS, BUT THE PLANE DID NOT LIFT-OFF AT THE NORMAL SPEED. HE DECIDED TO ABORT, BUT WAS UNABLE TO STOP ON THE REMAINING RUNWAY. HE STATED THAT THE WHEELS WERE HYDROPLANING. THE PLANE MOMENTARILY LEFT THE GROUND AS IT CONTINUED OVER A DROP-OFF AT THE END OF THE RUNWAY. THE NOSE STRUT COLLAPSED AS THE PLANE TOUCHED DOWN IN MUDDY TERRAIN ABOUT 20 FT FROM A POND. THE PLANE CONTINUED INTO THE POND AND CAME TO REST IN SHALLOW WATER.

File No. - 248 4/16/82 PLACERVILLE, CA A/C Reg. No. N28867 Time (Lc1) - 0730 PST Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. WING - ICE AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SLUSH COVERED Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - SOFT Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 7. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4,5,6

Basic Information Type Operating Certificate-N	ONE (GENERAL AVIATION)	Aircraft Damage			Ini	uries	
Type operating continues in	(42/12/1/2 // 2// 20//)	DESTROYED		Fatal			None
Type of Operation -P	ERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -1	4 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -L.	ANDING		Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/	Model - LYCOMING 0-3	120-H2AD	ELT :	Installed	/Activated	- YES/YE
Landing Gear - TRICYCLE-FIX	ED Number Er	igines - 1		Stal	Warning	System - \	'ES
Max Gross Wt - 2400	Engine Ty	pe - RECIPROCATIN	IG-CARBURET	OR Weath	ner Radar	- NO	
No. of Seats - 4	Rated Pow	er - 160 HP					
Environment/Operations Informa							
Weather Data	Itinerary			,	roximity		
Wx Briefing - FSS	Last Depar			ON AIRS	STRIP		
Method - IN PERSON		•					
Completeness - FULL	Destination	l	Д	irport Da			
Basic Weather - VMC	LOCAL			DI GIO			
Wind Dir/Speed- 300/010 KT				-	Ident		
Visibility - 10.0 S						- 2600/	44
Cloud Conditions(1st) - NO	VE Type of FI	ight Plan - NONE		-		- ASPHALT	
Cloud Conditions(2nd) - NO	VE Type of Ci	earance - NONE			Status	- DRY	
Obstructions to Vision- NO	NE Type Appro	ach Flown - VISUAL F	OLL CIRCUI	1			
Precipitation - NOI Condition of Light - DA							
Pilot-In-Command	Age - 19					NO WAIVERS	'LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flight	Time (Ho	ours)		
	Current	- YES Total	-	80	Last	24 Hrs -	2
PRIVATE	Months Since	: - 8 Make/	Model-	14	Last	30 Days-	5
` , , · · · · · · · · · · · · · · · · ·	MONETIS STITLE						
PRIVATE	Aircraft Typ	- YES Total : - 8 Make/ :e - C-152 Instr	ument-	0	Last	90 Days-	12
PRIVATE	Aircraft Typ	e - C-152 Instr	ument-	0	Last	90 Days-	12

4/18/82 BAKERSFIELD,CA A/C Reg. No. N73890 File No. - 322 Time (Lc1) - 1425 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING Finding(s) 3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND 4. GO-AROUND - INITIATED - PILOT IN COMMAND 5. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

-Basic Information		•					
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED		Fatal	Inju Serious		None
Type of Operation -FISH SPOTTIN	G	Fire	Crew	0	361.1002	M TOOL	None
Flight Conducted Under -14 CFR 91	-	NONE	Pass	ō	Ö	Õ	ó
Accident Occurred During -LANDING			Other	Ō	Ō	0	0
-Aircraft Information							
Make/Model - CESSNA 150K		/Model - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED					l Warning		YES
Max Gross Wt - 2400	Engine T	ype - RECIPROCATI	NG~CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 2	Rated Po	wer - 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary	matura Dadad			Proximity	.	
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STRI	þ	
Method - N/A Completeness - N/A	Destinatio	ARBARA, CA	A	irport D	a+a		
Basic Weather - VMC	LOCAL	77.1	A	Inpont b	ala		
Wind Dir/Speed- UNK/NR	LOCAL			Punway	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspac	:0			Lth/Wid		
Cloud Conditions(1st) - UNK/NR		light Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR		learance - NONE			Status		
Obstructions to Vision- NONE	Type Appr	oach Flown - VISUAL	STRAIGHT-IN				
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
-Personnel Information							
Pilot-In-Command	Age - 66		Certificate			AIVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current			Time (H		d Una -	A
SE LAND ME LAND		- YES Tota	11 - 10 */Model- 3	000	Last 2	O Dave-	4 85
SE LAND, ME LAND	Aircraft Tv	e - 23 Make pe - C-150 Inst	nument- HAW	/NR	iast Q	Days	135
	Allorantity	pc 0 750 Ins	Ginerie Orix	/ 1415	Lasts	Juyu	100
Instrument Rating(s) - AIRPLANE							
ENGINE LOST POWER WHILE THE PILOT WAS SPO	TTING FISH AT NI	GHT. HE WAS UNABLE	TO RESTART	THE ENGT	NE OR GLID	F	
K TO THE SHORE. THE PLANE WAS DITCHED ABO					5., 4215	-	

File No. - 312 4/20/82 9 SW SANTA BARBARA, CA A/C Reg. No. N5847G Time (Lc1) - UNK/NR Occurrence #1 LOSS OF POWER Phase of Operation CLIMB Finding(s) 1. UNDETERMINED FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. LIGHT CONDITION - DARK NIGHT 3. TERRAIN CONDITION - WATER, ROUGH The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ö	Ö	Ö
Accident Occurred During -LANDING			Other	ŏ	•	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA 150M		del - CONTINENTAL	U-200-A			Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engi	nes - 1 - RECIPROCATIN	IC-CAPPIDET			System - Y - NO	E2
No. of Seats - 2		- 100 HP	NG-CARBORE I				
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary				Proximity	_	
	ING Last Departu DANBURY,CT			OFF AI	RPORT/STRI	Р	
Method - N/A Completeness - N/A	Destination		٨	irport Da	ata		
Basic Weather - VMC	LOCAL			ii poi c bi	214		
Wind Dir/Speed- 225/015 KTS				Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 8000 FT L		ht Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE		rance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55		Certificate			AIVERS/LIM	IT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Re Current			Time (Ho	Last 2	4 Hre -	1
31 ODENI	Months Since		Model-	176	last 3	O Davs- IIN	
	Arircraft Type		rument-	13	Last 9	O Days- UN O Days-	7
	,,,					raft - UN	
Instrument Rating(s) - NONE							
Varrative							
PRACTICING POWER ON STALLS AND GLIDI	NO TURNS THE RELOT STA	TED THAT THE ENGIN	וב שחנון די אח	T DECDON	WITH HALL	_	

File No 26	61 4/03/82 W	VASHINGTON,CT	A/C Reg. No. N7652U	Time (Lc1) - 0920 EST
Occurrence #1 Phase of Operation	-	_) - NON-MECHANICA	ıL	
Finding(s) 1. THROTTLE/POWER (CONTROL - IMPROPER US	SE OF - PILOT IN C	OMMAND	
Occurrence #2 Phase of Operation		JCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 2. LANDING GEAR, NOS	E GEAR - OVERLOAD			
Probable Cause	-			
The National Transports/are finding(s) 1			he Probable Cause(s) of this accid	ent

Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R	SUBSTAN Fire NONE ng Make/Model - LYC umber Engines - 1 ngine Type - REC	TIAL Crew Pass Other	Stal	Serious 0 0 0 Installed/ 1 Warning		None 1 0 0 d
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - PIPER PA-28-140 E Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R -Environment/Operations Information Weather Data Itin	Fire NONE ng Make/Model - LYC umber Engines - 1 ngine Type - REC	Crew Pass Other DMING 0-320-E2A IPROCATING-CARBURE	0 0 0 ELT : Stal	O O O Installed/ I Warning	0 0 0 	1 O O d d - YES-UNK/
Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - PIPER PA-28-140 E Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R -Environment/Operations Information Weather Data Itin	ng Make/Model - LYC umber Engines - 1 ngine Type - REC	Other DMING O-320-E2A IPROCATING-CARBURE	O ELT : Stal	O Installed/ Warning	O 'Activate	0 d d - YES-UNK/
-Aircraft Information Make/Model - PIPER PA-28-140 E Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R -Environment/Operations Information Weather Data Itin	umber Engines - 1 ngine Type - REC	DMING 0-320-E2A	ELT :	Installed/ Warning	'Activate	d - YES-UNK/
Make/Model - PIPER PA-28-140 E Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R	umber Engines - 1 ngine Type - REC	IPROCATING-CARBURE	Stal	l Warning		
Landing Gear - TRICYCLE-FIXED N Max Gross Wt - 2150 E No. of Seats - 2 R	umber Engines - 1 ngine Type - REC	IPROCATING-CARBURE	Stal	l Warning		
Max Gross Wt - 2150 E No. of Seats - 2 R	ngine Type - REC	IPROCATING-CARBURE			Cuctom -	
No. of Seats - 2 R 			OR Weatl	aan Dadan		UNK/NR
	ated Power -	140 HP		ier kadar	- NO	
Weather Data Itin						
	erary			Proximity		
	st Departure Point		OFF AII	RPORT/STRI	P	
	SAME AS ACC/INC					
- 1	tination		lirport Da	ata		
	LOCAL			T -1 1		
Wind Dir/Speed- 080/018 KTS Visibility - 8.0 SM ATC/	Airspace				- N/A - N/A	
	pe of Flight Plan -	NONE			- N/A - N/A	
	pe of Clearance -				- N/A - N/A	
	pe Approach Flown -		Runway	Status	- N/A	
Precipitation - NONE	pe approach from	NONE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command Age -	2 9	Medical Certificate	VAL TO	MEDICAL	IO WATVED	C/LIMIT
	Flight Review		: Time (Ho		U WAIVER	2/ LIMI !
STUDENT Curr		Total -	•		14 Hrs - 1	UNIV /NID
	hs Since - N/A	Make/Model-	60		30 Days- (
	raft Type - N/A	Instrument- UN	-		O Days (
	, с. с. туро то, п	Multi-Eng - UN			raft - l	•
Two layers A. Parking (a) NOVE		ū				•
Instrument Rating(s) - NONE						
-Narrative						
EOFF WAS MADE ON A NORTH/SOUTH ROADWAY WITH THE SUR	FACE WINDS REPORTED	OUT OF THE FAST AT	18 KNOT	S THE ATE	CDAFT	

A/C Reg. No. N98367 2/14/82 MIAMI.FL File No. - 284 Time (Lcl) - 1330 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. TERRAIN CONDITION - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4,6

Type Operating Certificate-NONE (GENERAL	L AVIATION)				Inju		
Type of Operation -INSTRUCTIONAL	L - SOLO	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0	0	0	0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	e/Model - LYCOMING 0-: Engines - 1 Type - RECIPROCATIN ower - 110 HP		Stal	1 Warning	System - `	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A		parture Point		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/003 KTS Visibility - 10.0 SM	Destinati LOCAL ATC/Alrapa	on	А	Runway	WHITTED	- 36 - 2800/	150
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of	Flight Plan - NONE Clearance - NONE croach Flown - VISUAL F		Runway	Surface Status		
Personnel Information Pilot-In-Command	Age - 29	Medical (Certificate	- VALID	MEDICAL-N	n walveds	/: TRATT
	Biennial Fligh		Fliaht	Time (H	ours) Last 2 Last 3 Last 9		1 NK/NR 9
Instrument Rating(s) - NONE							
Narrative STUDENT PILOT WAS ON HER FIRST SUPERVISED E ATTEMPTING TO RECOVER THE PILOT FIRST AS	SOLO FLIGHT. D	URING THE SECOND LAND	ING THE AIR	CRAFT BO	UNCED AND		

type operating certificate NONE (SE		raft Damage	F-+-1	Injur		None
Type of Operation -PERSONAL		STANTIAL Cre	Fatal , O	Serious O	Minor 1	None O
Flight Conducted Under -14 CFR 9		_		ŏ	ò	ŏ
Accident Occurred During -LANDING		9th	er O	0	Ö	Ö
ircraft Information Make/Model - CESSNA 170	From Makes (Standa)	CONTINENTAL D-300A	F: T	Installed/A	المصفحين المخت	VEC /N
Landing Gear - TAILWHEEL-ALL FIXED				11 Warning S		
Max Gross Wt - 2200		RECIPROCATING-CARBU				
No. of Seats - 4	Rated Power -					
nvironment/Operations Information	•				:	
/eather Data ₩x Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure Po	int.	Airport ON AI	Proximity		
Method - N/A	SAME AS ACC/INC		UN AI	KPUKI		
Completeness - N/A	Destination	•	Airport	Data		
Basic Weather - VMC	LOCAL		WEST	PASCO		
Wind Dir/Speed- 170/014 KTS				,	- 08	
Visibility - 12.0 SM	ATC/Airspace			y Lth/Wid -		NK/NR
Cloud Conditions(1st) - 8000 FT Cloud Conditions(2nd) - 25000 FT				y Surface - v Status -		
Obstructions to Vision- NONE		own - VISUAL FULL CIR		y Status	DKI	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command	Acc 53	Medical Certific	- 1181 Y	D MEDICAL -WA	TVEDC/LIM	
Certificate(s)/Rating(s)	Age - 53 Biennial Flight Review	Medical certification	te - VALI tht Time ((IVEKS/ LIM	11
PRIVATE	Current - YES	Total -			Hrs -	1
SE LAND	Months Since - 7	Make/Model- 70 Instrument-	300	Last 30	Days- UN	K/NR
	Aircraft Type - C-1	70 Instrument-	12	Last 90	Days-	30
		Multi-Eng - i	INK/NR	Rotorer	aft - UN	K/NR
Instrument Rating(s) - NONE						
larrative						

File No. - 210 2/27/82 NEW PORT RICHEY, FL A/C Reg. No. N3406C Time (Lcl) - 0955 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Finding(s) 6. OBJECT - AIRCRAFT PARKED 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7 Factor(s) relating to this accident is/are finding(s) 1,2

File No 383 2/28/82 LAKE	CITY,FL A/C Reg. No. N1026M			Time (Lcl) - 1315 EST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	rcraft Damage		In	juries			
	SL	BSTANTIAL	Fa	tal Seriou	s Minor	None		
Type of Operation -PERSONAL	Fir	`e	Crew	0 0	0	1		
Flight Conducted Under -14 CFR 91	NC	INE	Pass	0 0	0	1		
Accident Occurred During -LANDING			Other	0 0	0	0		
Aircraft Information								
Make/Model - CESSNA 172L		- LYCOMING 0-320-		ELT Installe				
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warning	g System -	YES		
Max Gross Wt - 2300	Engine Type	- RECIPROCATING-CA	ARBURETOR	Weather Rada	r - NO			
No. of Seats - 4	Rated Power	- 150 HP						
Environment/Operations Information								
Weather Data	Itinerary			port Proximit				
Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE	Last Departure P LAKE BUTLER,FL		01	FF AIRPORT/ST	RIP			
Completeness - FULL	Destination		Airp	ort Data				
Basic Weather - VMC	LAKE CITY,FL		·					
Wind Dir/Speed- 340/008 KTS			R	unway Ident	- N/A			
Visibility - UNK/NR	ATC/Airspace		R	unway Lth/Wid	- N/A			
Cloud Conditions(1st) - UNK/NR	Type of Flight P	lan - NONE	R	unway Surface	- N/A			
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	e - NONE	Rt	unway Status	- N/A			
Obstructions to Vision- FOG	Type Approach F1	own - VISUAL FULL			·			
Precipitation - NONE	2,							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 50	Medical Cert	ificate - '	VALID MEDICAL	-NO WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	,	Flight Ti	me (Hours)				
PRIVATE	Current - YE Months Since - 10	S Total	- 816	Last	24 Hrs - U	NK/NR		
SE LAND	Months Since - 10	Make/Mode	e1- 698	Last Last Last	30 Days-	7		
	Aircraft Type - C-	172 Instrume	nt- 8	Last	90 Days-	12		
Instrument Rating(s) - NONE								
Narrative								
ILE ENROUTE, THE PILOT ENCOUNTERED AN AREA	WITH RESTRICTED VISIBIL	ITY AND WITH AN ES	STIMATED C	TILING OF 300	FT.			
TER REVERSING COURSE, HE SAW A FOREST ROAD								
ND WAS ENCOUNTERED CAUSING THE PLANE TO DRI								
GHT MAIN GEAR FAILED, AND OTHER DAMAGE OCCU								
E PILOT ESTIMATED A CEILING OF 500 FT AND T			- · • · · · · · · ·	AUUZDEN				

File No 3	83 2/28/82	LAKE CITY,FL	A/C Reg. No. N1026M	Time (Lc1) - 1315 EST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN CRUISE - NORMAL	TER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. FLIGHT INTO K	ON - FOG	ER - CONTINUED - PILO		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	- ON GROUND		
 WEATHER CONDITI DIRECTIONAL C GROUND LOOP/SWE 	ON - GUSTS	- PILOT IN COMMAND AINED - PILOT IN COMM - PILOT IN COMMAND	AND	
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 8. TERRAIN CONDITI	ON - DITCH			
Occurrence #4 Phase of Operation		LAPSED		
Finding(s) 9. LANDING GEAR,MA 10. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 3,		d determines that the	e Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 1,2,5		

-Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Injur		
Time of Open-Adam PUCTNE		SUBSTANTIAL	0	Fatal	Serious		None
Type of Operation -BUSINE Flight Conducted Under -14 CFR	55	Fire	Crew	0	0	-	1
Accident Occurred During -LANDIN		NONE	Pass Oth e r	0	0 0 0	0	0
-Aircraft Information							
Make/Model - CESSNA 310K	Eng Make	Model - CONTINENTAL	10-470	ELT	Installed/A		
Landing Gear - TRICYCLE-RETRACTA	BLE Number E	ingines - 2 Type - RECIP - FUE		Stal	l Warning S		ES
Max Gross Wt - 5200	Engine	ype - RECIP - FUE	L INJECTED	Weat	her Radar -	NO	
No. of Seats - 5	Rated Po	ower - 260 HP					
-Environment/Operations Information-							
Weather Data	Itinerary	_		Airport	Proximity		
Wx Briefing - FSS	rture Point		ON AIR	PORT			
Method - TELEPHONE	SARASOT	A,FL					
Completeness - UNK/NR	Destinatio	on	1	Airport D	ata		
Basic Weather - VMC	KEY WES	ST,FL		KEY WE	ST INTERNAT	IONAL	
Wind Dir/Speed- 140/005 KTS	•			Runway	Ident -	09	
Visibility - 10.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	4800/	100
Cloud Conditions(1st) - 3000 F	T SCATTERED Type of F	light Plan - VFR		Runway	Surface -	MACADAM	
Cloud Conditions(2nd) - NONE	Type of C	learance - TOWER		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - VISUAL	FULL CIRCUI				
Precipitation - NONE	,						
Condition of Light - NIGHT (BRIGHT)						
Pilot-In-Command	Age - 39	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	: Review		t Time (H	ours)		
PRIVATE	Current	: Review - YES Tota ce - 21 Make	al - e/Model- trument- UN	1074	Last 24	Hrs - UN	K/NR
ME LAND		e - 21 Make	e/Mode1-	1074	Last 30	Days- UN	K/NR
•	Aircraft Ty	pe - UNK/NR Inst	rument- UN	C/NR	Last 90	Days-	78
	•	Mult	i-Eng -	1074	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
-Narrative							
AIRCRAFT WAS LANDED WITH THE GEAR R							
	CEAD ALSO HE STATES) THAT PILOT FATIGUE	AND A HEAD	COLD CON	TRIBUTED		
THE PATTERN AND FAILED TO EXTEND THE THE DISTRACTION	GEAR. ACSO, HE STATES	THAT TIEST TATIOSE	· · · · · · · · · · · · · · · · · · ·				

File No. - 216 3/04/82 KEY WEST, FL A/C Reg. No. N6958L Time (Lc1) - 2044 EST

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

t. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, FATIGUE PILOT IN COMMAND
- 4. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 293 3/04/82 BROOK	SVILLE, FL A/C R	eg. No. N25853		Time (Lc1)	- 1430 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Inju	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	1
Accident Occurred During -TAXI		Other	` 0	0	0	0
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LY	COMING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			11 Warning		INK/NR
Max Gross Wt - 1670	Engine Type - RE		TOR Wea	ther Radar	- NO	
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AII	RSTRIP		
Method - N/A	SAME AS ACC/INC			_		
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			COUNTRY		
Wind Dir/Speed- UNK/NR				•	- 18	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid		25
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			y Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		Mark at Carrier		. MEDION	4.TUEDO /1.TX	
Pilot-In-Command	Age - 21	Medical Certificat			AIVERS/LIN	111
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (4 11	_
PRIVATE	Current - YES		102	Last 2	4 Hrs -	0
SE LAND	Months Since - 21	Make/Model-	50	Last 3 Last 9	O Days- UN	IK/NK
GLIDER	Aircraft Type - UNK/NR	Instrument-	0	Last 9	o bays-	5
Instrument Rating(s) - NONE						
Narrative HILE TAXIING FOR TAKEOFF ON A ROAD USED FOR . RUCK.	AIRCRAFT AND VEHICLES THE A	IRCRAFT COLLIDED W	TH A PARE	KED GARBAGE		

File No. - 293 3/04/82 BROOKSVILLE, FL A/C Reg. No. N25853 Time (Lc1) - 1430 EST

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

Finding(s)
1. OBJECT - VEHICLE
2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam	age		Inju	ries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL	3	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 - PIPER PA-30		e/Model - LYCOMIN					
Landing Gear - TRICYCLE-RETRACTABLE	Number	Engines - 2 Type - RECIP -		Stal	1 Warning	System - Y	ES
Max Gross Wt - 3600	Engine	Type - RECIP -	FUEL INJECTED	Weat	her Radar	- NO	
No. of Seats - 4	Rated P	ower - 160	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR		parture Point		ON AIR	PORT		
Method - UNK/NR	SAVANN						
Completeness - UNK/NR	Destinati	NT CITY.FL	•	Airport C			
Basic Weather - VMC Wind Dir/Speed- CALM	CRESCE	INI CITY, FL		THUNDE	rbiru Ident	0.4	
Wind Dir/Speed- Calm Visibility - 40.0 SM	ATC/Airspa	250			· Lth/Wid		100
Gloud Conditions(1st) - NONE		Flight Plan - NON	15	Punway	Surface		
Cloud Conditions(2nd) - NGNE		Clearance - NON			Status	•	131
Obstructions to Vision- NONE		roach Flown - VIS			3 64 645	2141	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,			- ,			
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 46	Medi	cal Certificate	e - VALID	MEDICAL-N	D WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	nt Review	Fligh	t Time (F	lours)	- *	
PRIVATE	Current		Total -			4 Hrs -	6
SE LAND, ME LAND		nce - 17	Make/Model-	396	Last 3		
	Aircraft T	ype - UNK/NR	Instrument- UNA Multi-Ena -	<td>Last 9</td> <td>Days-</td> <td>38</td>	Last 9	Days-	38
			Multi-Eng -	433	Rotorc	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative			STATED THAT HE				

File No 214	3/12/82 CRESCENT CITY,FL	A/C Reg. No. N7433Y	Time (Lc1) - 1630 EST	
	D LANDING DING - FLARE/TOUCHDOWN			
· Finding(s) 1. LEVEL OFF - IMPROPER	- PILOT IN COMMAND			
Probable Cause				

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

File No 236 3/12	2/82 WEST	PALM BEACH, FL	A/C Reg	. No. N1	7818	Т	ime (Lc1) -	1902 EST	
Basic Information Type Operating Certificate	NONE (GENERA	L AVIATION)	Aircraft				Injur		
T C. O	DEDCOMA		SUBSTANT	IAL	0	Fatal		Minor	None
Type of Operation - Flight Conducted Under -	PERSONAL		Fire NONE		Crew Pass	0	0	0	1
Accident Occurred During			NOINE		0ther	-	0	0	Ó
Aircraft Information									
Make/Model - BEECH F33A			Model - CONT	INENTAL	I 0- 540		Installed/A		
Landing Gear - TRICYCLE-RE	TRACTABLE		gines - 1				1 Warning S		ES
Max Gross Wt - 3400 No. of Seats - 4		Engine Ty Rated Pow	pe - RECI er - 2	P - FUEL 85 HP	INJECTED	Weat	her Radar -	· N0	
NO. OF Seats - 4		Rated POW	er - 2 	85 HP					
Environment/Operations Inform	ation	Thimaman				6	Dunaimit		
Weather Data Wx Briefing - UNK/NR		Itinerary Last Depar	ture Point			ON AIR	Proximity		
Method - UNK/NR		CHARLEST				ON AIR	SIKIP		
Completeness - UNK/NR		Destination	•			Airport D	ata		
Basic Weather - VMC			M BEACH,FL				EACH INTERN	MATIONAL	
Wind Dir/Speed- 130/007 k	TS		·					13	
Visibility - 10.0		ATC/Airspace					Lth/Wid -		150
Cloud Conditions(1st) -						,	Surface -		
Cloud Conditions(2nd) - 3							Status -	DRY	
Obstructions to Vision- N		Type Appro	ach Flown -	VISUAL S	TRAIGHT-I	V			
•	IONE								
Condition of Light - D									
Personnel Information									
Pilot-In-Command		Age - 46		edical C			MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE		Biennial Flight	- VEC	Total	Filgh	t Time (H		Hrs - UN	z /ND
SE LAND		Current Months Since	- 153	Make/			Last 30	Dave- UN	K/NK K/ND
SE CAND		Aircraft Type	e - UNK/NR	Instr					
		All Clair Type	S OINT/IN		-Eng - UNI	<td>Last 90</td> <td>aft - UNI</td> <td>2 / 2 / N.P.</td>	Last 90	aft - UNI	2 / 2 / N.P.
				marci	2.19 0.41	.,	KG tol Cl	a, c 5, 4,	7 1010
Instrument Rating(s) -	AIRPLANE								
Narrative									
RSONNEL ON DUTY IN THE TOWER OB	SERVED THE A	IRCRAFT BOUNCE DU	RING LANDING	. THEY S	TATED THAT	T THE NOS	E GEAR		
PEARED TO COLLAPSE ON THE FINAL									
NTACTED THE RUNWAY. HE STATED T			RELIEVE TH	E PRESSU	RE ON THE	NOSE GEA	R, AND		
EN HE LOWERED THE NOSE AGAIN, T	HE NOSE GEAR	FAILED.							

File No. - 236 3/12/82 WEST PALM BEACH,FL A/C Reg. No. N17818 Time (Lc1) - 1902 EST

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

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damage		Inju		
To a control of the c	107701111 0010	SUBSTANTIAL Fire	Fata	1 Serious		None
Type of Operation -INSTRU Flight Conducted Under -14 CFF		Fire NONE	Crew 0	0	0	1
Accident Occurred During -LANDII		NONE	Other O	0 0 0	ŏ	0
Aircraft Information						
Make/Model - CESSNA 152	Eng Mak	e/Model - LYCOMING O Engines - 1	-235 E	LT Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		Engines - 1 Type - RECIPROCAT				ES
No. of Seats - 2		ower - 110 HP	ING-CARBURETUR W	eather Radar	- NU	
-Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BI Method - N/A	RIEFING Last Dep OCALA,		ÜN	AIRSTRIP		
Completeness - N/A	Destinati		Airpor	t Data		
Basic Weather - VMC		VILLE, FL		OT COUNTY		
Wind Dir/Speed- 230/010 KTS			Run		- 18	
Visibility - 15.0 SM Cloud Conditions(1st) - 3000 P Cloud Conditions(2nd) - UNK/NR	ATC/Airspa	ce	Run	way Lth/Wid		72
Cloud Conditions(1st) - 3000 P Cloud Conditions(2nd) - UNK/NR	Type of	Flight Plan - VFR	Run	way Surface way Status		
Obstructions to Vision- NONE	Type Of	roach Flown - VISUAL	FULL CIRCUIT	way Status	- UKT	
Precipitation - NONE	Type App	, oud., , , our., , , , , , , , , , , , , , , , , , ,	TOCE OIRODIT			
Condition of Light - DAYLIGH						
Personnel Information	4	Maddaal	0	LID MEDICAL AN		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 21 Biennial Fligh		Certificate - VA Flight Time		J WAIVERS/	LIMII
STUDENT	Current	- N/A Tota	al - 24	Last 2	4 Hrs - UN	K/NR
	Months Sin	- N/A Tota ce - N/A Make ype - N/A Ins	al - 24 e/Model- 24 trument- UNK/NR	Last 3	Days- UN	K/NR
	Aircraft T	ype - N/A Ins	trument- UNK/NR	Last 90	Days-	24
		Mul	ti-Eng - UNK/NR	Rotorc	raft - UN	K/NR
Instrument Rating(s) - NONE						
·Narrative						
STUDENT PILOT WAS ON A SOLO CROSS-C	COUNTRY FLIGHT. WHILE	LANDING AT AN EN ROU	TE AIRPORT. HE EN	COUNTERED A		
	THE TOUCHDOWN THE PLAN	NE BOUNCED AND THE P	ILOT APPLIED POWE	R. HOWEVER,		
TY, RIGHT QUARTERING, HEADWIND. DUR: WAS UNABLE TO PREVENT THE PLANE FROM						

File No. - 235 3/17/82 BROOKSVILLE,FL A/C Reg. No. N757JK Time (Lcl) - 1415 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation L3NDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION'- GUSTS 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT 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

Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	ft Damage		Injur	ries	
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	0
Accident Occurred During -LANDING		Othe	0		0	0
Aircraft Information						
Make/Model - MCKINLEY EAA P-2 BIPLAN						
landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		Sta [°]	II Warning S	System - N	0
Max Gross Wt - 1500	Engine Type - R		ETOR Weat	ther Radar -	- NO	
No. of Seats - 1	Rated Power -	125 HP	·			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Poin	t	ON AIR	RPORT		
	LAKELAND, FL					
Completeness - UNK/NR	Destination		Airport [
Basic Weather - VMC	ATLANTA, GA			COUNTRY EST		
Wind Dir/Speed- CALM				/ Ident -		
Visibility - 7.0 SM	ATC/Airspage			/ Lth/Wid -		72
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			/ Surface -		
Cloud Canditions(2nd) - VNK/NR	Type of Clearance		Runway	/ Status -	- UNK/NR	
Obstructions to Vision- HAZE	Type Approach Flown	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personne: Information						
Pilot-In-Command	Age - 33) WAIVERS/	LIMIT
Centificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig				_
PRIVATE						4
SE LAND	Months Since - 19 Aircraft Type - UNK/N	Make/Model-	38	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument- U	NK/NR	Last 90	Days-	30
4.3						
Instrument Rating(s) - NONE						
Narrative						
E EN ROUTE, THE PILOT ELECTED TO LAND AT						
ER LANDING IN THE OPPOSITE DIRECTION. HE	DEPARTED THE RUNWAY TO THE	RIGHT TO AVOID A CO	LLISION A	AND NOSED OV	/ER	

File No. - 215 3/20/82 BROOKSVILLE, FL A/C Reg. No. N26JM Time (Lc1) - 1030 EST

Jacusmence Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

- 1. MANEUVER PERFORMED PILOT IN COMMAND
- 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

Basic Information Type Operating Certificate-NONE (GEN)	EDAL AVIATION) Ainchaf	t Damage		Inii	uries	
Type operating certificate note (acid	SUBSTAI		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew		0	0	• 1
Flight 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 - PIPER PA-30	Eng Make/Model - LYC			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE				ll Warning		JNK/NR
Max Gross Wt - 3600	Engine Type - RE(Rated Power -		D wear	ther Radar	- NO	
No. of Seats - 4	Kated Power -	160 MP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - RADIO	Last Departure Point LAKELAND.FL		ON AIF	RPURI		
Method - RADIO Completeness - UNK/NR	Destination		Airport [20+0		
Basic Weather - VMC	PLACIDA, FL		ROTONE			
Wind Dir/Speed- 230/010 KTS	reaciba, re				- 23	
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid		50
Cloud Conditions(1st) - 1500 FT St		- NONE	-	/ Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	/ Status	- DRY	
			Runway	/ Status	- DRY	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NDNE	Type of Clearance		Runway	y Status	- DRY	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of Clearance		Runway	y Status	- DRY	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NDNE Condition of Light - DAYLIGHT	Type of Clearance Type Approach Flown	- UNK/NR			·	·
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NDNE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command	Type of Clearance Type Approach Flown . Age - 48	- UNK/NR Medical Certifica	te - VALIC	 D MEDICAL-%	·	 4IT
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review	- UNK/NR Medical Certifica Flig	te - VALIC ht Time (F	O MEDICAL-M	VAIVERS/LIM	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review Current - YES	- UNK/NR Medical Certifica Flig Total -	te - VALIC ht Time (F 869	D MEDICAL-\\ Hours) Last 2	WAIVERS/LIM	0
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review Current - YES Months Since - 13	- UNK/NR Medical Certifica Flig Total - Make/Model-	te - VALIE ht Time (F 869 600	O MEDICAL-W Hours) Last 2 Last 3	VAIVERS/LIM 24 Hrs - 30 Days-	0
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review Current - YES	- UNK/NR Medical Certifica Flig Total - Make/Model-	te - VALIC ht Time (F 869 600 20	D MEDICAL-W Hours) Last 2	VAIVERS/LIM 24 Hrs - 30 Days-	0
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review Current - YES Months Since - 13	- UNK/NR Medical Certifica Flig Total - Make/Model- Instrument-	te - VALIC ht Time (F 869 600 20	O MEDICAL-W Hours) Last 2 Last 3	VAIVERS/LIM 24 Hrs - 30 Days-	0
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND	Type of Clearance Type Approach Flown Age - 48 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	- UNK/NR Medical Certifica Flig Total Make/Model Instrument- Multi-Eng	te - VALIE ht Time (F 869 600 20 600	O MEDICAL-W Hours) Last 2 Last 3 Last 9	WAIVERS/LIM 24 Hrs - 30 Days- 30 Days-	0

File No 266	3/24/82 PLACIDA,FL	A/C Reg. No. N8O43Y	Time (Lc1) - 1600 EST	_
	COLLAPSED ING - ROLL			
Finding(s) 1. LANDING GEAR,NORMAL R	ETRACTION/EXTENSION ASSEMBLY -	- FAILURE;TOTAL		
Probable Cause				•
The National Transportations is/are finding(s) 1	n Safety Board determines that	the Probable Cause(s) of this accide	ent .	

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	:+ Namage		Injur	ies	
Type operating deritificate none (denema		NTIAL	Fatal	Serious		None
Type of Operation -FERRY	Fire	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0		0
Accident Occurred During -LANDING		Other		0	0	0
-Aircraft Information		.				
Make/Model - ROCKWELL COMMANDER AC-10	00 Eng Make/Model - L'	COMING 0-320-A2B	ELT			
Landing Gear - TRICYCLE-FIXED	Number Engines -	CIDDOCATIANO CADRUDES	Stai	1 Warning S	ystem - U	NK/NR
Max Gross Wt - 2250 No. of Seats - 4	Rated Power -	CIPROCATING-CARBURE	iuk weat	ner kadar -	NU	
NO. Of Seats - 4	Rated Fower	130 HP				
-Environment/Operations Information	Itinerary		Ainmont	Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP		
Method - N/A	SAME AS ACC/INC	•	0 71	KI OKI, SIKI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		-			
Wind Dir/Speed- 060/007 KTS				Ident -		
Visibility - 0.0	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision- FOG Precipitation - NONE	Type Approach Flown	- NUNE				
Condition of Light - DAWN						
	Age - 29	Medical Certificate	- NON-V	ALID MEDICA	L	
<pre>Certificate(s)/Rating(s)</pre>	Age - 29 Biennial Flight Review	Flight	t Time (H	ours)		
STUDENT	Current - N/A	Total -	155	Last 24	Hrs -	0
	Current - N/A Months Since - N/A Aircraft Type - N/A	Make/Model-	0	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	0	Last 90	Days-	23
	•	Multi-Eng -	29			
Instrument Rating(s) - NONE						
						
STUDENT PILOT/MECHANIC WAS ATTEMPTING TO F	LY THE AIRCRAFT FROM WHERE	THE OWNER KEPT THE	AIRCRAFT	TO THE		
NTAINANCE FACILITY APPROXIMATELY 4 MILES AW						
D WAS SELECTED TO LAND ON BUT AT THE LAST N						
FFIC. AFTER CLEARING SOME TREES THE AIRCRAF	T LOST AIRSPEED AND STALLE	D ABOUT 10 FEET OFF	THE GROU	ND. EXAMINA	TION	

File No 2	73 3/24/82	CHIPLEY,FL	A/C Reg. No. N3870X	Time (Lc1) - 1715 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE - NORMAL	TAL) - NON-MECHANIC	AL	
Finding(s) 1. FLUID,FUEL - WA 2. PREFLIGHT PLA		- INADEQUATE - PILO		
Occurrence #2 Phase of Operation	LANDING		•••••	
Occurrence #3 Phase of Operation		- IN FLIGHT		
Finding(s) 3. OBJECT - VEHICL 4. OBJECT - TREE(S 5. TERRAIN CONDITI 6. MANEUVER - PE 7. STALL - INADVER) DN - HIGH OBSTRUCT RFORMED - PILOT IN	COMMAND MMAND		
Occurrence #4 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transports/are finding(s) 1,3	-	rd determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating to	this accident is	/are finding(s) 3,4	,5	

Basic Information Type Operating Certifica	ate-AIR CARRIER	Aircraf	t Damage	**	Injur	ries	
Type operating certifica	ON-DEMAND AIR			Fatal	Serious	Minor	None
Type of Operation			Crew		0	0	1
Flight Conducted Under		NONE	Pass	0	0	0	0
Accident Occurred During	g -LANDING		Othe	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA		Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE	E-FIXED	Number Engines - 1			1 Warning S		JNK/NR
Max Gross Wt - 1670		Engine Type - RE		ETOR Weat	:her Radar -	- NO	
No. of Seats - 2		Rated Power -	112 HP				
Environment/Operations In	formation	·					
Weather Data		Itinerary			Proximity	_	
	CORD OF BRIEFING			OFF AI	RPORT/STRIF	,	
Method - N/A		PERRY FT. VALLEY, G. Destination	4	4 : F			
Completeness - N/A Basic Weather - VMC		LAKE CITY,FL		Airport D	ata		
Wind Dir/Speed- 090/00	OE VIC	LAKE CITY,FL		Bunyay	, Ident -	- N/A	
Visibility - 10.0		ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st)		Type of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd)		Type of Clearance				- N/A	
Obstructions to Vision		Type Approach Flown		Karinay	514145	14/ 5	
Precipitation		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light							
Personnel Information							
		Age - 27	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Pilot-In-Command	e)	Biennial Flight Review		nt Time (F		-,	
	3 <i>)</i>		Total -	516		Hrs -	4
Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL	3,	Current - YES	iotai -	310			
Certificate(s)/Rating(s	3,	Current - YES Months Since - 6	Make/Model-	159	Last 30	Days- UN	IK/NR
Certificate(s)/Rating(s COMMERCIAL	3,		Make/Model-	159 38	Last 30	Days- UN Days-	NK/NR 172
Certificate(s)/Rating(s COMMERCIAL	3)	Months Since - 6	Make/Model-	159	Last 30	Days- UN	172

File No 20	05 3/25/82 JASPER,FL	A/C Reg. No. N2558C	Time (Lc1) - 1630 EST
Occurrence #1 Phase of Operation			
Finding(s) 1. OBJECT - BIRD(S))		
Occurrence #2 Phase of Operation			
Finding(s) 2. UNDETERMINED			
Occurrence #3 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITION 4. TERRAIN CONDITION 5. TERRAIN CONDITION 6. LANDING GEAR, NOS	ON - SOFT ON - WET		
Occurrence #5 Phase of Operation	LANDING - ROLL		
Probable Cause			
The National Transporis/are finding(s) 2	rtation Safety Board determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is/are finding(s) 1,3,	4,5	

Basic Information	(CENERAL AVIATION)	Ainenset C	200000		Tmi	un i o a	
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft D SUBSTANTI		Fatal		uries Minor	None
Type of Operation -PERSO	INAL	Fire	Crew				1
Flight Conducted Under -14 CF		NONE	Pass	-	0	0	0
Accident Occurred During -LANDI	NG		Other	0	0	0	0
Aircraft Information		4					4
Make/Model - CESSNA 177RG			ING 10-360-A1B6			Activated	
Landing Gear - UNK/NR		ingines - 1	- FUEL INJECTED		ner Radar	System - Y	± 5
Max Gross Wt - 2800 No. of Seats - 4		ower - RECIP		weati	ier kadar	- NO	
NO. 01 Seats - 4	Nated Fi						
nvironment/Operations Information				1:			
/eather Data Wx Briefing - NO RECORD OF B	Itinerary RIEFING Last Depa	ntuna Daint		ON AIR	Proximity		
Wx Briefing - NO RECORD OF B Method - N/A	SAME AS			UN AIR	PURI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL	211		CRAIG			
Wind Dir/Speed: 050/006 KTS					Ident	- 04	
Visibility - 4.0 SM	ATC/Airspac			Runway	Lth/Wid	- 4000/	100
Cloud Conditions(ist) - 2000						- ASPHALT	
Cloud Conditions(2nd) - 25000				Runway	Status	- DRY	
Obstructions to Vision- HAZE	Type Appr	oach Flown - T	DUCH AND GO				
Precipitation - NONE	s.ir						
Condition of Light - DAYLIG	:						
Personnel Information	Age - 56	B2 -	dical Certificat	L- VAL TD	MEDICAL	URINEDO /LIM	
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight			nt Time (Ho		WAIVERS/ LIM	<u>.</u> 1
PRIVATE	Current					24 Hrs -	0
SE LAND				61	Last 3	30 Davs- UN	
4 4 .	Aircraft Ty	pe - UNK/NR	Make/Model- Instrument-	109	Last 9	O Days-	10
	·						
Instrument Rating(s) - AIRF	LANE						
larrative	•						
ILOT STATED THAT HE BECAME DISTRA	CTER BY DADIO COMMINIO	TTONC WITH THE	CONTROL TOWER	ND EDDOOT	TO LOWED		

File No. - 298 3/25/82 JACKSONVILLE, FL A/C Reg. No. N1964Q Time (Lc1) - 1716 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 1

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

Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -AERIAL ADVERTI		Aircraft Damage SUBSTANTIAL Fire	e Crew	Fatal O	Injur Serious O	ries Minor O	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass Other	Ō	0	0	1 0 0
Aircraft Information Make/Model - CHAMPION 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engi	- RECIPROCAT	-320~A2B	ELT Stal	installed/	Activated	- NO -N
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/012 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3000 FT SCATTE Cloud Conditions(2nd) - 25000 FT SCATTE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RED Type of Fligh RED Type of Clear	re Point C/INC	A	DN AIR Airport Da Runway Runway Runway		- UNK/NR - UNK/NR	
	ge - 25 iennial Flight Rev Current - Months Since - Aircraft Type -	riew Ves Tota		t Time (Ho	ours)		
Instrument Rating(s) - NONE	5 <						
-Narrative PILOT REPORTED THAT DURING A BANNER PICK UP, STALLED. THE PLANE CRASHED BEFORE RECOVERING	. HE MISSED THE BA G FROM THE STALL.	NNER, AND ON CLI HE REPORTED THAT	.MB OUT, HE FTHE WIND W	ENCOUNTER	 ≀ WINDSHEAR √G TO 20 KN	отs.	*****

File No. - 382 3/26/82 NEW SMYRNA BEACH,FL A/C Reg. No. N7552F Time (Lc1) - 1520 EST

Occurrence
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. WEATHER CONDITION WINDSHEAR
- 3. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 5. STALL 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) 1,2,4

File No 343 3/29/82	MERRITT ISLAND, FL A/	C Reg. No. N94067		Time (Lc1)	- 1/15 ESI	
-Basic Information Type Operating Certificate-NONE (raft Damage		Inju		
		STANTIAL	Fatal	Serious		None
Type of Operation -PERSON			_	0	O	1
Flight Conducted Under -14 CFR			_	0	0	0
Accident Occurred During -TAKEOF	F 	Othe	r 0	0	0	0
-Aircraft Information						
Make/Model - ERCOUPE 415-C		CONTINENTAL C-85		Installed/		
Landing Gear - TRICYCLE-FIXED		1		ıll Warning 🤉		JNK/NR
Max Gross Wt - 1260		RECIPROCATING-CARBUR	ETOR Wea	ther Radar ·	- NO	
No. of Seats - 2	Rated Power -	85 HP				
-Environment/Operations Information-						
Weather Data	Itinerary		Airport	Proximity		
W× Briefing + UNK/NR	Last Departure Po		ON AI	RPORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		MERRI	TT ISLAND		
112 m d Dim /Cmm and 000/014 KTC			Dunwa	y Ident ·	- 11	
Wind Dir/Speed- 060/014 KTS						
Visibility - 10.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 4000/	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F	T SCATTERED Type of Flight Pl		Runwa Runwa	y Lth/Wid	- 4000/	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance	- NONE	Runwa Runwa	y Lth/Wid	- 4000/	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F	T SCATTERED Type of Flight Pl	- NONE	Runwa Runwa	y Lth/Wid	- 4000/ - MACADAM	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance	- NONE	Runwa Runwa	y Lth/Wid	- 4000/ - MACADAM	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo	- NONE	Runwa Runwa	y Lth/Wid	- 4000/ - MACADAM	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo	- NONE	Runwa Runwa	y Lth/Wid	- 4000/ - MACADAM	75
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo	- NONE	Runwa Runwa Runwa	y Lth/Wid	- 4000/ - MACADAM - WET	
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHPersonnel Information	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review	- NONE wn - NONE Medical Certifica Flig	Runwa Runwa Runwa te - VALI ht Time (y Lth/Wid y Surface y Status	- 4000/ - MACADAM - WET	
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES	- NONE wn - NONE Medical Certifica Flig Total -	Runwa Runwa Runwa te - VALI th Time (300	y Lth/Wid ay Surface ay Status D MEDICAL-NO Hours) Last 24	- 4000/ - MACADAM - WET D WAIVERS/	 'LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7	- NONE wn - NONE Medical Certifica Flig Total - Make/Model-	Runwa Runwa Runwa te - VALI ht Time (300 250	y Lth/Wid y Surface y Status D MEDICAL-NO Hours)	- 4000/ - MACADAM - WET D WAIVERS/	 'LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES	- NONE wn - NONE Medical Certifica Flig Total - Make/Model-	Runwa Runwa Runwa te - VALI ht Time (300 250	y Lth/Wid ay Surface ay Status D MEDICAL-NO Hours) Last 24	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UN	 'LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7	- NONE wn - NONE Medical Certifica Flig Total - Make/Model-	Runwa Runwa Runwa te - VALI ht Time (300 250	y Lth/Wid ay Surface ay Status D MEDICAL-NO Hours) Last 24 Last 30	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UN	LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7	- NONE wn - NONE Medical Certifica Flig Total - Make/Model-	Runwa Runwa Runwa te - VALI ht Time (300 250	y Lth/Wid ay Surface ay Status D MEDICAL-NO Hours) Last 24 Last 30	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UN	LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE -Narrative	T SCATTERED Type of Flight Pl T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK	- NONE wn - NONE Medical Certifica Flig Total Make/Model- /NR Instrument-	Runwa Runwa Runwa te - VALI ht Time (300 250 1	y Lth/Wid ay Surface ay Status D MEDICAL-NO Hours) Last 24 Last 30 Last 90	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UN	LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE -Narrative PILOT SUSPECTED A PARTIAL LOSS OF E	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK	- NONE wn - NONE Medical Certifica Flig Total Make/Model- /NR Instrument-	Runwa Runwa Runwa te - VALI ht Time (300 250 1	th/Widely Surface by Status D MEDICAL-NO Hours) Last 20 Last 30 Last 90	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UN	LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Cloud Conditions(2nd) - 10000 F Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK	- NONE wn - NONE Medical Certifica Flig Total - Make/Model- /NR Instrument- - OFF. HE CUT THE POW GEAR, AND THE NOSE GE	Runwa Runwa Runwa te - VALI ht Time (300 250 1 ER TO LAN AR COLLAP	th/Widely Surface by Status D MEDICAL-NO Hours) Last 20 Last 30 Last 90	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UND Days-	LIMIT O
Visibility - 10.0 SM Cloud Conditions(1st) - 3500 F Cloud Conditions(2nd) - 10000 F Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE -Narrative PILOT SUSPECTED A PARTIAL LOSS OF E	T SCATTERED Type of Flight P1 T BROKEN Type of Clearance Type Approach Flo T Age - 28 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK NGINE POWER SHORTLY AFTER LIFT WN ON THE RIGHT MAIN AND NOSE of TO REST ABOUT HALF WAY DOWN	- NONE wn - NONE Medical Certifica Flig Total - Make/Model- /NR Instrument- - OFF. HE CUT THE POW GEAR, AND THE NOSE GE	Runwa Runwa Runwa te - VALI ht Time (300 250 1 ER TO LAN AR COLLAP	th/Widely Surface by Status D MEDICAL-NO Hours) Last 20 Last 30 Last 90	- 4000/ - MACADAM - WET D WAIVERS/ 4 Hrs - D Days- UND Days-	LIMIT O

File No 3	43 3/29/82 	MERRITT ISLAND, FL	A/C Reg.	No. N94067	Time (Lc1) - 1715 EST
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL	CLIMB			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation		OUCHDOWN			
Finding(s) 2. ABORTED TAKEOFF	- PERFORMED - PILO	T IN COMMAND		· 	
Occurrence #3 Phase of Operation		OUCHDOWN			
Finding(s) 3. WEATHER CONDITI 4. LEVEL OFF - I	ON - CROSSWIND MPROPER - PILOT IN	COMMAND		•••••	·
Occurrence #4 Phase of Operation					
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD				•
Probable Cause			·		
The National Transpois/are finding(s) 1,		d determines that	the Probable Cause	(s) of this acci	dent
Factor(s) relating to	o this accident is/	are finding(s) 3			

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircr	aft Damage		Iniu	ıries	
· // - // - // - // - // - // - // - //		TANTIAL	Fatal	Serious		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 -TAXI		Other	0	0	0	1
Aircraft Information				•		
Make/Model - CESSNA 172		YCOMING 0-320-D2J			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines -				System - Y	ES
Max Gross Wt - 2300	J , ,	RECIPROCATING-CARBURE	TOR Wea	ther Radar	- NO	
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Poi	nt	ON AIR	RPORT		
Method - IN PERSON	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport [
Basic Weather - VMC	DAYTONA BEACH, FL			BEACH		
Wind Dir/Speed- 120/004 KTS	ATO /A / 11 - 12 - 1			/ Ident	- 05	/
Visibility - 7.0 SM	ATC/Airspace	NONE			- 4000 -U	NK/NR
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan				- MACADAM	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flow	1 - NUNE				
Precipitation - NONE Condition of Light - NIGHT (DARK	,					
Condition of Light - Nighi (DAKK	<i>)</i> 					
Personnel Information					/	
Pilot-In-Command	Age - 18	Medical Certificat			IU WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (ł			
PRIVATE	Current - YES	Total -	72		!4 Hrs -	1
SE LAND	Months Since - 11		72		O Days- UN	
	Aircraft Type - UNK/I	NR Instrument-	0	Last 9	0 Days-	5
Instrument Rating(s) - NONE						
Narrative						
TER LANDING THE AIRCRAFT, ONE OF SIX ON A						
THE RUNWAY FOR TAKEOFF. N129ER WAS PARKE						
OPPED ABOUT 30 YARDS BEHIND IT AND SET TH					ING	
THE OPPOSITE SEAT. N23ER COLLIDED WITH T	JE TATI DE NAGOED DEEDDE TUI	E DILAT CALLA STAD WI	S ATDODAS	T		

File No. - 267 4/01/82 ORMOND BEACH,FL A/C Reg. No. N23ER Time (Lc1) - 2020 EST

Documence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. PARKING BRAKES - INATTENTIVE - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - AIRCRAFT PARKED

----Probable Cause---
The Nationa: 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 381 4/01/82 MIAMI,FL		teg. No. N3587D	T	Time (Lc1) - 0730 EST			
Basic Information Type Operating Centificate-AIR CARRIER ON-DEMAND A			Fatal	Inju Sertous		None	
Type of Operation -NON SCHED,D		Crew		0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	•	ŏ	ŏ	Ó	
Accident Occurred During ~TAXI		Othe		Ō	Ö	1	
Aircraft Information							
Make/Model - PIPER PA-31-350	Eng Make/Model - LY			Installed/			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines ~ 2			! Warning !		ES	
Max Gross Wt - 7000	Engine Type - RE	CIP - FUEL INJECTE	D Weatl	ner Radar	- UNK/NR		
No. of Seats - 8	Rated Power -	350 HP					
Environment/Operations Information							
Weather Data	Itinerary .			Proximity			
Wx Briefing - UNK/NR	Last Departure Point	:	ON AIR	PORT			
Method - UNK/NR	SAME AS ACC/INC						
Completeness - UNK/NR	Destination		Airport Da				
Basic Weather - VMC	LOCAL		MIAMI				
Wind Dir/Speed- 090/010 KTS					- 18		
Visibility - 10.0 SM	ATC/Airspace	Nove		Lth/Wid			
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status	- WET		
Obstructions to Vision- NONE	Type Approach Flown	- NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A	Madiaal Cambisiaa		MEDICAL N	D WATVEDC/		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 27 Biennial Flight Review	Medical Certifica	te - VALIU ht Time (H		D WAIVERS/	LIMII	
ATP.CFI	Current - UNK/NR	F1:9	2664	Jurs)	4 Une -	0	
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model =	76	Last 2	O Dave- UN	⊬ /ND	
SE LAND, ME LAND	Aircraft Type - UNK/NR		207	Last 30	O Days- UN	140	
	ATTOTALL Type - UNK/INK	Multi-Eng -	1005	Dotono	raft -	7	
		Marti-Eng -	1235	ROTOFCI	rait -	,	
Instrument Rating(s) - AIRPLANE			•				
Instrument Rating(s) - AIRPLANE							
		APPROACHING FROM	HIS TEN 0'	CLOCK POSI	TION.		
HE PILOT WAS TAXIING TO GATE H-2 TO PICK UP LOT REPORTED THAT ABOUT FIVE SECONDS BEFOR TARBUTED THE REAKES BUT THE VEHICLE CROSS				. INCURI	V L IX		
LOT REPORTED THAT ABOUT FIVE SECONDS BEFOR APPLIED THE BRAKES, BUT THE VEHICLE CROSS	ED IN FRONT OF THE AIRCRAFT						
LOT REPORTED THAT ABOUT FIVE SECONDS BEFOR APPLIED THE BRAKES, BUT THE VEHICLE CROSS THE VEHICLE WAS ESCORTING ANOTHER VEHICLE	ED IN FRONT OF THE AIRCRAFT . HE STATED THAT HE LOOKED E	OTH WAYS BEFORE EN	TERING THE	TAXIWAY,			
LOT REPORTED THAT ABOUT FIVE SECONDS BEFOR E APPLIED THE BRAKES, BUT THE VEHICLE CROSS THE VEHICLE WAS ESCORTING ANOTHER VEHICLE OF DID NOT SEE ANY MOVING AIRCRAFT, WHEN HE	ED IN FRONT OF THE AIRCRAFT . HE STATED THAT HE LOOKED E NOTICED THE PLANE, HE ACCEL	OTH WAYS BEFORE EN ERATED TO AVOID CO	TERING THE LLISI <mark>on,</mark> BI	TAXIWAY, JT WAS TOO			
LOT REPORTED THAT ABOUT FIVE SECONDS BEFOR APPLIED THE BRAKES, BUT THE VEHICLE CROSS THE VEHICLE WAS ESCORTING ANOTHER VEHICLE	ED IN FRONT OF THE AIRCRAFT . HE STATED THAT HE LOOKED E NOTICED THE PLANE, HE ACCEL	OTH WAYS BEFORE EN ERATED TO AVOID CO	TERING THE LLISI <mark>on,</mark> BI	TAXIWAY, JT WAS TOO			

File No. - 381 4/01/82 MIAMI,FL A/C Reg. No. N3587D Time (Lc1) - 0730 EST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. TERRAIN CONDITION - WET

2. LIGHT CONDITION - SUNGLARE

3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

4. OBJECT - YEMICLE

5. VISUAL LOOKCUT - INADEQUATE - DRIVER OF VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5

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

File No 387 4/04/82 Q	UINCY,FL	A/C Reg.	No. N4049		ime (Lc1)	- 1530 ES1	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft D	_	Suca 1		uries	Non-
Tune of Openshion DADACHUT	E HIMDING	SUBSTANTI Fire		Fat a1 0	Serious O	Minor O	None
Type of Operation -PARACHUT Flight Conducted Under -14 CFR 9		NONE	Crew Pass	_	0	0	1
	1	NUNE	Othe	-	0	0	0
Accident Occurred During -LANDING			utne	r 0			
Aircraft Information							
Make/Model - CESSNA 182	Eng Make	/Model - CONTI	NENTAL 0-470-L	ELT	Installed.	/Activated	- NO -N/
Landing Gear - TRICYCLE-FIXED		ngines - 1				System - \	
Max Gross Wt - 3112			ROCATING-CARBUR				
No. of Seats - 4	Rated Pov	, ,	O HP			,,,	
Environment/Operations Information				4:	Dnovimit		
Weather Data	Itinerary	D			Proximity		
Wx Briefing - NO RECORD OF BRIE				ON AIF	RPURT		
Method - N/A	SAME AS	•					
Completeness - N/A	Destination	1		Airport [
Basic Weather - VMC	LOCAL				MUNI		
Wind Dir/Speed- 140/007 KTS					/ Ident	- 14	
Visibility - 7.0 SM	ATC/Airspace	9		Runway	/ Lth/Wid	- 3000/	75
Cloud Conditions(1st) - 8500 FT	SCATTERED Type of F1	light Plan - N	ONE	Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - 25000 FT	BROKEN Type of Ci	learance - N	ONE	Runway	Status	- DRY	
Obstructions to Vision- NONE		oach Flown - N	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 20		dical Certifica			WAIVERS/LIN	IIT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	nt Time (F	lours)	•	
	Biennial Flight	Review	Flig	nt Time (H 650	lours) Last :	24 Hrs -	4
	Biennial Flight Current Months Since	Review - YES - 15	Flig Total - Make/Model-	nt Time (F 650 30	lours) Last : Last :	24 Hrs - 30 Days-	4 24
	Biennial Flight Current Months Since	Review	Flig Total - Make/Model- Instrument-	nt Time (F 650 30 37	lours) Last :	24 Hrs - 30 Days-	4
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI	Biennial Flight Current Months Since	Review - YES - 15	Flig Total - Make/Model-	nt Time (F 650 30 37	lours) Last : Last :	24 Hrs - 30 Days-	4 24
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Biennial Flight Current Months Since Aircraft Typ	Review - YES - 15	Flig Total - Make/Model- Instrument-	nt Time (F 650 30 37	lours) Last : Last :	24 Hrs - 30 Days-	4 24
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPLAN	Biennial Flight Current Months Since Aircraft Typ	Review - YES - 15	Flig Total - Make/Model- Instrument-	nt Time (F 650 30 37	lours) Last : Last :	24 Hrs - 30 Days-	4 24
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND Instrument Rating(s) - AIRPLANNarrative TER COMPLETING THE DROP ON A SKYDIVING	Biennial Flight Current Months Since Aircraft Type E FLIGHT, THE ENGINE LO USED DURING THE DESC	Review - YES - 15 De - UNK/NR DST POWER DURI	Flig Total - Make/Model- Instrument- Multi-Eng - NG A POWER-OFF I THE LOSS OF POW	nt Time (F 650 30 37 16 DESCENT. 1	Hours) Last (Last (Last (Last (Last (Last (THE PILOT ER, THE	24 Hrs - 30 Days-	4 24
PORTED THAT THE CARBURETOR HEAT WAS NOT DEADLY OF WEATHER CONDITIONS FOR CAR	Biennial Flight Current Months Since Aircraft Type E FLIGHT, THE ENGINE LO USED DURING THE DESC BURETOR ICE WAS NOT \	Review - YES - 15 De - UNK/NR DST POWER DURICENT PRIOR TO VERIFIED. THE	Flig Total - Make/Model - Instrument - Multi-Eng - NG A POWER-OFF I THE LOSS OF POW AIRCRAFT STRUCK	nt Time (F 650 30 37 16 DESCENT. 1 ER. HOWEVE A FENCE E	lours) Last : Last : Last ! THE PILOT R, THE	24 Hrs - 30 Days- 90 Days-	4 24
PORTED THAT THE CARBURETOR HEAT WAS NOT DABBILITY OF WEATHER CONDITIONS FOR CAR	Biennial Flight Current Months Since Aircraft Type FLIGHT, THE ENGINE LO USED DURING THE DESC BURETOR ICE WAS NOT N RUNWAY. THE PILOT REF	Review - YES - 15 De - UNK/NR DST POWER DURI CENT PRIOR TO VERIFIED. THE	Flig Total - Make/Model- Instrument- Multi-Eng - NG A POWER-OFF I THE LDSS OF POW AIRCRAFT STRUCK TOOK OFF WITH	nt Time (F 650 30 37 16 DESCENT. T ER. HOWEVE A FENCE I	Hours) Last (La	24 Hrs - 30 Days- 90 Days-	4 24
PORTED THAT THE CARBURETOR HEAT WAS NOT DEADLY OF WEATHER CONDITIONS FOR CAR	Biennial Flight Current Months Since Aircraft Type FLIGHT, THE ENGINE LO USED DURING THE DESC BURETOR ICE WAS NOT N RUNWAY. THE PILOT REF	Review - YES - 15 De - UNK/NR DST POWER DURI CENT PRIOR TO VERIFIED. THE	Flig Total - Make/Model- Instrument- Multi-Eng - NG A POWER-OFF I THE LDSS OF POW AIRCRAFT STRUCK TOOK OFF WITH	nt Time (F 650 30 37 16 DESCENT. T ER. HOWEVE A FENCE I	Hours) Last (La	24 Hrs - 30 Days- 90 Days-	4 24

File No 3	87 4/04/82 QUINCY,FL	A/C Reg. No. N4049	Time (Lc1) - 1530 EST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED 2. CARBURETOR HEAT	- NOT USED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		·
Finding(s) 3. OBJECT - FENCE			
Probable Cause			
The National Transports/are finding(s) 1	rtation Safety Board determines that the	he Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is/are finding(s) 3		

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [Inj	uries	
		SUBSTANTI		Fatal	-		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	-	0	0	1
Accident Occurred During -TAKEOFF		NONE	Pass Other	_	0 0	0 0	4 0
Aircraft Information							
Make/Model - PIPER PA-23-250			IING 0-540-AIDA			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng		DOCATING CARRIED			System - '	YES
Max Gross Wt - 4800 No. of Seats - 6	Rated Powe		ROCATING-CARBURE O HP	iuk wea	tner kadar	- YES	
nvironment/Operations Information							
Veather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Depart	uma Daint			Proximity RPORT		
Method - N/A	SAME AS A			UN AI	RPURI		
Completeness - N/A	Destination	100/1110		Airport	Data		
Basic Weather - VMC	LOCAL				MUNICIPAL		
Wind Dir/Speed- 090/010 KTS				Runwa	y Ident	- 04	
Visibility - 7.0 SM	ATC/Airspace					- 4001/	150
Cloud Conditions(1st) - 3500 FT SCA						- ASPHALT	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE		earance - 1 ach Flown - N		Runwa	y Status	- DRY	
Precipitation - NONE	Type Approx	ich Flown - N	IUNE				
Condition of Light - DAYLIGHT							
Personnel Information							·
Pilot-In-Command Certificate(s)/Rating(s)	Age - 32 Biennial Flight R	Review		nt Time (Hours)		
PRIVATE SE LAND,ME LAND	Current Months Since	- YES	Total - Make/Model-	383		24 Hrs - UN	•
JE LAND, ME LAND	Aircraft Type	= 1/ - PA-23	Instrument-			30 Days- 90 Days-	4 13
	All of all Citype	. 14 20	Multi-Eng -		Lust	JO Days	10
Instrument Rating(s) - NONE							
larrative							
,,,,,,,,,			LOUD NOISE THAT		OLIT 1140 44		

File No. - 330 4/11/82 JACKSONVILLE,FL A/C Reg. No. N4881P Time (Lc1) - 1515 EST

Occurrence Phase of Operation TAKEOFF

IN FLIGHT COLLISION WITH TERRAIN

Finding(s)

- 1. DOOR NOT ENGAGED
- 2. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 3. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND
- 4. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 5. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	, Aircraft Dama	200		Tmin	m i o c	
Type operating certificate-work (di	ENERAL AVIATION)	SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -AERIAL :	SURVEY	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 9	91	NONE	Pass	0	0	1	1
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							•
Make/Model - HUGHES 269B		e/Model - LYCOMIN	G HIO-360A1A				
Landing Gear - SKID		Engines - 1			1 Warning		0
Max Gross Wt - 1670		Type - RECIP -		Weat	her Radar	- NO	
No. of Seats - 3	катео Р	Power - 180 h					
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRI		oarture Point AS ACC/INC		UFF A1	RPORT/STRI	P	
Completeness - N/A	Destinati			Airport D	ata		
Basic Weather - VMC	LOCAL		•	A TI POLICE			
Wind Dir/Speed- 080/018 KTS	2552			Runway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspa	ice		Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 3500 FT				Runway	Surface	- N/A	
Cloud Conditions(2nd) - UNK/NR		Clearance - NON		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type App	roach Flown - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 60	Modia	cal Certificate	- VAL TE	MEDICAL	ATVERS /L TM	
Certificate(s)/Rating(s)	Biennial Fligh			t Time (F		AIVERS/ LIM	11
COMMERCIAL, CFI		- YES	Total -	8912	Last 2	4 Hrs UNI	k/NR
SE LAND, ME LAND	Months Sin	- YES nce - 1	Total - : Make/Model - : Instrument - UNI	2100	Last 3	O Days- UN	K/NR
HELICOPTER	Aircraft T	ype - 269B	Instrument- UN	K/NR	Last 9	O Days- UN	K/NR
			Multi-Eng -	192	Rotorc	raft -	2929
Instrument Rating(s) - NONE	•						
E ENGINE LOST POWER WHILE THE PILOT WAS	ON A LOW ALTITUDE	AERIAL OBSERVATION	N FLIGHT OVER	TREES. HE	ATTEMPTED		
LAND ON A NEARBY ROAD. WHILE APPROACH							
AT, BUT DID NOT ROLL OVER.		·, ·					

File No 3	88 4/12/82	NEAR KISSIMMEE, FL	A/C Reg. No. N9393F	Time (Lcl) - 1130 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS			
finding(s). 3. TERRAIN CONDITIO	ON - HIDDEN OBSTRU	CTION(S)		
Probable Cause				

File No 379 4/2	4/82 JACKSONVILLE, FL	A/C Reg. No.	N37149	Time (Lc1)	- 1624 EST	•
Basic Information Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fati	Injur al Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Crew (Pass (0 0	0 0	2 0 0
Aircraft Information						
Make/Model - BEECH 77 Landing Gear - TRICYCLE-F Max Gross Wt - 1675 No. of Seats - 2	IXED Number	Make/Model - LYCOMING C er Engines - 1 ne Type - RECIPROCAT d Power - 115 HP		ELT Installed/£ Stall Warning S Weather Radar -	System - Y	
Environment/Operations Infor	mation					
Weather Data Wx Sriefing - NO RECOR Wethod - N/A	Itinerar D OF BRIEFING Last D SAME	Departure Point E AS ACC/INC	ON	ort Proximity AIRPORT		
Gloud Conditions(2nd) - Gostructions to Vision-	SM ATC/Airs 1000 FT SCATTERED Type of 3500 FT SCATTERED Type of NONE Type A	AL space of Flight Plan - NONE	CR. Rui Rui Rui Rui	nway Lth/Wid · nway Surface ·		100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND.ME LAND	Current Months S	ight Review - YES Tot Since - 8 Mak t Type - UNK/NR Ins	Certificate - Flight Tim al - 1421 e/Model- 225 trument- 195 ti-Eng - 111	Last 24 Last 30 Last 90	4 Hrs - O Days- UN O Days- raft - UN	IK/NR 220
Instrument Rating(s)	- AIRPLANE					
AS THE MOSEWHEEL TOUCHED DOWN DUWAS VERIFIED WHEN HE RAISED THE AND THE MOSE INEVITABLY DROPPED, 10 TO 15 KNOTS, THE NOSE VEERED THE CENTER BOLT, NUT, COTTER PIN COCKED. THE MISSING COMPONENTS HIN SERVICE. THE PLANE HAD BEEN F	NOSEWHEEL OFF THE GROUND A THE NOSEWHEEL BEGAN SKIDE RIGHT, AND SUBSEQUENTLY, T , AND BUSHING FOR THE NOSE AD BEEN INSTALLED WHEN THE	AND THE SKIDDING STOPPE DING AGAIN. AS THE PLAN THE NOSE GEAR COLLAPSED WHEEL TORQUE LINK WERE E PLANE WAS MANUFACTURE	D. AS THE PLANE I E SLOWED FURTHER . AN INVESTIGATION MISSING AND THE D AND HAD ACCUMUL	DECELERATED TO AN ESTIMATE ON REVEALED THA NOSEWHEEL HAD	ΔT	

File No. - 379 4/24/82 JACKSONVILLE,FL A/C Reg. No. N37149 Time (Lc1) - 1624 EST

Occurrence Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, NOSE GEAR DISCONNECTED
- 2. 100 HOUR INSPECTION DELAYED COMPANY/OPERATOR MGMT

----Probable Cause----

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

Brief of Accident

File No 335 3/29/82 MAC	DN, GA	A/C Reg. No. N9LT			Time (Lc1) - 1225 EST			
Basic Information Type Operating Certificate-NONE (GENEL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RAL AVIATION)	Aircraft Da SUBSTANTIA Fire NONE		Fatal 0 0 0	Injur Sertous O O O		None 1 1 0	
Aircraft Information Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Eng Engine Typ	gines - 1	DCATING-CARBURET	Sta	II Warming S	ystem - Y	- YES-UNK/NR 'ES	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 040/011 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 900 FT DVI Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	,,	EE,FL ight Plan - NO	A NE	OFF A irport I LEWIS Runway Runway Runway	B. WILSON	N/A N/A N/A		
Personne: Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND.SE SEA Instrument Rating(s) - NONE	Age - 45 Biennial Flight F Current Months Since Aircraft Type	Med Review - YES - 17 e - UNK/NR	ical Certificate Flight Total - Make/Model- Instrument-	Time (Hours)			
THE NON-INSTRUMENT RATED PILOT REPORTED DEPARTING TO OKEECHOBEE, FL. THE NEXT DAY, HE REPORTED THAT HE HAD TO CLIMB TO 10,500 FT OVER A CLOUD LAYER. WITH 40 HOURS OF INSTRUMAS VECTORED AND CLEARED FOR AN ILS APPROACH AS HE APPROACHED AND OVERFLEW THE AIRPORT. SHORTLY THEREAFTER, REPORTED THAT HE HAD RUTTO REACH THE RUNWAY. ABOUT THREE HOURS AND IN A WHEAT FIELD. AFTER HITTING THE WIRES,	DEPARTED OKEECHOBER O AVOID CLOUDS AND IMENT EXPERIENCE, HE I. APPROACH CONTROE THE AIRPORT ELEVATION OUT OF FUEL. HE N 5 MINUTES AFTER TAK	E WITHOUT REFU MAINTAIN VFR. E ELECTED TO D L NOTED THAT T ON WAS 354 FT. WAS VECTORED B. KEOFF THE PLAN	ELING ON A FLIGH WHILE EN ROUTE ESCEND AND LAND HE PILOT DID NOT HE INITIATED A ACK TOWARD THE A E STRUCK WIRES A	T TO MAGE, HE FOLL AT MACON DESCENDE MISSED A IRPORT, S THE P	CON, GA. HE JND HIMSELF N. THE PILO D BELOW 1600 APPROACH, AN BUT WAS UNA	T FT D BLE		

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File No. - 335 3/29/82 MACON, GA A/C Reg. No. N9LT Time (Lc1) - 1225 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 3. WEATHER CONDITION - LOW CEILING 4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 5. DECISION HEIGHT - NOT ATTAINED - PILOT IN COMMAND 6. MISSED APPROACH - INITIATED - PILOT IN COMMAND 7. FLUID, FUEL - EXHAUSTION 8. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 9. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND FORCED LANDING Occurrence #3 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #4 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 10. OBJECT - WIRE, STATIC ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

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

File No 282 4	/01/82 HAZLE	HURST,GA	A/C Reg. No. N1360			ime (Lc1) -	1330 EST	
Basic Information Type Operating Certifica Type of Operation Flight Conducted Under	-INSTRUCTIONA -14 CFR 91		Aircraft D SUBSTANTI Fire NONE	AL Crew Pass	0	Injur Serious O O		None 1 0
Accident Occurred During	- ! AKEUFF			0ther 	` 0			0
Aircraft Information Make/Model - PIPER PA Landing Gear - TRICYCLE Max Gross Wt - 2150 No. of Seats - 3		Number	Engines - 1 Type - RECIP	ING D-320-E3D ROCATING-CARBURE D HP	Stal	1 Warning S	System - Y	- YES-UNK/N ES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHOME Completeness - FULL Basic Weather - VMC Wind Dir/Speed - UNK/NR Visibility - UNK/NR Cloud Conditions(ist) Cloud Conditions(2nd) Obstructions to Vision Precipitation Condition of Light	ONE - UNK/NR - UNK/NR - NONE - NONE	TALLAH. Destinati SAVANN. ATC/Airspa Type of Type of	on AH,GA ce Flight Plan - V Clearance - No roach Flown - No	FR DNE	OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s PRIVATE SE LAND		Age - 21 Biennia? Fligh Current Months Sind Aircraft T	Med t Review	dical Certificat Fligh Total - Make/Model-	e - VALID nt Time (H 125 49	MEDICAL-NO ours) Last 24 Last 30	WAIVERS/ Hrs - Days- UN	
Instrument Rating(s)Narrative THE PILOT MADE A SUCCESSFUL PRI AND NAVIGATION RADIOS. AFTER F: GRASS THAT WAS APPROXIMATELY 19 AND CLIMBED ABOUT 4 FEET BEFORE	ECAUTIONARY LAN INDING OUT HIS 500 FEET LONG.	LOCATION HE ATTI THE PILOT REPOR	EMPTED TO DEPAR [.] TED THAT THE AII	F FROM A SOFT FI RCRAFT ACCELERAT	ELD COVER	ED WITH TAL	.L	

File No. - 282 4/01/82 HAZLEHURST,GA A/C Reg. No. N1360 Time (Lcl) - 1330 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. COMM/NAV EQUIPMENT LOOSE
- 2. COMM/NAV EQUIPMENT, VHF RECEIVER LOOSE
- 3. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 4. PRECAUTIONARY LANDING SELECTED PILOT IN COMMAND
- 5. TERRAIN CONDITION SOFT
- 6. TERRAIN CONDITION HIGH VEGETATION
- 7. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND
- 9. OBJECT FENCE
- 10. OBJECT BUILDING(NONRESIDENTIAL)

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,9,10

 -Basic Information Type Operating Certificate-NONE (GENER 	AL AVIATION) Aircra	ft Damage		Inju	ıries	
,, ,	SUBST	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -TOWING GLID		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING		0ther	0	O 	0	0
-Aircraft Information						
Make/Model - CESSNA 305 (L-19)		ONTINENTAL 0-470-11		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			11 Warning		JNK/NR
Max Gross Wt - 1500		ECIPROCATING-CARBURE	TOR Wea	ther Radar	- UNK/NR	
No. of Seats - 2	Rated Power -	265 HP				
-Environment/Operations Information						
Weather Data	Itinerary	_		Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AI	RPORT		
Method - N/A	SAME AS ACC/INC			D-4-		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport DILLI			
Wind Dir/Speed- 290/003 KTS	LUCAL			y Ident	- 08	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		INK/ND
Cloud Conditions(1st) - 2500 FT SCA		- NONE		y Surface		JINY IN
Cloud Conditions(2nd) - NONE	Type of Clearance			•	- DRY	
Obstructions to Vision- NONE	Type Approach Flown		i.a.i.wa	, otatas	5	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 54	Medical Certificat	e - VAIT	D MEDICAL - W	ATVERS/LIM	AT T
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (77 TENO, E11	
COMMERCIAL	Current - YES	Total -			14 Hrs -	1
SE LAND	Months Since - 1	Make/Model-	335		O Days- U	NK/NR
_	Aircraft Type - UNK/N	R Instrument-	69	Last 9	NO DELLE	32

File No 2	1/09/82	MOKULEIA,HI	A/C Reg. No	o. N5639V	Time (Lc1) - 1500 HST	
Occ.rrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND				
2. MAINTENANCE - 3. DIRECTIONAL COM	ITROL - NOT POSSIBL	- WORN R MAINTENANCE PSNL E - PILOT IN COMMAND O - PILOT IN COMMAND				
Occurrence #2 Phase of Operation		SION WITH TERRAIN				
Probable Cause-						
The National Transpo		ard determines that the	Probable Cause(s)) of this acc	cident	

File No 392 1/17/82 HONO	LULU,HI A/	C Reg. No. N21DR	T	Time (Lc1) - 2245 HST				
Basic Information Type Operating Certificate-AIR CARRIER COMMMUTER Type of Operation -SCHEDULED, DI Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	DES		5 0	0 2	1			
Aircraft Information Make/Model - CONVAIR 440 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 48000 No. of Seats - 5	Eng Make/Model - Number Engines - Engine Type - Rated Power -	· 2 · RECIPROCATING-CARBU	Stal	Installed/Activate l Warning System ther Radar - YES				
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 110/004 KTS Visibility - 10.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - RAIN SHOWER Condition of Light - NIGHT (DARK)	Itinerary Last Departure Po SAME AS ACC/INO Destination MAUI,HI ATC/Airspace Type of Flight Pl Type of Clearance Type Approach Flo	an - IFR e - RADAR ADVISORIE:	OFF AI Airport E HONOLU Runway Runway	Proximity RPORT/STRIP Data JLU INTL Ident - N/A Lth/Wid - N/A Surface - N/A Status - N/A				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER	Biennial Flight Review Current - YES	Medical Certifica Flig Total - (/NR Make/Model- 40 Instrument- Multi-Eng -	ght Time (F 3550 88 400	Hours) Last 24 Hrs - Last 30 Days- Last 90 Days-	0			
Instrument Rating(s) - AIRPLANENarrative TER LIFT-OFF, THE PILOT CALLED FOR THE LANG OFT AGL, THE PILOT NOTED A LOSS OF POWER : MUFFLED EXPLOSION AND SAW SMOKE AND FIRE TO BE PILOT ATTEMPTED TO RETURN TO THE AIRPORT BE ENTRANCE OF PEARL HARBOR. A TEARDOWN OF THE ENTRANCE OF PEARL HARBOR. A TEARDOWN OF THE TOP RICHARCE DRIVE INTERMEDIATE GEAR WAS WORN AND LIVE GEAR WAS WORN.	IN THE RIGHT ENGINE AND S RAILING FROM THE RIGHT EN , BUT WAS UNABLE TO MAINT THE RIGHT ENGINE REVEALED ING WAS MISSING FROM EACH	S THE PLANE WAS CLIME FAW A FIRE LIGHT. GROU GINE. THE RIGHT ENGIN FAIN ALTITUDE. THE PLA THAT THE TOP RING LA FOF THE PISTONS. ALSO	JND WITNESS NE WAS FEAT ANE WAS DIT ANDS OF THE D, THE REAR	SES HEARD THERED AND TOHED NEAR TOHOUTHER TOHOUTHER				

File No. - 392 1/17/82 HONOLULU, HI A/C Reg. No. N21DR Time (Lc1) - 2245 HST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, PISTON - FAILURE, PARTIAL 2. ENGINE ASSEMBLY, RING - FAILURE, PARTIAL 3. ENGINE ASSEMBLY, OTHER - WORN Occurrence #2 FIRE/EXPLOSION Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 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) 1,2

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

 Basic Information Type Operating Certificate NONE (GENER 	AL AVIATION)	Aircraft Da	amage		Iniu	ries	
Type sperating sertificate none (dentity	AL AVIA (1011)	DESTROYED	mage	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	3	0	0
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28-140		e/Model - LYCOM	NG 0-320E3D				ed - YES/YI
Landing Gear - TRICYCLE-FIXED		Engines - 1		Stal	1 Warning	System ~	· YES
Max Gross Wt - 2325		Type - RECIPE		TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated P	ower - 160) HP 				
Environment/Operations Information	• • • • • • • • • • • • • • • • • • •						
Weather Data	Itinerary	t D-!!			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Dep HONOLU	arture Point		ON AIR	PORT		
Completeness - FULL	Destinati	•		Airport D	-+-		
Basic Weather - VMC		APA,HI		KALAUP.			
Wind Dir/Speed- 270/007 KTS	KALAUF	Ar A, III				- 05	
Visibility - 15.0 SM	ATC/Airspa	ce		,	Lth/Wid		-UNK/NR
Cloud Conditions(1st) - NCNE		Flight Plan - VF	R		Surface		
Cloud Conditions(2nd) - NONE	Type of	Clearance - UM	IK/NR			- DRY	
Obstructions to Vision- NONE	Type App	roach Flown - No	NE	_			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27		lical Certificat			/AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fligh			t Time (H			_
PRIVATE	Current	- YES ice - 6	Total -	130 1	Last 2 Last 3	4 Hrs -	0
SE LAND			Make/Model- Instrument-				
	AITCTAFLI	ype - UNK/NR	Instrument-	6	Last 9	o bays-	0
Instrument Rating(s) - NONE							
Narrative	OUN 40000VTM: *=:	V MALEUNY BOURS			IT OF TI-		
MESSES STATED THAT THE AIRCRAFT TOUCHED D . THE PILOT STATED THAT WHEN NEARING THE						יים מו	
. THE PILUI STATED THAT WHEN NEARING THE			OF RUNWAY 5 IN				

File No. - 290 2/07/82 KALAUPAPA.HI A/C Reg. No. N16524 Time (Lc1) - 0930 HST OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. ABORTED LANDING - DELAYED - PILOT IN COMMAND 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	craft Damage			Inju	nios	
Type operating certificate none (dent		BSTANTIAL		Fatal			None
Type of Operation -PERSONAL	Fir	`e	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	DNE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 177RG		- LYCOMING IO-3	60-A1B6		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				l Warning		YES
Max Gross Wt - 2800		- RECIP - FUEL	INJECTED	Weat	ner Radar	- NO	
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information	T & 2				.		
Weather Data	Itinerary				Proximity	_	
Wx Briefing - FSS	Last Departure F SAME AS ACC/IN			OFF All	RPORT/STRII	,	
Method - TELEPHONE Completeness - UNK/NR	Destination	16		irport Da	2+2		
Basic Weather - VMC	CORPUS CHRISTI	TX	A	MORNIN			
Wind Dir/Speed- UNK/NR	CORTOS CHRISTI	, 17			-	- N/A	
Visibility - 15.0 SM	ATC/Airspace			•	Lth/Wid	•	
Cloud Conditions(1st) - NONE		lan - NONF		,	Surface		
Cloud Conditions(2nd) - NONE	Type of Flight F Type of Clearand	e - NONE			Status		
Obstructions to Vision- NONE	Type Approach Fi				01414	,	
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
-Personnel Information							
Pilot-In-Command	Age - 44 Biennial Flight Review	Medical Ce	rtificate	- VALID	MEDICAL-NO) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Bienniai Flight Review	•	Flight	Time (Ho	ours)		
PRIVATE	Current - YE Months Since - 12 Aircraft Type - Ci	S Total	-	380	Last 24	4 Hrs -	0
SE LAND	Months Since - 12	Make/M	ode1-	380	Last 30	Days- U	NK/NR
	Aircraft Type - Ci	77RG Instru	ment-	16	Last 90	Days-	15
Instrument Rating(s) - NONE							
Instrument kating(s) - Nowe							
-Narrative							
ER TAKEOFF, THE ENGINE LOST POWER AT ABOU	T 2000 FT MSL. THE PLAN	E WAS DAMAGED D	URING A F	ORCED LAN	ND ING ON		
INTERSTATE HIGHWAY. WHEN CHECKED AFTER T)	
/E 1000 RPM. THE BENDIX SERVO FUEL INJEC							
FLOW. A FURTHER EXAMINATION REVEALED T							

File No 31	1/19/82	URBANDALE, IA	A/C Reg. No. N1969Q	Time (Lc1) - 0630 CST
Occurrence #1 Phase of Operation			ALFUNCTION	
Finding(s) 1. FUEL SYSTEM, INJE				
Occurrence #2 Phase of Operation	LANDING			
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 2. LIGHT CONDITION				
Probable Cause				
The National Transporis/are finding(s) 1	tation Safety Boa	rd determines that th	e Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is	/are finding(s) 2		

	3C/82 DES	MOINES,IA	A/C Re	g. No. N4325Q) - 1517 CS	
Basic InformationType Operating Certificat	e-NONE (GENE					Inj	juries	
			SUBSTAN	TIAL	Fatal	Serious		None
Type of Operation Flight Conducted Under	-PERSONAL		Fire	Crew		0		1
Flight Conducted Under	-14 CFR 91		NONE	Pass	-	0	0	0
Accident Occurred During	-TAXI			Othe	r 0 	0		
Aircraft Information								
Make/Model - CESSNA 17				MING 0-320-E2D			d/Activated	
Landing Gear - TRICYCLE-	FIXED					II Warning	y System -	YES
Max Gross Wt - 2300				PROCATING-CARBUR	EIUR Wea	ther Radar	- NU	
No. of Seats - 4		Rated	l Power -	150 HP 				
Environment/Operations Info	rmation							
Weather Data		Itinerar				Proximity	/	
Wx Briefing - UNK/NR			eparture Point		ON AI	RPORT		
Method - RADIO			RLOO,IA					
Completeness - UNK/NR		Destina			Airport			
Basic Weather - VMC	LEC	DE2	MOINES, IA			OINES MUNI		
Wind Dir/Speed- 230/034 Visibility - 20.0		ATC/Airs				y Ident	- 23 - 6500/	150
Cloud Conditions(1st) -				NONE			- ASPHALT	
Cloud Conditions(1st) -						y Status		
Obstructions to Vision-			pproach Flown ~		Kuriwa	y Status	DICT	
Precipitation -		Type A	Approach From	110112				
Condition of Light -								
Personnel Information Pilot-In-Command	•	Age - 52	!	Medical Certifica	te -			
Certificate(s)/Rating(s)		Biennial Fli	aht Review	Flig	ht Time (Hours)		
COMMERCIAL		Current	- YES	Total -	477	Ĺast	24 Hrs -	0
SE LAND		Months 9	Since - 1	Make/Model-	160	Last	30 Days- U	NK/NR
		Aircraft	: Type - C-172	Total - Make/Model- Instrument-	6 9	Last	90 Days-	0
Instrument Rating(s)	- AIRPLANE							
·Narrative PILOT LANDED ON RUNWAY 23 W				G 40 KNOTS. AFTER URTHER TO THE RIG				

File No. - 354 3/30/82 DES MOINES, IA A/C Reg. No. N4325Q Time (Lc!) - 1517 CST

Occurrence

NOSE OVER

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 (GENER	AL AVIATION)	Aircraft Damage			Injur	tes	
		SUBSTANTIAL		Fata!			None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL - SOLO	Fire	Crew	o)) 0	0	4
		NONE	Pass	ō	2	0	0
Accident Occurred During -LANDING			Other		· · · · · · · · · · · · · · · · · · ·	0	0
Aircraft Information		And the second second					
Make/Model - FIPER PA-38-112	Eng Make	e/Model - LYCOMING O	-235-L2C	ELT			
Landing Gear - TRICYCLE-FIXED	Number (Engines - 1		Stal	1 Warning S		ES
Max Gross Wt - 1670 No. of Seats - 2		Type - RECIPROCAT ower - 112 HP	ING-CARBURE	luk weat	ner kadar -	NU	
No. of Seats - 2	Rateo Po	ower - 112 HP					
Environment/Operations Information							
Weather Data	Itinerary			,	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNI Method - TELEPHONE	K Last Depa WATERLO	arture Point		ON AIR	PORT		
Completeness - FULL	Destination			Airport Da	-+ -		
Basic Weather - VMC	DUBUQUI		,	•	ata E muni cipal		
Wind Dir/Speed- 210/015 KTS		<u> </u>			Ident -		
Visibility - 15.0 SM	ATC/Airspac	-		,	Lth/Wid -		150
Cloud Conditions(1st) - UNK/NR		Flight Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of (Clearance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type App	reach Flown - CONTAC	Ŧ				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	4 00	881:3	0	- \/41.70	MEDICAL	TUEDO (1 704)	
Certificate(s)/Rating(s)	Age - 38 Biennial Fligh		Certificate	t Time (H		I VEK2/ LIMI	i. i
STUDENT	Current	- N/A Tot	al -	23	Jurs) Jaca Od	Hre -	1
31002111		ce - N/A Mak	al - e/Model- trument-	23	Last 30	Davs- UNA	C/NR
	Aircraft Ty	vpe - N/A Ins	trument-	0	Last 90	Davs-	16
						·	
Instrument Rating(s) - NONE							
Varrative							
STUDENT PILOT WAS ON A SOLO CROSS-COUNTR'	Y FLIGHT. AFTER	ARRIVING AT DUBUQUE	. HE LANDED	ON RUNWA	Y 18. THE		
ENT STATED THAT THE WIND WAS FROM 230 DE						THE	

File No. - 311 4/24/82 DUBUQUE,IA A/C Reg. No. N2586B Time (Lc1) - 1125 CST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. WEATHER CONDITION GUSTS
- 3. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 4. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

File No 355 4/29/82 E	File No 355 4/29/82 ESTHERVILLE,IA			T -	Time (Lc1) - 0935 CDT				
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries Fatal Serious Minor No						
Type of Operation -PERSONAL		Fire	Crew				1		
Flight Conducted Under -14 CFR 9		NONE	Pass	Õ	0 0 0		Ö		
Accident Occurred During -LANDING			Other	0	0	0	0		
-Aircraft Information									
Make/Model - PIPER PA-28-180	Eng Make	/Model - LYCOMING D	-360-A4A	ELT :					
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	Warning	System - L	INK/NR		
Max Gross Wt - 2400	Engine (ype - RECIPROCAT	ING-CARBURET	OR Weat	ner Radar	- NO			
No. of Seats - 4	Rated Po	wer - 180 HP							
-Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary	rture Point			Proximity				
Wx Briefing - NO RECURD OF BRIE	ring Last Depa HUMBOLT			ON AIR	PURI				
Completeness - N/A	Destinatio	•	A	irport Da	a+a				
Basic Weather - VMC		ILLE, IA	-		/ILLE MUNI	7			
Wind Dir/Speed- 170/010 KTS		,			Ident				
Visibility - 8.0 SM	ATC/Airspac					- 4800/	75		
Cloud Conditions(1st) - 8000 FT	UNK/NR Type of F	light Plan - NONE		Runway	Surface	- ASPHALT			
Cloud Conditions(2nd) - UNK/NR	Type of C	learance - NONE		Runway	Status	- DRY			
Obstructions to Vision- UNK/NR	Type Appr	learance - NUNE oach Flown - VISUAL	FULL CIRCUI	T					
Precipitation ~ NONE									
Condition of Light - DAYLIGHT		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~ **						
-Personnel Information									
Pilot-In-Command	Age - 49	Medical	Certificate	- VALID	MEDICAL-V	VAIVERS/LIM	1IT		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (No	ours)		_		
PRIVATE	Current	- YES 10ti	a!	135	Last	24 Hrs -	0		
SE LAND	Months Sinc	- YES Tota e - 11 Mak pe - UNK/NR Ins	e/Model-	j d	Last	BO Days-	0		
	Aircraft ly	pe - UNK/NK INS	trument-	š	Last	O Days-	0		
Instrument Rating(s) - NONE									
-Nonnotive									
-Narrative	AND WAS ELVING FOR P	DACTICE AND TO DECO	WE CHOOSEN	DUSTRIC 1 (TO CHARGINA	ıe			
DII NT WAN ANT ELDWAL END NVED ON NAVE .	AIND MAD LEITING LOK L					, <u>C</u>			
PILOT HAD NOT FLOWN FOR OVER 90 DAYS A	TO SO SEET AND THEN	LAME DUMM HARD ON .	アルご かいくこ じこり	D THE MO	146 6500				
PILOT HAD NOT FLOWN FOR OVER 90 DAYS / CRAFT BOUNCED BACK IN THE AIR ABOUT 20 LED AND THE PLANE SLID TO A STOP ON IT:		CAME DOWN HARD ON	THE NOSE GEA	R. THE NO	JSE GEAR				

4/29/82 ESTHERVILLE, IA A/C Reg. No. N2134R Time (Lc1) - 0935 CDT File No. - 355 HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LEVEL OFF - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2

File No 329 5/01/82 NEVAD	A,IA A/C	Reg. No. N118	94 	T	ime (Lc1)	- 1630 (DT
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS		Crew Pass Other	Fata1 0 0 0	Inj Serious O O	uries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 ' No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		Stal	l Warning	System -	ed - YES/Y UNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi IOWA CITY,IA Destination NEVADA,IA ATC/Airspace Type of Flight Pla Type of Clearance Type Approach Flow	in - NONE - NONE	Ai	OFF AII rport Da MUNICII Runway Runway Runway Runway Runway Runway		IP . - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 38 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Cer Total Make/Mod Instrumo	Flight 7 - 8 del- 8	Time (Ho 83 83	ours) Last : Last :	NO WAIVER 24 Hrs - 30 Days- 90 Days-	0
Instrument Rating(s) - NONE							

File No. - 329 5/01/82 NEVADA, IA A/C Reg. No. N11894 Time (Lc1) - 1630 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER DECISION.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

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 Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION)	Aircraft [Damage		Injur	ies	
Type operations see the real content (actions)		SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -HUNTING		Fire	Crew	0	0	0 .	· 1
Flight Conducted Under -14 CFR 91		NONE	Pass	_	0	0	0
Accident Occurred During -MANEUVERING		. 4	0the:	· 0			
Aircraft Information							
Make/Model - HUGHES 269C			MING HIO-360-D1A		Installed/A		
Landing Gear - SKI Max Gross Wt - 2050		Engines - 1	- FUEL INJECTE		1 Warning S ther Radar -		NU
No. of Seats - 3			OS HP	wear	mer kadar -	NU	
Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		parture Point			RPORT/STRIF	,	
Method - N/A	SUBLET			011 A	INFORT/STRIF		
Completeness - N/A	Destinati	•		Airport [Data		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 225/009 KTS				Runway	/ Ident -	- N/A	
Visibility - 25.0 SM	ATC/Airspa				/ Lth/Wid -		
Cloud Conditions(1st) - 10000 FT BROKE					/ Surface -		
Cloud Conditions(2nd) - NONE		Clearance - 1		Runway	/ Status -	- N/A	*
Obstructions to Vision- NONE	Type App	roach Flown - I	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 52		edical Certifica			AIVERS/LIM	MIT
	Biennial Fligh Current	T REVIEW - YES		nt Time (F 510		L Una	10
PRIVATE SE LAND					Last 24		10 86
HELICOPTER	Municipa 311	Type - H-3000	Make/Model- Instrument-	430	Last 30 Last 90	Days-	126
HELIOOFTER	Anciaiti	, 11 300C	Tris trainerre	2	Rotorce	raft -	430
Instrument Rating(s) - NONE							
Namakina							
Narrative PURPOSE OF THE FLIGHT WAS FOR PREDATOR (CC	VOTE) CONTROL	THE DILOT WAS	C FOLLOWING A CO	/OTF AT 4	LOW-ALTITUE	\r	
PURPUSE OF THE FLIGHT WAS FUR PREDATOR (CC							
BRUSH LIMBS AND THE PILOT LOST DIRECTIONAL						۱.	

File No. - 230 1/15/82 S.E. OF MALTA, ID A/C Reg. No. N58203 Time (Lc1) - 0845 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAXI - AERIAL

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED

2. TERRAIN CONDITION - HIGH VEGETATION

3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

4. IMPROPER DECISION, DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 ROLL OVER Phase of Operation TAXI - AERIAL

----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	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -OTHER	* Fire	Crev		5er 10us 0	MITTOR	None 2
Flight Conducted Under -14 CFR 133	NONE	Pass	•	Ô	Ö	ō
Accident Occurred During -LANDING	··-·-	Othe	_	Ö	Ö	Ö
Aircraft Information					:	
Make/Model - SIKORSKY S-58J	Eng Make/Model - WR			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			ll Warning S		10
Max Gross Wt - 12000	Engine Type - RE		RETOR Wear	ther Radar -	NO	
No. of Seats - 16	Rated Power -	1450 HP 				
Environment/Operations Information	T.A. i manana			Dunas dustas :		
Weather Data Wx Briefing - COMMERCIAL WX SERVICE	Itinerary Last Departune Point			Proximity [RPORT/STRIP		
Wx Briefing - COMMERCIAL WX SERVICE Method - RADIO	SAME AS ACC/INC		OFF A.	IKPUKI/SIKIP		
Completeness - FULL	Destination		Airport [)ata		
Basic Weather - VMC	LOCAL		Amport	, a t a		
Wind Dir/Speed- CALM			Runway	/ Ident -	N/A	
Visibility - 2.0 SM	ATC/Airspace			Lth/Wid -	N/A	
Cloud Conditions(1st) - 1000 FT OVER	CAST Type of Flight Plan	- NONE	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 - SNOW						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		tht Time (F		11	A
COMMERCIAL SE LAND	Months Since - 7	Total - Make/Model-	2597 467	Last 24 Last 30		4 24
HELICOPTER	Aircraft Type - S-58U			Last 90	,	160
HELICOFIER	All Clast Type 3. 380	Instrument C	HAK/IAK		,	2497
				ROTOLCI	a, (2451
Instrument Rating(s) - NONE						
Narrative						
AIRCRAFT WAS ENGAGED IN LOGGING OPERATION					OST	
R. AN AUTOROTATION WAS MADE INTO A CREEK I						

File No 2	27 1/22/82	NEAR KINGSTON, ID	A/C Reg. No. N97AR	Time (Lcl) - 1045 PST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - CO 2. MAINTENANCE -		R PERSON		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 3. AUTOROTATION -	PERFORMED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	dent

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-Basic Information	L AVIATION)	•	_		T 1		
Type Operating Certificate-NONE (GENERA		Aircraft Damag SUBSTANTIAL	е	Fatal	Inju 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
Aircraft Information							
Make/Model - CESSNA 340		el - CONTINENT	AL TSI0-520			Activated	
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800	Number Engine	es - 2 - RECIP - F	HEL INJECTED		ner Radar	System - U	NK/NK
No. of Seats - 6	Rated Power			weati	iei kagai	ONK/ NK	
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK				ON AIR	PORT		
Method - IN PERSON	SALT LAKE C	ITY,UT					
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - IMC	IDAHO FALLS	,ID		FANNING			
Wind Dir/Speed- 190/011 KTS Visibility500 SM	ATC/Airspace				Ident	- 20 - 9001/	150
Cloud Conditions(1st) - 400 FT INDE		t Dlan - IFD				- ASPHALT	150
	Type of Clear				Status		
Obstructions to Vision- FOG	Type Approach			···ar,ay	012120		
Precipitation - SNOW	,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51		1 Certificat			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (Ho			_
PRIVATE	Current -		tal -	727	Last 2	4 Hrs -	4
SE LAND, ME LAND	Months Since - Aircraft Type -	J Ma	ke/Model- strument-	335 128	Last 3	4 Hrs - O Days- UN O Days-	K/NR
	Aircraft Type -	Mu	lti-Eng -		Last 9	O Days-	11
Instrument Rating(s) - AIRPLANE							
-Narrative	II LIE BROKE OUT AT A	OUT 500 5T 10		D TIME !!=	DID 107		
PILOT REPORTED THAT DURING AN ILS APPROAC PERLY ARREST THE SINK RATE AND STRUCK THE						E	
GS THAT HAD ACCUMULATED DURING CLIMB-OUT O						E	
as that had accomplated buring climb out o	V DOVING W MIDDED WL	NOACH HIM! WA	S MADE ON A	L WEATOOD Y	TI RUACII.		

3/16/82 File No. - 325 IDAHO FALLS, ID A/C Reg. No. N340RA Time (Lc1) - 1820 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - SNOW 4. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. WING - ICE 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND ----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

File No 362 3/25/82	JEROME, ID	A/C Reg.	No. N222RP	Т	Time (Lc1)	- 1645 MST	
Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Injur		
T		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR Accident Occurred During -TAXI	91	NONE	Pass Other	0 0	0	0 0	0 0
Aircraft Information							
Make/Model - ROTORWAY SCORPION	TOO Eng Make/	Model - ROTORV	AY TRW-133	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - SKID		ngines - 1		Stal	Il Warning S	System - N	0
Max Gross Wt - 12500	Engine Ty		OCATING-CARBURET				
No. of Seats - 2	Rated Pow						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	•	ture Point RANCH,ID		ON AIR	RSTRIP		
Completeness - N/A	. Destination	1	A	irport D	ata		
Basic Weather - VMC	LOCAL			•	AY RANCH		
Wind Dir/Speed- 310/008 KTS						- UNK/NR	
Visibility - 30.0 SM	ATC/Airspace	<u>.</u>		•	Lth/Wid -		
Cloud Conditions(1st) - 4000 FT	SCATTERED Type of F1	ight Plan - NO	NF	-	Surface -		RF
Cloud Conditions(2nd) - 7000 FT					Status -		•••
Obstructions to Vision- NONE		ach Flown - NO			Status	<i>0.4.</i> (, 14.)	
Precipitation - NONE	Type Applic	aci, i lowii 140	NL .				
Condition of Light - DAYLIGHT							
Personnel Information	A						
Pilot-In-Command	Age - 25		ical Certificate) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			Time (H			
COMMERCIAL	Current	- YES		349	Last 24		. 3
SE LAND	Months Since	• - 1	Make/Mode1-	5	Last 30	Days- UN	K/NR
HELICOPTER	Arircraft Typ	e - UNK/NR	Instrument-	37	Last 90	Days-	100
					Rotorc	aft -	54
Instrument Rating(s) - AIRPLA	NE						
HE PILOT WAS FAMILIARIZING HIMSELF WITH	THE HOME PULL THE TOO	DTED ACTED UN	VEDING IN ONE OF	NEDAL AD	EA EOD		
BOUT 45 MINUTES, HE DECIDED TO HOVER TO							
						JNAL	
IFT AT ABOUT 20 KNOTS WHILE HOVERING FO							
IGHT CYCLIC FAILED TO CORRECT THE ROLL.							
AIN ROTOR BLADE AND LEFT SKID. FOR SOLO							
EIGHTS MUST BE ATTACHED TO THE RIGHT SK							
ADE THOSE ALTERATIONS PRIOR TO FLIGHT.							
ERE THROWN FREE OF THE HELICOPTER. INSU	FFICIENT DATA WAS AVAI	LABLE TO ASCER	TAIN THE AIRCRAF	T'S CENT	ER-OF-GRAVI	TY	
T THE TIME OF THE ACCIDENT. THE FLIGHT	CONTROLS HAD RETAINED	THEIR CONTINUI	TY. THE ELEVATIO	N WAS AB	OUT 3700 FT		

File No. - 362 3/25/82 JEROME,ID A/C Reg. No. N222RP Time (Lc1) - 1645 MST

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

Finding(s)

1. OBJECT - HIGH DENSITY ALTITUDE

2. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAXI - AERIAL

----Probable Cause----

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

File No 291 1/24/82 WHEEL	ind, it	g. No. N6492V 		fime (Lc1)		
Type Operating Certificate-NONE (GENERAL		_		Inju		
Type of Operation -PERSONAL	SUBSTAN Fire		Fatal O			None
Flight Conducted Under -14 CFR 91	Fire ON GROU	Crew ND Pass	0	0	0	1
Accident Occurred During -STANDING	UN GROU	Other			0	0
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		Sta	Warning	System -	
NO. Of Seats - 4	Rated Fower -	180 HP				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AII	Proximity RPORT		
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		PAL W			
Wind Dir/Speed- 270/012 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -			/ Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Approach Flown -		Runway	/ Status	- N/A	
Personnel Information						
Pilot-In-Command		Medical Certificat			AIVERS/LI	MIT
	Biennial Flight Review	Fligh	t Time (H	Hours)		
COMMERCIAL	Biennial Flight Review Current - YES Months Since - 1	Total -	302	Last 2	4 Hrs -	0
SE LAND	Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	62 78 3	Last 3	O Days- U O Days-	NK/NR 6 _.
Instrument Rating(s) - AIRPLANE						
Narrative HE PILOT STATED THAT AFTER THE AIRCRAFT WAS ! AS SHUT DOWN TO INVESTIGATE FROZEN BRAKE PAD! JRING CRANKING THE PILOT NOTICED SMOKE COMING ITHIN THREE MINUTES WAS ENGULFED IN FLAMES. N CONCENTRATION OF EXTREME HEAT IN THE ENGINE	S. AFTER THE BRAKE PADS WERE G FROM UNDER THE INSTRUMENT WRECKAGE EXAMINATION REVEALE	FREED THE ENGINE PANEL. THE AIRCRAF	WAS RESTA	ARTED AND ACUATED AND	_	

File No. - 291 1/24/82 WHEELING,IL A/C Reg. No. N6492V Time (Lc1) - 1000 CST

Occurrence FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. FUSELAGE,CREW COMPARTMENT - FIRE
2. FUSELAGE,CREW COMPARTMENT - UNDETERMINED

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

File No 346 2/1	13/82 ALTAN	MONT, IL	A/C Reg.	. No. N9447U		Time (Lc1)	2000 CS	г
Basic Information Type Operating Certificate	e-NONE (GENERA	AL AVIATION)	Aircraft [SUBSTANT]	3	Fatal	Inju Serious	ies Minor	None
Type of Operation	-PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING			Othe	r 0	0	0	0
-Aircraft Information								
Make/Model - CESSNA 150				INENTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-F	IXED		ingines - 1			ll Warning S		JNK/NR
Max Gross Wt ~ 1600		Engine T		PROCATING-CARBUR	ETOR Weat	ther Radar ·	· NO	
No. of Seats - 2		Rated Po	ower - 10	00 HP				
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		· ·	arture Point		OFF A	IRPORT/STRI	•	
Method - UNK/NR		EFFINGH	•					
Completeness - UNK/NR		Destination			Airport [Data		
Basic Weather - VMC		VANDALI	A,IL			-		
Wind Dir/Speed- 200/014		ATO /A /	_		•		N/A	
Visibility - 4.0		ATC/Airspac		IONE		/ Lth/Wid		
Cloud Conditions(1st) - Cloud Conditions(2nd) -			Flight Plan - N Clearance - N		-	y Surface	*	
			roach Flown - N		Runway	y Status ·	- N/A	
Obstructions to Vision- Precipitation -		Type Appi	Oach Flown - I	NOINE				
Condition of Light -	NIGHT (DARK)							
Pilot-In-Command		Age - 37	Me	edical Certifica	te - VALI	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight			ht Time (,	
COMMERCIAL, CFI		Current	- UNK/NR	Total -		·	Hrs -	5
SE LAND, ME LAND			e - UNK/NR	Make/Model-			Days- UN	
			pe - UNK/NR	Instrument-		Last 90	•	126
		•		Multi-Eng -	2000		•	
<pre>Instrument Rating(s)</pre>	- AIRPLANE							
Narrative								
OUT FIVE TO TEN MINUTES AFTER		The state of the s						
LOT ELECTED TO LAND IN A LIGHT								
RCRAFT STRUCK A TREE WHICH DAM GINE BEGAN RUNNING. THE PILOT								
SINE BEGAN RUNNING. THE PILOT SNOW. AFTER TOUCHDOWN THE NOS							. 3	
SNOW. AFTER TOUCHDOWN THE NOS VESTIGATION REVEALED THAT THE								
ULD HAVE BEEN DIVERTED FROM TH							ONS	
FAILURES. THE TEMPERATURE AND					WEOLINIATON	AL MALI DINCI	. 0.143	
TATEORES. THE TEMPERATURE AND	, DEM FOIRT ME	.ne zi AND 10 Dec	aneco, Neoreori					
								

File No 34	6 2/13/82	ALTAMONT,IL	A/C Reg. No. N9447U	Time (Lc1) - 2000 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. ANTI-ICE/DE-ICE 2. UNDETERMINED	•	DE-ICE - DETERIORATED		
Occurrence #2 Phase of Operation		ATTERN - BASE TO FINAL		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	ION WITH OBJECT ATTERN - BASE TO FINAL		
Finding(s) 3. LIGHT CONDITION 4. OBJECT - TREE(S)				
Occurrence #4 Phase of Operation		SED		
Finding(s) 5. TERRAIN CONDITIO 6. LANDING GEAR,NOS				
Probable Cause	-			
The National Transporis/are finding(s) 2	tation Safety Boar	rd determines that the	Probable Cause(s) of this accid	ent

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

-Basic Information	L AVIATION)	Aircraft Damage			Inju	nios	
Type Operating Certificate-NONE (GENERA	L AVIATION)	DESTROYED		Fatal			Non
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	ō	Ō	Ó
Accident Occurred During -TAXI			Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-22-150		odel - LYCOMING 0-32	20	ELT :	Installed/	Activated	- YES/
Landing Gear - TRICYCLE-FIXED	Number Eng			Stal	i Warning	System - Y	ES
Max Gross Wt - 1950		- RECIPROCATING	G-CARBURE	TOR Weath	ner Radar	- NO	
No. of Seats - 4	Rated Power	-					
-Environment/Operations Information							
Weather Data	Itinerary	Daint		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departo ROCKFORD.			ON AIR	PURI		
Completeness - N/A	Destination	. L		Airport Da	a+a		
Basic Weather - VMC	UNKNOWN				ROCKFORD		
Wind Dir/Speed- 280/040 KTS					Ident		
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flig	ght Plan - NONE		Runway	Surface	- MACADAM	
Cloud Conditions(2nd) - NONE	Type of Clea	arance - TOWER		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approac	ch Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information					**********	0 14 74 500 /	
Pilot-In-Command	Age - 55					O WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Ro		Filgn	t Time (Ho		4 Hrs -	1
SE LAND			Model-	1500	Last 3	O Dave-	19
SE EAIND	Months Since Aircraft Type	- PA-22 Instru	ument-	200	Last 9	O Days O Days-	48
	A11 01 01 1 1 1 1 1 1 1	7.7. 22 27.000		200	2.01	0 0 0 0 0	
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT HAD TAXIED TO RUNWAY 24. WHILE MAKI	NG A THEN TO PUNITE	THE WIND PICKED HE	THE RIG	HT WING AM	ND TATI		
FLIPPED THE PLANE OVER ON ITS BACK.	TO NOTO	wind rioned or	THE RIG	HING A			

File No. - 222 3/13/82 ROCKFORD,IL A/C Reg. No. N2470P Time (Lc1) - 1245 CST

Occurrence

NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND

2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

File No 345 3/23/82 W	HEELING, IL	A/C Reg. No.	N7 14KR	Т	ime (Lc1)	- 1815 CST	-
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage)	Fatal	Injur Serious		None
Type of Operation -INSTRUCT	IONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	0	Ō	Ō	0
Accident Occurred During -LANDING			Other	0	Ō	Ō	Ō
Aircraft Information							
Make/Model - CESSNA 150	Eng Make	/Model - CONTINENTA	AL 0-200A	ELT	Installed/A	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	1 Warning S	System - Y	ES
Max Gross Wt - 1600	Engine T	ype - RECIPROCAT	ING-CARBURE	TOR Weat	her Radar -	- NO	
No. of Seats - 2		wer - 100 HP					
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depa	rture Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE	OSHKOSH	,WI					
Completeness - PARTIAL, LMTD BY F	CSTR Destination	า		Airport D	ata		
Basic Weather - VMC	PALWAUK	EE,IL		•			
Wind Dir/Speed- 220/015 KTS				Runwav	Ident -	- N/A	
Visibility - 25.0 SM	ATC/Airspace	•			Lth/Wid -	- N/A	
Cloud Conditions(1st) - 3000 FT	SCATTERED Type of F	light Plan - VFR		,	Surface -	•	
Cloud Conditions(2nd) - NONE		learance - UNK/NR	?		Status -		
Obstructions to Vision- NONE	Type Appr	pach Flown - CONTAC	T	,	•		
Precipitation - NONE	<i>3.</i>						
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 39	Medical	Certificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			t Time (H		-,	
STUDENT	Current	- N/A Tot	al -	-		4 Hrs -	5
	Months Since	∍ - N∕A Mak	ke/Model-	68	Last 30		5
	Aircraft Typ		•	1	Last 90	•	5
Instrument Rating(s) - NONE							
THE STUDENT PILOT DEPARTED WHEELING, IL OF PILOT REFUELED WITH 17.7 GALLONS OF 100 OF REAR MILWAUKEE, HE NOTED THAT THE RIGHT FOONTINUED ON TOWARD HIS DESTINATION, AND LATER, THE ENGINE SPUTTERED AND FINALLY LOLL, THE PLANE STRUCK A ROW OF HEDGES.	CTANE LOW-LEAD GASOL UEL GAUGE INDICATED SIX MILES NORTH OF TI OST POWER. THE PILO	INE AT DUBUQUE, BUT 1/2 FULL AND THE LE HE AIRPORT, HE WAS I LANDED IN A FIELD	DID NOT REI FT GAUGE SHO CLEARED TO D D, BUT AT THO	FUEL AT O OWED EMPT LAND. A E END OF	SHKOSH. Y. THE PIL FEW MINUTES	5	

File No 3	45 3/23/82 	WHEELING, IL	A/C Reg.	No. N714KR	Time (Lc1) - 1815 CST	
Occurrence #1 Phase of Operation			AL			
	NNING/PREPARATION	- INADEQUATE - PILO ROPER - PILOT IN CO	MMAND			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN			i	
Occurrence #3 Phase of Operation		ION WITH TERRAIN		-		
Finding(s) 4. TERRAIN CONDITI	ON - HIGH VEGETATI					
Probable Cause						
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause	(s) of this acci	dent	
Factor(s) relating t	o this accident is	/are finding(s) 4				

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	ie			ıries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass Other	0	0	0	0
Accident Occurred During -TAKEOFF			other	0		0	
Aircraft Information							
Make/Model - CESSNA 180		/Model - CONTINENT				Activated	
Landing Gear - TAILWHEEL-ALL FIXED						System - U	NK/NR
Max Gross Wt - 2550		ype - RECIPROCA		OR Weat	her Radar	- UNK/NR	
No. of Seats - 4	Rated Po	wer - 230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - UNK/NR		rture Point		ON AIR	STRIP		
Method - UNK/NR	SAME AS	ACC/INC					
Completeness - UNK/NR	Destination		4	irport [
Basic Weather - VMC	VANDALI	A,IL			E STRIP		
Wind Dir/Speed- 250/005 KTS					/ Ident	- 27	
Visibility - 15.0 SM	ATC/Airspac					- 1200 -U	
Cloud Conditions(1st) - NONE		light Plan - NONE				- GRASS/TU	RF
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	/ Status	- SOFT	
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command		Medica	1 Certificate			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	: Time (F			
PRIVATE	Current		tal -	_	Last 2		2
SE LAND		C 014117 1411 1410	inc) model			O Days- UN	K/NR
•	Aircraft Ty	pe - UNK/NR In	strument-	1	Last 9	O Days-	28
Turatuumant Battur(a) NONE							
Instrument Rating(s) - NONE							

File No. - 278 4/01/82 NOKOMIS, IL A/C Reg. No. N4936A Time (Lc1) - 1345 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAKEOFF ----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 (GEN	ERAL AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN	TIAL	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				
Aircraft Information						
Make/Model - ERCOUPE 415-C	Eng Make/Model - CON	TINENTAL C-75		Installed/		•
Landing Gear - TRICYCLE-FIXED	Number Engines - 2			1 Warning		NK/NR
Max Gross Wt - 1260	- 5 7,	IPROCATING-CARBURE	TOR Weat	her Radar	- UNK/NR	
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	INDIANAPOLIS, IN					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	BROWNSBURG, IN		BROWNS	-	20	
Wind Dir/Speed- 240/008 KTS Visibility - 15.0 SM	ATC/Airspace			/ Ident / Lth/Wid	- 22 - 2450 -!!	NIV /NID
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface		
Cloud Conditions(13t) NONE	Type of Clearance -				- UNK/NR	101
Obstructions to Vision- NONE	Type Approach Flown -			012120	C ,	
Precipitation - NONE	,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certificat	e - VALID	MEDICAL-N	D WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (F			
PRIVATE	Current - YES	Total -			4 Hrs -	. 3
SE LAND	Months Since - 3	Make/Model-	19		Days- UN	•
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	50	Last 9	•	15
		Multi-Eng -	250	ROTORCI	raft -	695
Instrument Rating(s) - NONE						
Narrative	ADDDOAGU FOR LANDING USES S	ULL CARRUPETOR MEA	T AND OLD	ADED LITE		
E PILOT REPORTED THAT DURING HIS VISUAL GINE DURING THE BASE TURN. WHILE ENTERIN	APPRUACH FUR LANDING, HE USED F C DIC EINAL ADDDOACH DE WAS TO	OFF CARROKFION HEV	I AND CLE	AKED HID		
GINE DURING THE BASE TURN. WHILE ENTERIN OO RPM FOR ABOUT 10 TO 20 SECONDS. HE RE						
WER, THE POWER WOULD NOT INCREASE. THE A						
S EIGHT DEGREES FAHRENHEIT. AN EXAMINATI				EATLURE		

File No 3	75 2/06/82	BROWNSBURG, IN	A/C Reg. No. N93607	Time (Lc1) - 1645 EST
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROAC	н	
Finding(s) 1. UNDETERMINED 2. WEATHER CONDITION	DN - TEMPERATURE E	XTREMES	·	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITION	ON - SNOWBANK			
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	o this accident is	/are finding(s) 2.3		

File No 224 3/04/82 V	ALPARAISO, IN	A/C Re	eg. No. N34EE		Time (Lcl)	- 2356 CS	Т
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft SUBSTAN	: Damage	Fatal	Inj Serious	uries Minor	None
Type of Operation -BUSINESS		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pass	-	Ö	Ö	i
Accident Occurred During -LANDING	'		Other	-	ŏ	ŏ	ó
Aircraft Information	•						
Make/Model - PIPER PA-30			OMING IO-320-B1A			/Activated	
Landing Gear - TRICYCLE-RETRACTABL						System -	YES
Max Gross Wt - 3725	Engine Typ		IP - FUEL INJECTE) Wea	ther Radar	~ NO	
No. of Seats - 4	Rated Powe	r -	160 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depart			ON AII	RPORT		
Method - TELEPHONE	CHICAGO, I	L					
Completeness ~ FULL	Destination			Airport l	Data		
Basic Weather - VMC	VALPARAIS	O,IN		PORTE	R COUNTY		
Wind Dir/Speed- 090/015 KTS				Runway	y Ident	- 09	
Visibility - 6.0 SM	ATC/Airspace			Runway	y Lth/Wid	- 6000/	150
Cloud Conditions(1st) - 2000 FT	OVERCAST Type of Fli	ght Plan -	IFR	Runwa	y Surface	- ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of Cle	arance -	RADAR ADVISORIES	Runwa	y Status	- ICE	
Obstructions to Vision- NONE	Type Approa				,		
Precipitation - FREEZING	2, , ,						
Condition of Light - NIGHT (DA							
Personnel Information							
Pilot-In-Command	Age - 23		Medical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			nt Time (H	•		
ATP	Current	- YES	Total -	2613	Last	24 Hrs -	4
SE LAND, ME LAND	Months Since	- 1	Make/Model-	29	Last	30 Days-	0
	Aircraft Type	- PA-30	Instrument-	346	Last	90 Days-	39
			Multi-Eng -	1114		-	
			3				
Instrument Rating(s) - AIRPLAN	E						•
Narrative							
	THE CONDITIONS AFTER H	E LIAD CANG	ELED LIE TED ELTO	IT DI 441 41	UD 1140 TUE		
HE PILOT REPORTED ENCOUNTERING SEVERE IC							
IRPORT IN SIGHT. AT THAT POINT, HE FELT						СН	
AS FLOWN AT 120 MPH WITH NO FLAPS. AS TH							
OWER, THE PILOT WAS UNABLE TO STOP THE D							
N THE AIR AGAIN. THE PILOT RETRACTED THE							
OVERED WITH ICE, BUT HE WAS ABLE TO SEE				NDOW. THE	PLANE WAS		
ANEUVERED TO THE TAXIWAY AND LANDED AT A	HIGH DESCENT RATE WIT	H THE GEAR	UP.				

File No. - 224 3/04/82 VALPARAISO, IN A/C Req. No. N34EE Time (Lc1) - 2356 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 **UNDERSHOOT** Phase of Operation APPROACH Finding(s) 3. WING - ICE 4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - PERFORMED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE 7. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND 8. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND 9. LIGHT CONDITION - DARK NIGHT ----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) 1,6,7,9

File No 223 3/08/82	3/82 CHARLESTOWN,IN A/C		eg. No. N66252			Time (Lc1) - 2000 EST			
-Basic Information									
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		atal	Inju Serious	ies Minor	None		
Type of Operation -PERSON	A I	Fire	Crew	0	0	M 11101	· None		
Flight Conducted Under -14 CFR		NONE	Pass	Ö	Ö	0	Ö		
Accident Occurred During -LANDIN		NONE	Other	ŏ	Ö	0	ő		
-Aircraft Information									
Make/Model - CESSNA 150	Eng Make	/Model - CONTINENTAL	0-200-A	ELT 1	nstalled/	ctivate	ed - YES/N		
Landing Gear - TRICYCLE-FIXED	Number E	ingines - 1		Stall	Warning S	System -	· YES		
Max Gross Wt - 1600	Engine T	ype - RECIPROCATIN	IG-CARBURETOR	≀ Weath	ner Radar ·	· NO			
No. of Seats - 2	Rated Po	wer - 100 HP							
-Environment/Operations Information-									
Weather Data	Itinerary				roximity				
Wx Briefing - FSS		rture Point		OFF AIR	RPORT/STRI	•			
Method - TELEPHONE	CLARKBU	IRG, WV							
Completeness - UNK/NR	Destinatio		Air	port Da	ata				
Basic Weather - VMC	JEFFERS	ONVILLE, IN							
Wind Dir/Speed- 180/012 KTS						· N/A			
Visibility - 15.0 SM	ATC/Airspac				Lth/Wid	- N/A			
Cloud Conditions(1st) - 25000 F				Runway	Surface ·	- N/A			
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway	Status ·	- N/A			
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE							
Precipitation - NONE									
Condition of Light - NIGHT (BRIGHT)								
-Personnel Information									
Pilot-In-Command	Age - 18		Certificate -) WAIVER	RS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight		Flight 1						
PRIVATE	Current		i - 11		Last 24	Hrs -	8		
SE LAND	Months Sinc	e - 23 Make/	'Mode1- 5	3	Last 30	Days-	UNK/NR		
	Aircraft Ty	pe - C-150 Instr	rument-	2	Last 90	Days-	8		
Instrument Rating(s) - NONE									
-Narrative PILOT REPORTED THAT HE RAN OUT OF FI LD AT NIGHT. DURING THE LANDING. THE		FLIGHT. HE MADE AN E	MERGENCY LAN	IDING IN	AN OPEN				

File No 2	23 3/08/82	CHARLESTOWN, IN	A/C Reg. No. N66252	Time (Lc1) - 2000 EST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT		INACCURATE - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 3. LIGHT CONDITION	- NIGHT			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is	/are finding(s) 3		

	3/82 FORT WA	YNE, IN	A/C Reg. No. N	2374F 	T 	ime (Lc1)	- 1820 EST	
-Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft Damage			Inju		
			Aircraft Damage DESTROYED Fire		Fatal			None
Type of Operation		- SOLO	Fire	Crew	0	-	0	1
Flight Conducted Under			NONE		0	0	0	0
Accident Occurred During	-LANDING			Other		0	0	o
-Aircraft Information	_				_			
Make/Model - PIPER PA-3		Eng Make/Mode	e1 - LYCOMING O- es - 1	235	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-F	IXED	Number Engine	es - 1		Stal	l Warning !	System - Y	ES
Max Gross Wt - 1670		O 7.	- RECIPROCATI	NG-CARBURET	DR Weat	her Radar	- NO	
No. of Seats - 2		Rated Power	- 100 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departur			ON AIR	PORT		
Method - TELEPHON	E	SAME AS ACC	/ INC	_				
Completeness - PARTIAL,	LMTD BY PILOT			Α	irport Da			
Basic Weather - VMC		LOCAL			SMITHF			
Wind Dir/Speed- 230/007		ATO (A 1				Ident		
Vicibility - 10.0	CM	ATC/Airspace	L Diam MONE		Dunuav	Lth/Wid	- 3367/	50
Visibility - 10.0 Cloud Conditions(1st) -	SM 4000 FT SCATTE	RED Type of Fligh	t Plan - NONE		Runway Runway	Lth/Wid Surface	- 3367/ - MACADAM	50
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) -	SM 4000 FT SCATTE UNK/NR	RED Type of Fligh Type of Clears	ance - NONE		Runway Runway Runway	Lth/Wid	- 3367/ - MACADAM	50
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision-	SM 4000 FT SCATTE UNK/NR NONE	RED Type of Fligh Type of Clears	t Plan - NONE ance - NONE Flown - VISUAL		Runway Runway Runway	Lth/Wid Surface	- 3367/ - MACADAM	50
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation -	SM 4000 FT SCATTE UNK/NR NONE NONE	RED Type of Fligh Type of Clears	ance - NONE		Runway Runway Runway	Lth/Wid Surface	- 3367/ - MACADAM	50
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision-	SM 4000 FT SCATTE UNK/NR NONE NONE	RED Type of Fligh Type of Clears	ance - NONE		Runway Runway Runway	Lth/Wid Surface	- 3367/ - MACADAM	50
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL	FULL CIRCUI	Runway Runway Runway T	Lth/Wid Surface Status	- 3367/ - MACADAM - DRY	
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light Personnel Information Pilot-In-Command	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI	Runway Runway Runway T 	Lth/Wid Surface Status	- 3367/ - MACADAM - DRY	
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light - Personnel Information Pilot-In-Command	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Fligh Type of Clear Type Approach	ance - NONE Flown - VISUAL Medical	FULL CIRCUI Certificate Flight	Runway Runway Runway T - VALID Time (H	Lth/Wid Surface Status MEDICAL-W	- 3367/ - MACADAM - DRY	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light - -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Flight Type of Clears Type Approach ge - 35 iennial Flight Rev Current - Months Since - Aircraft Type -	Medical iew N/A N/A N/A Inst	FULL CIRCUI Certificate Flight 1 - /Model- rument- UNK	Runway Runway T - VALID Time (He 32 32 /NR	Lth/Wid Surface Status MEDICAL-Water ours) Last 24 Last 36 Last 96	- 3367/ - MACADAM - DRY AIVERS/LIM 4 Hrs - O Days- UNO O Days-	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Flight Type of Clears Type Approach ge - 35 idennial Flight Rev Current - Months Since - Aircraft Type -	Medical iew N/A N/A N/A Inst	FULL CIRCUI Certificate Flight 1 - /Model- rument- UNK	Runway Runway T - VALID Time (He 32 32 /NR	Lth/Wid Surface Status MEDICAL-Water ours) Last 26 Last 36 Last 96	- 3367/ - MACADAM - DRY AIVERS/LIM 4 Hrs - O Days- UNO O Days-	 IT
Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s)	SM 4000 FT SCATTE UNK/NR NONE NONE DAYLIGHT	RED Type of Flight Type of Clears Type Approach ge - 35 idennial Flight Rev Current - Months Since - Aircraft Type -	Medical iew N/A N/A N/A Inst	FULL CIRCUI Certificate Flight 1 - /Model- rument- UNK	Runway Runway T - VALID Time (He 32 32 /NR	Lth/Wid Surface Status MEDICAL-Water ours) Last 26 Last 36 Last 96	- 3367/ - MACADAM - DRY AIVERS/LIM 4 Hrs - O Days- UNO O Days-	 IT

File No 3	44 3/23/82	FORT WAYNE, IN	A/C Reg. No. N2374F	Time (Lc1) - 1820 EST
Occurrence #1 Phase of Operation				
	E OF EQUIPMENT/AIR		PERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 2		

File No 321 3/20/82 SAI	BETHA,KS A/O	Reg. No. N60761	Time (Lc1) - 1645 CST				
Basic Information	EDAL AVIATION)	- 61 Dames		T 1			
Type Operating Certificate-NONE (GEN		aft Damage	F-+-1	Injur		Mana	
Type of Operation -FERRY	SUBS Fire	TANTIAL Crew	Fatal O	Serious O	Minor	None	
Flight Conducted Under -14 CFR 91			0	-	0	1	
Accident Occurred During -LANDING	NONE	Pass Other	-	0	0	0	
Aircraft Information	- w / /w						
Make/Model - CESSNA 150		CONTINENTAL 0-200A		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines -			II Warning S		YES	
Max Gross Wt - 1600		RECIPROCATING-CARBURE	TOR Wea	ther Radar -	- NO		
No. of Seats - 2	Rated Power -	100 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS	Last Departure Poi	nt	ON AIR	RPORT			
Method - TELEPHONE	YORK, NE						
Completeness - FULL	Destination		Airport [Data			
Basic Weather - VMC	SABETHA, KS		SABETH	IA MUNI			
Wind Dir/Speed- 280/018 KTS	•		Runway	/ Ident -	- 01		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	- 2500/	40	
Cloud Conditions(1st) - 3000 FT SC	CATTERED Type of Flight Pla	n - NONE		Surface -		-	
Cloud Conditions(2nd) - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE	Type Approach Flow			010100			
Precipitation - NONE	() F = 1						
Condition of Light - DAYLIGHT							
Decision 1 Tables 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							
Personnel Information	A	Madia-1 0-15-1	- 1/41 75	MEDICAL NE	. WATVEDO	/	
Pij t-In-Command	Age - 33	Medical Certificat) WAIVERS/	CIMII	
Certificate(s)/Rating(s)	Biennial Flight Review	5	t Time (F				
PRIVATE	Current - YES	Total -		Last 24		1	
SE LAND	Months Since - 6	Make/Model-		Last 30			
	Aircraft Type - C-15	O Instrument-	4	Last 90	Days-	3	
Instrument Rating(s) - NONE							
Narrative							
HE PILOT INITIATED A LANDING APPROACH TO F							
NTERED FINAL APPROACH IN A CRAB AND WAS L							
DORIFT RIGHT. IT SETTLED TO THE GROUND							
	DED A SOET SPOT AND A GUST O	E WIND DAISED THE LEE	T WING AN	ID THE TATE			
TARLY STOPPED WHEN THE NOSEWHEEL ENCOUNTER HE PLANE FLIPPED OVER ONTO IT'S BACK.	(ED A 3011 3101 AND A 4031 0	WIND NAISED THE ELL	I WING AL	ID THE TALE.	•		

A/C Reg. No. N60761

Time (Lcl) - 1645 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS

File No. - 321

3. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND

3/20/82

IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

SABETHA.KS

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

- 5. TERRAIN CONDITION WET
- 6. TERRAIN CONDITION SOFT
- 7. WEATHER CONDITION UNFAVORABLE WIND

----Probable Cause----

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

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

Basic Information										
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None			
Type of Operation -BUSINESS		Fire	Crew				. 1			
Flight Conducted Under -14 CFR 9	ı	NONE	Pass	ŏ	ŏ	_	1			
Accident Occurred During -MANEUVER	NG		Other	0	0 0	0	0			
Aircraft Information										
Make/Model - CESSNA 172		/Model - LYCOMING O-								
Landing Gear - TRICYCLE-FIXED		ngines - 1			l Warning	System - l	JNK/NR			
Max Gross Wt - 2300		ype - RECIPROCATI	NG-CARBURE	TOR Weat	ner Radar	- NO				
No. of Seats - 4	Rated Po	wer - 160 HP								
Environment/Operations Information										
Weather Data	Itinerary				Proximity	_				
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRI	Р				
Method - N/A	NESS,KS									
Completeness - N/A Basic Weather - VMC	Destination	n		Airport Da	ата					
Wind Dir/Speed- 210/009 KTS	LOCAL			Dimin	Televak	A1 / A				
Visibility - 20.0 SM	ATC/Airspac	_				- N/A				
Cloud Conditions(1st) - 25000 FT					Lth/Wid Surface					
Cloud Conditions(1st) - 25000 FT (Type of C	logner - NONE		,		- N/A ; - N/A				
Obstructions to Vision- NONE	Type of C	oach Flown - NONE		Runway	Status	- N/A				
Precipitation - NONE	Type Appr	Oach Flown - Nune								
Condition of Light - DAYLIGHT										
Condition of Light - DATEIGHT										
Personnel Information				- 1/41 *5	WED-TOAL A		/. 			
Pilot-In-Command	Age - 39		Certificat			O MAINERS/	LTMII			
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Current		Filgn 1-	t Time (H		4 Uma -	2			
SE LAND		- YES TOTA								
SE LAND	Months 5ind	e - 11 Make, pe - UNK/NR Inst	rument-	400 .	Last 9	O Days- Ur	34			
	Aircraft Ty	pe - unk/nk Insti	rument-	U	Last 9	O Days-	34			
Instrument Rating(s) - NONE										
Alamant to a							·			
-Narrative		VALVE THE BALOT OF	TED TIME :	ETER DR-5:	THE THE	*1.1/5				
AIRCRAFT WAS FLOWN OUT TO AN OIL WELL					ING THE V	ALVE				
TURNED AROUND IN HIS SEAT TO SEE WHERE	THE VALVE HIT AND H	E RAN THE ATRORAFT IN	VIU THE GR	UUND.						

File No. - 259 3/22/82 JETMORE,KS A/C Reg. No. N4915F Time (Lc1) - 1240 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

- 1. ALTITUDE MISJUDGED PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

File No 384 5/09/82 HAYS,	KS A/C R	eg. No. N501A		Time (Lc1)	- 1620 CDT	
Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraf	t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -FERRY	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass Other	0	0 0	0 0	0 0
Aircraft Information Make/Model - BELLANCA 14-19 Landing Gear - TAILWHEEL FIXED-MAINS RI Max Gross Wt - 2600 No. of Seats - 4	Engine Type - RE		Sta	Installed// Il Warning S ther Radar -	System - U	
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point WANERLY.IA			Proximity IRPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC	Destination DENVER,CO	•	Airport I	Data		
Wind Dir/Speed- 190/018 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		
Cloud Conditions(1st) - 25000 FT BROKI Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EN Type of Flight Plan Type of Clearance Type Approach Flown	- NONE		y Surface - y Status -	- N/A - N/A	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 73 Biennial Flight Review	Medical Certificat	e - VALII t Time (I) WAIVERS/	LIMII
PRIVATE	Current - YES	Total -		Last 24	l Hre -	11
SE LAND	Months Since - 17	Make/Model-	11	Last 30	Davs- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	6	Last 90	Days-	10
Instrument Rating(s) - NONE						
Narrative HE PILOT HAD PURCHASED THE AIRCRAFT IN IOWA A N THE VICINITY OF HAYS, KANSAS, THE FUEL TANA LECTRIC BOOST PUMP AND TRIED TO START THE END ND THE PILOT ALSO OPERATING THE WOBBLE PUMP, N A WHEAT FIELD WITH ABOUT 30 GALLONS OF FUE	K HE WAS USING RAN DRY. HE GINE. WITH FUEL REMAINING I HE WAS UNABLE TO BUILD UP	SWITCHED TO ANOTHER N THE TANK, THE BOO FUEL PRESSURE. HE M	TANK, TI	JRNED ON THE OPERATING EELS-UP LAND	:	

File No 3	5/09/82	HAYS,KS	A/C Reg. No. N5	01A Ti	me (Lc1) - 16	20 CDT
Occurrence #1 Phase of Operation						
3. FUEL SYSTEM - UI	IMPROPER USE OF -					
Occurrence #2 Phase of Operation		OUCHDOWN		·		
Occurrence #3 Phase of Operation						
Finding(s) 5. WHEELS UP LANDIN	NG - PERFORMED - PI	LOT IN COMMAND				
Probable Cause	· -					
The National Transports/are finding(s) 1,2		d determines that t	the Probable Cause(s) of	this accident		

Type Operating Certificate-NONE (GENERA	AVIATION) Aircraft Damage			Injur		
		TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass	, 0	0	0	1
Accident Occurred During -LANDING	NONE	Othe		0	0	0
Aircraft Information						
Make/Model - CESSNA 152		YCOMING 0-235-L2C				
Landing Gear - TRICYCLE-FIXED		1		ll Warning S		NK/NR
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - F Rated Power -	RECIPROCATING-CARBUR	REIOR Wea	ither Radar -	- NO	
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information Weather Data	Itinanany		A d	. Du avidud t		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poir	^+		: Proximity :RPORT		
Method - N/A	SAME AS ACC/INC		ON A1	KFUKI		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		RUSSE	LLVILLE-LOGA	AN COUNTY	
Wind Dir/Speed- 240/008 KTS				,	- 24	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		60
Cloud Conditions(1st) - NONE	Type of Flight Plan		Runwa	y Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Approach Flowr			y Status -	- DRY	
Precipitation - NONE	Type Approach Flow	VISUAL FUEL CIRC	,011			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 17	Medical Certifica) WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) STUDENT</pre>	Biennial Flight Review Current - N/A	Total -	tht Time (1 Une -	0
STODENT		Make/Model-	16	Last 24	+ mrs - Davs- IIN	K/NR
	Months Since - N/A Aircraft Type - N/A	Instrument-	1	Last 90	Days UN Days-	12
Instrument Rating(s) - NONE						
Narrative						
STUDENT PILOT WAS ON HER SECOND SUPERVISE		ND GO LANDINGS. DURI COLLIDING WITH A DIT				

3/24/82 A/C Reg. No. N48952 File No. - 297 RUSSELLVILLE, KY Time (Lc1) - 1600 CST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - CONTINUED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 372 4/21/82 PAINTS	SVILLE, KY	A/C Reg. No. N	N600JR	т	ime (Lc1) -	1430 EST	
Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	S Fi	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 0
Accident Occurred During -LANDING	N	IONE	Other	-	0	0	0
Aircraft Information Make/Model - CESSNA 320A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power	- 2 - RECIP - FUE		Stal	Installed/A l Warning S her Radar -	ystem - U	
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 Basic Weather - VMC Wind Dir/Speed- 260/010 KTS Visibility - 0.0 Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE	Destination LOCAL ATC/Airspace Type of Flight Type of Clearan Type Approach F	Plan - NONE ce - NONE		Runway Runway Runway		ASPHALT	75
Condition of Light - DAYLIGHT 							
Pilot-In-Command	Age - 45 Biennial Flight Revie Current - U Months Since - U	w NK/NR Tota NK/NR Make	Flight al - e/Model-	t Time (H 1058 232	Last 24 Last 30	Hrs - Days- UN	5 K/NR
	Aircraft Type - U		rument- :i-Eng -	190 232	Last 90	Days-	39
Instrument Rating(s) - AIRPLANE							
Narrative IE PILOT REPORTED ENCOUNTERING WIND SHEAR AT RCRAFT CRABBED TO THE LEFT AND RIGHT RUDDER TEN FEET ABOVE THE RUNWAY AND TOUCHED DOWN IE WING SPARS, A MAIN GEAR ATTACH BRACKET, AN O DEGREES AT 10 GUSTING 15 KNOTS. ALSO, THE	WAS APPLIED. ALSO, HE HARD IN A NEAR LEVEL D THE ENGINE MOUNTS.	REPORTED THAT ATTITUDE. THER THE PILOT REPO	THE PLANE RE WAS SUBST ORTED THE SU	STALLED TANTIAL D URFACE WI	ABOUT SIX AMAGE TO ND FROM	HE	

File No. - 372 4/21/82 PAINTSVILLE,KY A/C Reg. No. N600JR Time (Lc1) - 1430 EST

Occurrence
Phase of Operation

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS
- 3. WEATHER CONDITION WINDSHEAR
- 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) 3,4

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

		ft Damage		Injur		
Type of Operation -PERSONA		ANTIAL Crew	Fatal O	Serious O	Minor O	Non 1
Flight Conducted Under -14 CFR		Pass	Ö	0	Ö	ó
Accident Occurred During -LANDING		Other	-	ŏ	ŏ	ŏ
ircraft Information						
Make/Model - CESSNA 172M		YCOMING 0-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines -	1 ECIPROCATING-CARBURE		1 Warning S		ES
No. of Seats - 4	3 7,	150 HP		ner kadar -		
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Departure Poin NORWOOD MA	t	ON AIR	PORT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	HAVERHILL, MA		HAVERH			
Wind Dir/Speed- UNK/NR					32	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		95
Cloud Conditions(1st) - 5000 FT Cloud Conditions(2nd) - NONE	Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type Of Crearance Type Approach Flown		Runway	Status -	WEI	
Precipitation - NONE	Type Approach From					
Condition of Light - DAYLIGHT						
ersonnel Information	A	Madianl Conticion	- VALTE	MEDICAL NO	WATVERS /	'I TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certificat	t Time (F		WAIVERS/	LIMII
PRIVATE	Current - YES	Total -		Last 24	Hrs -	1
SE LAND	Months Since - 5 Aircraft Type - UNK/N	Make/Model-	138	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/N	R Instrument-	0		•	
				Rotorcr	aft - UN	IK/NR
	•					
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						

File No. - 237 3/21/82 HAVERHILL,MA A/C Reg. No. N3644T Time (Lc1) - 1200 EST

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET

2. TERRAIN CONDITION - SOFT

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

----Probable Cause----

Type Operating Certificate-NONE (GENERA			F-4-1	Inju		M1
Type of Operation -PERSONAL	SUBSTAN Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	1
Accident Occurred During -LANDING	NONE	Othe	-	· ŏ	ŏ	ó
Aircraft Information						
Make/Model - CESSNA 150L	Eng Make/Model - CON	TINENTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			ll Warning S		/ES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type - REC Rated Power -	100 HP		tner kadar		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing + NO RECORD OF BRIEFING Method - N/A	Last Departure Point MANCHESTER,NH		ON AII	RPORT		
Completeness - N/A	Destination		Airport I			
Basic Weather - VMC	HAVERHILL, MA		HAVERI	. –		
Wind Dir/Speed- 160/008 KTS Visibility - 25.0 SM	ATC/Airspace			y Ident y Lth/Wid	- 14	05
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -	NONE		y Surface		95
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -			y Status		
Obstructions to Vision- NONE	Type Approach Flown -			,		
Precipitation - NONE	••					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 44	Medical Certifica	te - VALTI	O MEDICAL-W	ATVFRS/LTM	ATT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (,	
PRIVATE	Current - YES	Total -	134	Last 24	4 Hrs -	0
SE LAND	Months Since - 1	Make/Mode1-	35	Last 30 Last 90	O Days- UN	NK/NR
	Aircraft Type - UNK/NR	Instrument-	3			
				ROTORCI	raft - UN	NK/NR
Instrument Rating(s) - NONE						
Varrative				 		
R CALLING FOR LANDING INFORMATION ON UNIC	OM AND PECETVING NO REPLY TH	F PILOT FLECTED TO	I AND DI	IRING ROLL-O	OUT	

File No. - 279 3/25/82 HAVERHILL.MA A/C Reg. No. N10459 Time (Lc1) - 1525 EST

Occurrence Phase of Operation LANDING - ROLL

NOSE DOWN

Finding(s)

- 1. RADIO COMMUNICATIONS NOT RECEIVED PILOT IN COMMAND
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION TERRAIN/RUNWAY CONDITION
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft Dama			Inju	nies		
Type operating certificate-none (deneral	L AVIATION)	SUBSTANTIAL	ige	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0 .	Ō	Ö	6	
Accident Occurred During -LANDING			Other	0	0	0	0	
-Aircraft Information								
Make/Model - PIPER PA-32-301T		Model - LYCOMING	TS0-520-51AD	ELT 1		Activated		
Landing Gear - TRICYCLE-FIXED	Number Eng					System - Y	ES	
Max Gross Wt - 3600		e - RECIP -		Weatr	er Radar	- NU		
No. of Seats - 6	Rated Powe	er - 300 H	(P 					
-Environment/Operations Information								
Weather Data	Itinerary			Airport Proximity ON AIRPORT				
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point			UN AIRE	URI			
Completeness - PARTIAL,LMTD BY PILOT	CHANTILLY,VA Destination			Airport Da	+-			
Basic Weather - VMC	LEXINGTON PARK.MD			PARK HA				
Wind Dir/Speed- 180/012 KTS	LEXINGTON FARK, MD					- 18		
Visibility - 5.0 SM	ATC/Airspace					- 1800/ :	200	
Cloud Conditions(1st) - NONE	Type of F1	ight Plan - NONE				- GRASS/TU		
Cloud Conditions(2nd) - NONE	Type of Cle	earance - NONE		Runway	Status	- WET		
Obstructions to Vision- UNK/NR	Type Approa	ich Flown - NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 39		al Certificat			D WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight F			it Time (Ho		4 11	4	
PRIVATE	Current		otal - lake/Model-	250 41		4 Hrs - O Days- UN	1 //ND	
SE LAND	Aircraft Type		iake/Model- instrument-			Days- UN		
	AllClaft Type	: UNK/INK I	instrument	70		raft - UNI		
					KO (O) C	arc on	N/ INN	
Instrument Rating(s) - AIRPLANE								
PILOT STATED THAT WHILE DECELERATING THRO	HOLL ADDDOVIMATELY	EO KNOTS ON LAN	DING BOLLOUT	UE LOWEDER	THE NOCE			

File No. - 276 3/28/82 LEXINGTON PARK, MD A/C Reg. No. N81573 Time (Lc1) - 1310 CST

Occurrence Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 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) 2

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

File No 378 2/0	07/82 CANTO	ON, MI	A/C Reg	. No. N46733	Т	ime (Lc1)	- 1530 ES	T
Basic Information Type Operating Certificate	e-NONE (GENERA	AL AVIATION)	Aircraft SUBSTANT	_	Fatal	Inju Serious	ries Minor	None
Type of Operation Flight Conducted Under		AL - SOLO	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During	-LANDING			Other	0	0	0	0
Aircraft Information								
Make/Model - CESSNA 152				MING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-I	FIXED		ngines - 1			1 Warning		JNK/NR
Max Gross Wt - 1670	•	Engine T		PROCATING-CARBURET	OR Weat	her Radar	- UNK/NR	
No. of Seats - 2		Rated Po	wer - 1	10 HP				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		•	rture Point		OFF AI	RPORT/STRI	P	
Method - UNK/NR		FT. WAY	•					
Completeness - UNK/NR		Destinatio		A	irport D	ata		
Basic Weather - VMC Wind Dir/Speed- 240/010	KTC	ANN ARB	OR,MI		Dumin	. Talama	- N/A	
Visibility - 10.0		ATC/Airspac	•		-	/ Ident / Lth/Wid	· .	
Cloud Conditions(1st) -			e light Plan -	NONE	-	Surface		
Cloud Conditions(1st)			learance -				- N/A	
Obstructions to Vision-				VISUAL STRAIGHT-IN		Status	14/ 6	
Precipitation -		· (Abe Abb)	00011 1 10411	VISUAL STRAIGHT IN				
Condition of Light -								
Pilot-In-Command		Age - 37	M	ledical Certificate	- VALID	MEDICAL-N	D WAIVERS	LIMIT
Certificate(s)/Rating(s)		Biennial Flight			Time (F		,	
STUDENT		Current	- N/A	Total -	38	•	4 Hrs -	3
		Months Sinc	e - N/A	Make/Model-	37	Last 3	Days- UN	IK/NR
		Aircraft Ty	pe - N/A	Instrument-	0	Last 9	O Days-	37
Instrument Rating(s)	- NONE	•						
Narrative								
STUDENT PILOT WAS ON THE SEC								
W COVERED, PLOWED FIELD. AFTE							THE	
GINE STARTED RUNNING ROUGH UNT								
F-OFF THE CARBURETOR HEAT, AND								
HEARD THE STUDENT TRANSMIT TH SO, WHEN THE PLANE WAS EXAMINE							ν.	
SU, WHEN THE PLANE WAS EXAMINE AT FUEL HAD LEAKED ON THE SNOW							FIDST	
OP OF THE CROSS-COUNTRY.	W COVERED IER	KAIN. ADDITIONALL	I, INE AIRCRA	IT HAD NOT BEEN RE	I UELED L	OKING THE	IKJI	
F OF THE CRUSS-COUNTRY.								

File No 378	2/07/82	CANTON, MI	A/C Reg. No. N46733	Time (Lc1) - 1530 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANIC	AL	
Finding(s) 1. FLUID,FUEL - EXHA 2. AIRCRAFT PREFLI 3. IMPROPER USE 4. FUEL SUPPLY - INA	GHT - INADEQUATE OF PROCEDURE, LACK	K OF TOTAL EXPERIEN IN COMMAND	CE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LANDING - FLARE/1			
Occurrence #3 Phase of Operation				
Finding(s) 5 TERRAIN CONDITION				
Probable Cause				
The National Transportis/are finding(s) 1,2,	-	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	are finding(s) 3,5		

File No 377 4/05/82 PON	IAC,MI A/C	Reg. No. N2765Y	Time (Lc1) - 0500 EST				
Basic Information Type Operating Certificate-NONE (GENE)	AL AVIATION) Aircra	ft Damage		Injur	ies		
,	NONE		Fata1	Serious	Minor	None	
Type of Operation -EXECUTIVE	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -STANDING		Othe	0	1	0	1	
Aircraft Information							
Make/Model - BEECH 95		YCOMING 0-360-A1A		Installed/Ad			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	2	Stal	1 Warning Sy	/stem - Ul	NK/NR	
Max Gross Wt - 4200	Engine Type - R	ECIPROCATING-CARBURI	TOR Weat	her Radar -	UNK/NR		
No. of Seats - 4	Rated Power -	180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - UNK/NR	Last Departure Poin	t	ON AIR	PORT			
Method - UNK/NR	SAME AS ACC/INC						
Completeness - UNK/NR	Destination		Airport D				
Basic Weather - VMC	COVINGTON, GA		OAKLAN	D-PONTIAC A	IRPORT		
Wind Dir/Speed- CALM			Runway	Ident -	N/A		
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- IFR	Runway	Surface -	ASPHALT		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Approach Flown	- NONE	•				
Precipitation ~ NONE	7						
Condition of Light - NIGHT (DARK							
Personnel Information							
Pilot-In-Command	Age - 42		e - VALID	MEDICAL-WAI	VERS/LIM	ΙT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		nt Time (H				
ATP, CFI	Current - YES	Total -	5400	Last 24	Hrs -	0	
SE LAND, ME LAND	Months Since - 3	Make/Mode1-	195	Last 30	Days- UN	K/NR	
	Aircraft Type - UNK/N			Last 90		50	
		Multi-Eng			•		
Instrument Rating(s) - AIRPLANE							
WAS DARK AND THE TEMPERATURE WAS ABOUT 20	DEGREES WHEN THE PILOT AND	TWO PASSENGERS ARE	VED AT TH	E PLANE THE	=		
OT HAD STARTED THE RIGHT ENGINE REFORE TH					_		
OT HAD STARTED THE RIGHT ENGINE BEFORE THE			IIO				
MPERATURE. THE PILOT WAS RECHARGING THE BA			ATTEMPTED	START THE			
MPERATURE. THE PILOT WAS RECHARGING THE BAPLANED AND OBSERVED FROM OPPOSITE SIDES AS	THE PILOT ATTEMPTED ANOTHE	R START. DURING THE					
MPERATURE. THE PILOT WAS RECHARGING THE BA	THE PILOT ATTEMPTED ANOTHE	R START. DURING THE PASSENGER ON THE LE	FT SIDE P	ROCEEDED TO			

File No. - 377

4/05/82

PONTIAC, MI

A/C Reg. No. N2765Y

Time (Lc1) - 0500 EST

Phase of Operation

PROPELLER/ROTOR CONTACT

STANDING - STARTING ENGINE(S)

Finding(s)

- 1. CREW/GROUP COORDINATION INADEQUATE PILOT IN COMMAND
- 2. LIGHT CONDITION DARK NIGHT
- 3. WEATHER CONDITION TEMPERATURE EXTREMES
- 4. EXHAUST SYSTEM FIRE
- 5. UNSAFE/HAZARDOUS CONDITION PERFORMED PASSENGER

----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

File No 358 4/07/82 F	PONTIAC, MI	A/C Reg. No. N669	944	Т	ime (Lc1)	- 1130 EST	
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL		Fatal	Serious	Minor	None
	IONAL - SOLO	Fire	Crew	0	O	0	1
Flight Conducted Under -14 CFR S Accident Occurred During -LANDING)1	NONE	Pass Other	0 0	0	0	. 0
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mod	el - LYCOMING 0-23	5	ELT	Installed/	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engir	es - 1		Stal	1 Warning 5	System - U	INK/NR
Max Gross Wt - 1670	Engine Type	- RECIPROCATING	-CARBURETO				
No. of Seats - 2	Rated Power	- 110 HP				·	
-Environment/Operations Information			 				
Weather Data	Itinerary		Α	•	Proximity		
Wx Briefing - UNK/NR	Last Departur			ON AIR	PORT		
Method - UNK/NR	SAME AS ACC	/INC					
Completeness - UNK/NR	Destination		Αi	rport D			
Basic Weather - VMC	LOCAL				D-PONTIAC A		
Wind Dir/Speed- 340/008 KTS				Runway	Ident ·	- 27R	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid		75
Cloud Conditions(1st) - NONE	Type of Fligh				Surface ·		
Cloud Conditions(2nd) - UNK/NR		ance - TOWER			Status -	- DRY	
Obstructions to Vision- NONE	Type Approach	Flown - VISUAL FU					
Precipitation - NONE	:	TOUCH AND	GO				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 27	Medical Cer					
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight				_
STUDENT	Current			27	Last 24		0
	Months Since -			27		Days- UN	•
	Aircraft Type -	N/A Instru	ment-	1	Last 90	Days-	23
Instrument Rating(s) - NONE	·						
-Narrative							
LE THE STUDENT PILOT WAS ON HIS FIFTH	TOUCH AND GO PATTERN, TH	E PLANE VEERED TO	THE LEFT A	FTER TO	UCHDOWN. TH	łΕ	
T MAIN GEAR THEN ENCOUNTERED SNOW AND							
T THE OWNERS HAD ADVISED HIM TO APPLY							
STUDENT BELIEVED THAT THIS CAUSED THE							
OVED FROM THE SNOWBANK, AND IT OPERATE	D NORMALLY WHEN CHECKED.	THERE WAS A RIGHT	QUARTERIN	G HEADW	IND AT 8 KM	IOTS.	
OVED TROM THE SHOWBARK, AND IT OF ERATE							

File No 358	4/07/82 PONTIAC,MI	A/C Reg. No. N66944	Time (Lcl) - 1130 EST
Occurrence #1 LOS Phase of Operation LAN			
 DIRECTIONAL CONTROL IMPROPER USE OF 	- PERFORMED - PILOT IN COMMAND - NOT MAINTAINED - PILOT IN COM PROCEDURE,LACK OF TOTAL EXPERIE INADVERTENT - PILOT IN COMMAND	NCE - PILOT IN COMMAND	
Occurrence #2 ON O	GROUND COLLISION WITH TERRAIN DING - ROLL		
Finding(s) 5. AIRPORT FACILITIES,R	UNWAY/LANDING AREA CONDITION - :	SNOWBANK	
Probable Cause			
The National Transportations is a finding(s) 2	on Safety Board determines that	the Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3.5

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 211 3/07/82 CR	YSTAL,MN A/C	Reg. No. N201WM	Т	ime (Lc1) -	1248 CS	Т
Type of Operation	Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) 'Aircr	aft Damage		Injur		
Filight Conducted Under					Serious	Minor	None
Accident Occurred During -STANDING		· · · · -		_		•	-
Aircraft Information Make/Model - MODNEY MZOJ		NONE		-	•	•	_
Make/Model - MODNEY W2OU	Accident Occurred During -STANDING		0the	r 0	0		0
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - PATWAS Wx Briefing - PATWAS Mcthod - RADIO Completeness - SELF Basic Weather - VMC Wind Dir/Speed - 310/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Flight Plan - NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE PRIOTE - NONE	Aircraft Information				_		
Max Gröss Wt - 2740 No. of Seats - 4 Rated Power - 200 HP Airport Proximity National Report Proximity Nat							
No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - PATWAS							UNK/NR
Environment/Operations Information Weather Data Itinerary Wx Briefing - PATWAS	· · · · · · · · · · · · · · · · · · ·	- 3		D Weat	her Radar -	NO	
Wa Briefing - PATWAS Method - RADIO Completeness - SELF Destination Wind Dir/Speed- 310/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - DAVLIGHT Personnel Information Pitot-In-Command Age - 39 PRIVATE Courdens - YES Total - 576 SE LAND Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 SE LAND AIRPLANE Instrument Rating(s) - AIRPLANE Itineary Last Departure Point SAME AS ACC/INC ODA AIRPORT Destination SAME AS ACC/INC CRYSTAL Runway Ident - UNK/NR Runway Ident - UNK/NR Runway Surface - UNK/NR Runway Surface - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR	No. of Seats - 4	Rated Power -	200 HP				
Wx Briefing - PATWAS Method - RADIO Completeness - SELF Basic Weather - VMC Usibility - 15.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions(2nd) - UNK/NR Destrictions Type of Clearance - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Months Since - 12 Make/Model - 246 Months Since - 12 Make/Model - 246	Environment/Operations Information						
Method - RADIO SAME S ACC/INC Completeness - SELF Destination Airport Data Basic Weather - VMC Wind Dir/Speed- 310/005 KTS Wisibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Personnel Information Personnel Information SE LAND Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 Last 24 Hrs - 0 Months Since - 12 Make/Model- 246 Last 30 Days- 0 Aircraft Type - M-201 Instrument- 94 Last 90 Days- 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE LETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	•			•	•		
Completeness - SELF Basic Weather - VMC Wind Dir/Speed- 310/005 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 Last 24 Hrs - 0 SE LAND Months Since - 12 Make/Model- 246 Last 30 Days- 0 Aircraft Type - M-201 Instrument 94 Last 90 Days- 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE			nt	ON AIR	PORT		
Basic Weather - VMC	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		4 /			
Wind Dir/Speed- 310/005 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 Last 24 Hrs - 0 Months Since - 12 Make/Model- 246 Last 30 Days- 0 Aircraft Type - M-201 Instrument - 94 Last 90 Days- 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE INFORMATE STRUCK THE PASSENGER ON THE HEAD AND RISHLTH AND RESULTING IN SERIOUS INJURY. A CHECK OF THE				•			
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT		LUCAL			_	LINIZ /NID	
Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT		ATC /Ainenaco					
Cloud Conditions(2nd) - UNK/NR			n - NONE				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 Last 24 Hrs - O SE LAND Months Since - 12 Make/Model - 246 Last 30 Days - O Aircraft Type - M-201 Instrument - 94 Last 90 Days - 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE							
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 576 Last 24 Hrs - 0 SE LAND Months Since - 12 Make/Model - 246 Last 30 Days - 0 Aircraft Type - M-201 Instrument - 94 Last 90 Days - 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE				Kariway	Julius	01417,1411	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		Type Applicacii i low	11 140142				
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 12 Aircraft Type - M-201 Instrument Rating(s) - AIRPLANE Courant							
Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Fotal - 576 SE LAND Months Since - 12 Make/Model - 246 Last 30 Days - 0 Aircraft Type - M-201 Instrument Rating(s) - AIRPLANE **Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE HETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	Personnel Information						
PRIVATE SE LAND Current - YES Total - 576 Last 24 Hrs - 0 Months Since - 12 Make/Model - 246 Last 30 Days - 0 Aircraft Type - M-201 Instrument - 94 Last 90 Days - 45 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE		Age - 39	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
PRIVATE SE LAND Months Since - 12 Make/Model - 246 Last 30 Days - 0 Aircraft Type - M-201 Instrument Rating(s) - AIRPLANE Narrative E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	lours)		
Instrument Rating(s) - AIRPLANE Narrative LE ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE JETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	PRIVATE	Current - YES	Total -	576	Last 24		0
Instrument Rating(s) - AIRPLANE Narrative LE ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE JETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	SE LAND	Months Since - 12	Make/Mode1-	246	Last 30	Days-	. 0
Narrative		Aircraft Type - M-20	1 Instrument-	94	Last 90	Days-	45
Narrative Narrative LE ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE JETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE							
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E ATTEMPTING TO START THE ENG, THE PILOT COULD NOT GET THE STARTER TO ENGAGE. HE ASKED THE PASSENGER TO OUT AND ROTATE THE PROPELLER TO A DIFFERENT LOCATION IN HOPES OF GETTING THE STARTER TO ENGAGE. WITH THE STARTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE	Narrative						
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IETOS AND MASTER SWITCH OFF, THE PROP WAS MOVED TO DIFFERENT LOCATIONS TWO TIMES, BUT NO LUCK. ON THE THIRD THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE							
THE PROPELLER STRUCK THE PASSENGER ON THE HEAD AND RIGHT HAND RESULTING IN SERIOUS INJURY. A CHECK OF THE							
	VITION SWITCH REVEALED NO DISCREPANCIES.	- ·· ·· ·· · · · - · · · ·					
·							

File No. - 211 3/07/82 CRYSTAL,MN A/C Reg. No. N201WM Time (Lc1) - 1248 CST

Occurrence #1
Phase of Operation

PROPELLER/ROTOR CONTACT

STANDING - STARTING ENGINE(S)

Finding(s)

- 1. ENGINE ACCESSORIES, ENGINE STARTER NOT ENGAGED
- 2. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 3. UNSAFE/HAZARDOUS CONDITION PERFORMED PASSENGER

----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 342 3/29/82 DU	LUTH, MN	A/C Reg.	No. N4649B	T	ime (Lc1) -	1328 CST	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da		_	Injur		
Type of Operation -INSTRUCTI	ONAL - SOLO	SUBSTANTI <i>i</i> Fire	.L Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	-	ŏ	ŏ	ŏ
-Aircraft Information							
Make/Model - CESSNA 180			IENTAL 0-470-J		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550			OCATING-CARBURE		1 Warning St		IK/NR
No. of Seats - 4	Rated Po		HP			·	
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - UNK/NR	Last Depar			ON AIR	PORT		
Method - UNK/NR Completeness - UNK/NR	SUPERIO Destination		,	Airport D	-+-		
Basic Weather - VMC	DULUTH, I		•	•	INTL AIRPO	DΤ	
Wind Dir/Speed- 150/010 KTS	5023111,	-11 4				09	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	10152/ 1	50
Cloud Conditions(1st) - 3600 FT 0	VERCAST Type of F	light Plan - NC	NE	Runway	Surface -	CONCRETE	
Cloud Conditions(2nd) - NONE		learance - TC		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appro	oach Flown - To	UCH AND GO				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age ~ 25	Med	ical Certificate	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			: Time (H			
STUDENT	Current	- N/A	Total -		Last 24		2
	Months Since	•	Make/Model-		Last 30	Days- UNK	/NR
	Aircraft Ty	oe - N/A	Instrument-	1	Last 90	Days-	30
Instrument Rating(s) - NONE							
That dillett Rating(3) - NONE							
Narrative E STUDENT PILOT WAS MAKING TOUCH AND GO PROCEEDED TO OPEN THE COWL FLAPS AND PU F.THE AILERONS GO TO A NEUTRAL POSITION A EW THE PLANE TO THE LEFT SIDE OF THE RUN DUND. THE PLANE STRUCK A SNOWBANK AND F	SH IN THE CARBURETON AND THE WIND PICKED WAY WHERE THE LEFT N	R HEAT CONTROL. UP HIS RIGHT W WING CAUGHT A R	HE STATED THAT ING. HE REPORTE UNWAY "MARKER BE	AT THAT D THAT T ACON" AN	TIME, HE HE WIND D SPUN	·	
SHE TEARE STROOM A SHORBANK AND FI	TITLE OVER. THE F.	LO. KEI OKIED I	IN THE WIND WAS	. 30311110	10 20 KNUT.	<i>.</i>	

File No 3	42 3/29/82	DULUTH,MN	A/C Reg.	No. N4649B	Time (Lc1) - 1328 CST
Occurrence #1 Phase of Operation		ON GROUND			
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. COMPENSATION		- IMPROPER - PILC	OT IN COMMAND		
Occurrence #2 Phase of Operation		N WITH OBJECT			
Finding(s) 4. OBJECT - RUNWAY					
Occurrence #3 Phase of Operation		N WITH TERRAIN			
Finding(s) 5. AIRPORT FACILIT	IES,RUNWAY/LANDING	REA CONDITION - S			
Occurrence #4 Phase of Operation	LANDING - ROLL				
Probable Cause					
The National Transpois/are finding(s) 3	rtation Safety Board	determines that	the Probable Cause	(s) of this accid	dent
Factor(s) relating t	o this accident is/a	ure finding(s) 1 2	1		

Brief of Accident

Basic Information								
Type Operating Certificate-AIR CARRIER		Aircra	Aircraft Damage		Injuries			
	ON-DEMAND AIR TAX	I DESTR	DYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTI	C,CARGO Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GR	DUND	Pass	0	0	0	0
Accident Occurred During	-APPROACH			Other	0	0	0	0
Aircraft Information								
Make/Model - CESSNA 402	2A	Eng Make/Model - C	ONTINENTAL TS:	10-520	ELT	Installed/	Activated	- YES-UNK/
Landing Gear - TRICYCLE-F	RETRACTABLE	Number Engines -			Sta	ll Warning	System - L	JNK/NR
Max Gross Wt - 6300		Engine Type - R	ECIP - FUEL IN	NJECTED		ther Radar		
No. of Seats - 2		Rated Power -						
Environment/Operations Info	rmation							
Weather Data		Itinerary		1	Airport	Proximity		
Wx Briefing - FSS		Last Departure Point			OFF AIRPORT/STRIP			
Method - TELEPHON	VF	SPRINGDALE, AR	•			,	•	
Completeness - FULL		Destination		Δ.	irport [)ata		
Basic Weather - IMC		KANSAS CITY, MO			60			
Wind Dir/Speed- 070/006	KTS	114110110 021111110			Runway	/ Ident	- 18	
Visibility - 0.0		ATC/Airspace				/ Lth/Wid		150
Cloud Conditions(1st) -		Type of Flight Plan	- TER			/ Surface		.00
Cloud Conditions(2nd) -		Type of Clearance				/ Status		
Obstructions to Vision-		Type Of Creatance Type Approach Flown		LETE	Kanwa	Julus	101	
Precipitation -		Type Approach Trown	IL3 COMIT	LL L				
Condition of Light ~								
		*						
Personnel Information			Maddan Cond		\/AI TE	NEDICAL N	O WATVERS	/I TMTT
Pilot-In-Command	Age		Medical Cert				O WAIVERS/	LIMII
Certificate(s)/Rating(s)		nial Flight Review	T - 1 - 1		Time (H		4 11	
ATP		Current - YES		- 59			4 Hrs -	1
SE LAND, ME LAND		Months Since - 7		de1- 12		-	O Days- UN	•
	•	Aircraft Type - C-402		ent- UNK,		Last 9	O Days- UN	IK/NR
			Multi-Er	ng - 17	/43			
<pre>Instrument Rating(s)</pre>	- AIRPLANE							
Narrative								
PILOT RECEIVED 2 WEATHER BRI)
C WITH LOW CEILINGS, LOW VISIE								
RTIFICATED FOR FLIGHT IN KNOWN								
NUTES LATER, THE PILOT REPORTE								
CINITY OF THE FAF/OUTER MARKER								
	JED TIS ADDDOACH W	HILE INBOUND ON THE A	PPROACH, HE WA	AS INFORM	MED THAT	APPROACH	CONTROL	
GHT. HE WAS VECTORED FOR ANOTH								
GHT. HE WAS VECTORED FOR ANOTH D RECEIVED A LOW ALTITUDE ALER					REACHI	NG THE FAF;		
	RT. HE WAS REMINDED	THAT HIS ALTITUDE SH	DULD BE 2600 F	FT UNTIL				

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File No 2		NORTH KANSAS CITY,MO	A/C Reg. No. N4553Q	Time (Lc1) - 1924 CST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUP APPROACH - FAF/0	NTER WITH WEATHER DUTER MARKER TO THRESHOLD	(IFR)	
Finding(s) 1. LIGHT CONDITION 2. WEATHER CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI 5. WEATHER CONDITI 6. WEATHER CONDITI	ON - LOW CEILING ON - FOG ON - SNOW ON - RAIN	ons .		
Occurrence #2 Phase of Operation	LOSS OF CONTROL APPROACH - FAF/0	- IN FLIGHT DUTER MARKER TO THRESHOLD	(IFR)	
9. IMPROPER DE 10. FLIGHT INTO KNO	CISION, OVER CONFIL WN ADVERSE WEATHER	ES IN EQUIPMENT - INITIAT DENCE IN AIRCRAFT'S ABILIT R - CONTINUED - PILOT IN C DENCE IN PERSONAL ABILITY	Y - PILOT IN COMMAND OMMAND	
Occurrence #3	IN FLIGHT COLLIS			
Finding(s) 12. OBJECT - BUILDI	NG(NONRESIDENTIAL	1		·
Probable Cause				
The National Transposis/are finding(s) 8,		ard determines that the Pr	obable Cause(s) of this accid	dent

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,11

Type Operating Certificate-NONE (GENERA	· · · · · · · · · · · · · · · · · · ·	t Damage		•	ıries	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass Othe	_	0	0	3
Aircraft Information Make/Model - HELIO H-295	Eng Make/Model - LY	COMING GO-480	FIT	Installed/	/Activate	H - VES/8
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning		
Max Gross Wt - 3400		CIPROCATING-CARBUR				Orany ran
No. of Seats - 6	Rated Power -	295 HP	LION WCG	c. naaa.	.,,	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	UNK/NR					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	OZARK,MO		AIR PA	RK SOUTH		
Wind Dir/Speed- 360/020 KTS			Runway	/ Ident	- UNK/NR	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight Plan			/ Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	/ Status	- UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 31	Medical Certifica			CAL	
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL	Current - YES	Total -			24 Hrs - 1	•
SE LAND, SE SEA, ME LAND	Months Since - 6	Make/Model-		Last 3		1
	Aircraft Type - H-295	Instrument-		Last	0 Days-	10
		Multi-Eng -	400			
Instrument Rating(s) - AIRPLANE						
					+	
Narrative	ST END OF THE EAST/WEST SHA	WAY TO WATCH ATDOD	ACT TAKEN	OFF AND I	ANDTNO	
DRIVER OF THE AUTOMOBILE PARKED ON THE EA	THE SOUTH END OF THE N/S RUN					

File No. - 238 3/13/82 OZARK,MO A/C Reg. No. N6475V Time (Lc1) - 1440 CST

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	age		Injur		
<u> </u>		SUBSTANTIAL		Fata1		Minor	None
Type of Operation -INSTRUCTIO	DNAL - DUAL	Fire	Crew	0	0	0	3
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 177	Eng Mai	ke/Model - LYCOMING	n-320-F2D	FLT	Installed/A	ctivated	- VES/I
Landing Gear - TRICYCLE-FIXED		Engines - 1	0 320 120		1 Warning S		
Max Gross Wt - 2350		Type - RECIPROC	CATING-CARBURE				
No. of Seats - 4		Power - 150 h					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		parture Point		ON AIR	PORT		
Method - N/A	ALTON						
Completeness - N/A	Destinat			Airport D			
Basic Weather - VMC	WENIZ	VILLE,MO		WENTZV			
Wind Dir/Speed- 130/005 KTS Visibility - 5.0 SM	ATC/Airsp	200			Ident - Lth/Wid -	18	50
Cloud Conditions(1st) - NONE		Flight Plan - NONE	:		Surface -		30
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE				DRY	
Obstructions to Vision- NONE		proach Flown - CONT		naay	514145		
Precipitation - NONE	. , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flig		al Certificat; Fligh	e - VALID t Time (H		WAIVERS/	LIMIT
ATP,CFI	Current		otal -		Last 24		0
SE LAND, ME LAND			lake/Model-		Last 30		
	Aircraft		instrument- Multi-Eng -	480 6610	Last 90	Days-	0
Instrument Rating(s) - AIRPLANE							
Narrative				_	_		
NG A LANDING ON A DUAL INSTRUCTIONAL FL	IGHT, THE AIRCRA		SE HIGH ATTITU RMAL RECOVERY.				

4/14/82 WENTZVILLE, MO A/C Reg. No. N2969X File No. - 306 Time (Lcl) - 1130 CST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 2. LEVEL OFF - IMPROPER - DUAL STUDENT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - RUNWAY LIGHT 4. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND(CFI) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

File No 356 5/08/82 WALDE	EN, MO	A/C Reg.	No. N32RA		Time (Lc1)	- 0930 CDT	
Type Operating Certificate-NONE (GENERAL Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION)	Aircraft E SUBSTANTI Fire NONE		s O	Inju Serious O O O		None 1 0 0
Aircraft Information Make/Model - TAYLOR MONOPLANE Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1		ines - 1 e - RECIF	NENTAL A-65 PROCATING-CARBU	Sta	Installed/ Il Warning ther Radar	System - N	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/016 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 Departe SAME AS AG Destination LOCAL ATC/Airspace Type of Flig Type of Clea	CC/INC ght Plan - N arance - N	IONE	ON AI Airport NOAHS Runwa Runwa Runwa	Data ARK	- ASPHALT	30
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 48 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 8	Total -	ght Time (9375 O 800	Hours) Last 2 Last 3	4 Hrs -	0
Instrument Rating(s) - AIRPLANE							
THIS WAS THE AIRCRAFT'S FIRST FLIGHT AS WELL HOME BUILT PLANE THAT THE PILOT HAD RECENTLY AT 16 GUSTING 24 KNOTS. DURING THE TAKEOFF RO INTENDED TO HOLD THE PLANE ON THE GROUND UNTILIFT OFF. HOWEVER, HE STATED THAT THE PLANE E PILOT ATTRIBUTED THIS TO A GUST OF WIND. HE FLITTLE EFFECT DUE TO THE SLOW SPEED. HE LOWER CRASHED ON THE LEFT SIDE OF THE RUNWAY WHEN TO	COMPLETED. THE PILO DLL, THE PILOT RAISI L ABOUT 50 MPH, WHI BECAME PREMATURELY A REPORTED THAT THE PI RED THE NOSE TO OBTA	DT TOOKOFF C ED THE TAIL ILE FEELING AIRBORNE AT _ANE DRIFTED AIN AIRSPEED	ON RUNWAY 15 WI WHEEL AT ABOUT THE CONTROLS, A SPEED OF JUS O TO THE LEFT A O AND GAIN CONT	TH WIND FR 35 TO 40 AND THEN A T PAST 40 ND THE CON	OM 19O DEGR MPH. HE LLOW IT TO MPH. THE TROLS HAD		

File No. - 356 5/08/82 WALDEN, MO A/C Reg. No. N32RA Time (Lc1) - 0930 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. VLOF - NOT OBTAINED - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

File No 374 1/12/82	ABERDEEN, MS	A/C Reg. N	o. N7706	Т	ime (Lc1) -	1600 CST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam DESTROYED	age	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0		1	0
Flight Conducted Under -14 CFR 9		ON GROUND	Pass	ŏ	ŏ	2	Ö
Accident Occurred During -LANDING		on andone	Other	ŏ	ŏ	ō	ŏ
Aircraft Information							
Make/Model - CESSNA 414		Model - CONTINE	NTAL TSIO-520J		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL		gines - 2		Stal	1 Warning S		ES
Max Gross Wt - 6500	Engine Ty	pe - RECIP -	FUEL INJECTED	Weat	her Radar -	UNK/NR	
No. of Seats - 8	Rated Pow	er - 310	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Mother N/A	FING Last Depar OKLAHOMA			OFF AI	RPORT/STRIP	1	
Completeness - N/A Basic Weather - UNK/NR	Destination MIAMI,FL		Δ	irport D	ata		
Wind Dir/Speed- UNK/NR	MIAMI,IL			Punway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 1200 FT			=		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Cl	earance - NON	<u>-</u>		Status -		
Obstructions to Vision- BLOWING S		earance - NON	<u>.</u>	Rullway	Status -	N/ A	
Precipitation - SNOW SHOW		ach Flown - Non					
Condition of Light - DAYLIGHT	ILN						
Pilot-In-Command	Age - 51	Medi	cal Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Riennial Flight	Paview	Fliaht	Time (H	lours)		
PRIVATE	Current		rotal - 1			Hrs -	5
SE LAND, ME LAND	Months Since	- 10					
or Entroying Entro	Aircraft Type	e - UNK/NR	Make/Model- Instrument- UNK	/NR	last 90	Days-	30
•	o, a, c - , , p	1	Multi-Eng -	46	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
NON-INSTRUMENT RATED PILOT CRASHED AB	OUT 2 UDS ASTED TAKEN	C OFF WITH 4 4/	NOUDE OF THE	ON BOAD	D HE CDACK	ED	
ILE ATTEMPTING AN OFF-AIRPORT LANDING I							
E SHERIFF REPORTED MINIMUM VISIBILITY W							
E PLANE WAS DESTROYED BY IMPACT AND GRO							
LFUNCTION/FAILURE OF THE ENGINE OR INFL							
OVERCAST AT 17,500 FT WHEN THE LEFT EN							
SCENDED TO VFR CONDITIONS AT 1200 FT AG							
WER; HE THE ELECTED TO LAND IN A FIELD		FIRE COMING FR	OM THE ENGINE C	OWLING;	WHILE LANDI	NG, THE	
FT WING DROPPED AND TOUCHED DOWN FIRST.							

File No. - 374 1/12/82 ABERDEEN, MS A/C Reg. No. N7706 Time (Lc1) - 1600 CST Occurrence #1 LOSS OF POWER Phase of Operation DESCENT - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - EMERGENCY Finding(s) 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - RAIN 5. WEATHER CONDITION - ICING CONDITIONS 6. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6 Factor(s) relating to this accident is/are finding(s) 2,3,4,5

File No 350 1/20/82 MCCOM	MB,MS A/C	Reg. No.	N6242Y		Т	ime (Lc1) -	0435 CS	r
Basic Information Type Operating Certificate-NONE (GENER		aft Damag	, ,e			Injur		
Trans of Orange Lieu Buotungs		ROYED			tal	Serious	Minor	None
Type of Operation -BUSINESS	Fire				1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	:		nss :her	0	0 0	0 0	0
Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Eng Make/Model - Number Engines - Engine Type - Rated Power -	2	UEL INJEC		Stal	Installed/A l Warning S her Radar -	System - '	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - RADIO	Itinerary Last Departure Poi JACKSON,MS	nt			ort	Proximity PORT		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 160/007 KTS	Destination MCCOMB,MS				COMB	-PIKE COUNT	· 15	
Visibility500 SM	ATC/Airspace			Ru	ınway	Lth/Wid -	5000 -l	JNK/NR
Cloud Conditions(1st) - OBSCURED	Type of Flight Pla	ın - IFR		Ru	ınway	Surface -	CONCRET	Ē
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- IFR		Ru	ınway	Status -	DRY	
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT (DARK)	Type Approach Flow	ın - ILS -	LOCALIZE	R ONLY				
Personnel Information								·
Pilot-In-Command	Age - 23					MEDICAL-NO) WAIVERS,	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			ight Tim				2
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 3		tal - ke/Model-			Last 24		'IK \ND 3
SE LAND, ME LAND	Aircraft Type - UNK/	NR In	strument lti-Eng	165		Last 30 Last 90	Days- O	151
Instrument Rating(s) - AIRPLANE	•							
	RECEIVED A WEATHER BRIEF		DIO AND F LY OBSCUR				1	

File No. - 350 1/20/82 MCCOMB,MS A/C Reg. No. N6242Y Time (Lc1) - 0435 CST

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION LOW CEILING
- 4. MINIMUM DESCENT ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 5. 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

File No 289 1/21/82 NE	W ALBANY, MS	A/C Reg. No. N6	142L	7	ime (Lc1) -	1130 CST	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other		0		0
Aircraft Information							
Make/Model - GRUMMAN AA-1		/Model - LYCOMING 0-2			Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning S		INK/NR
Max Gross Wt - 1465		ype - RECIPROCATIN	G-CARBURET	OR Weat	:her Radar -	· UNK/NR	
No. of Seats - 2	Rated Po	wer - 160 HP	- 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Depa	rture Point		OFF A	RPORT/STRIF	•	
Method - N/A		ACC/INC					
Completeness - N/A	Destinatio	n _.	Į.	lirport [
Basic Weather - IMC	UNK/NR			NEW AL			
Wind Dir/Speed- CALM						· 35	
Visibility500 SM	ATC/Airspac				/ Lth/Wid -		75
Cloud Conditions(1st) - 100 FT 0					/ Surfac e -		
Cloud Conditions(2nd) - UNK/NR		learance - NONE		Runway	Status -	· DRY	
Obstructions to Vision- FOG	Type Appr	oach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40				MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		_	: Time (F			
STUDENT			-	89	Last 24	Hrs -	, 0
	Months Since		Mode1-	38	Last 24 Last 30	Days- UN	IK/ŅR
	Aircraft Ty			C/NR	Last 90	Days-	52
		Multi	-Eng - UNK	(/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE							
Narrative							
HE AIRPORT MANAGER STATED THAT HE HEARD T							
TER HE HEARD THE ENGINE REV UP AND SHORT				THERE WA	S FOG IN TH	łE	
EA AND THE CEILING WAS NO MORE THAN 100	FEET AND VISIBILITY	NO MORE THAN 1/2 MIL	Ε.				

File N	o 289 	1/21/82	NEW ALBANY, MS	A/C Reg.	No. N6142L	Time (Lc1) - 1130 CST
Occurrence #1 Phase of Oper			ER WITH WEATHER CLIMB			
 WEATHER FLIGHT 		OG OVERSE WEATHE	R - INITIATED - PILO NCE IN PERSONAL ABIU			
Occurrence #2 Phase of Oper						
IMPR		LACK OF TOTA	OT IN COMMAND L INSTRUMENT TIME - RAFT,SPATIAL DISORIE			
Occurrence #3 Phase of Oper			ON WITH OBJECT OLLED			
Finding(s) 8. OBJECT -						
Probable						
The National is/are finding			d determines that th	ne Probable Cause	(s) of this a	ccident
Factor(s) rela	ating to this	accident is/	are finding(s) 1,2			

File No 366 5/01/82 COLU	MBUS, MS	A/C Reg.	No. N9557G	Т	ime (Lc1) -	1430 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -APPLYING SE	EDS, CHEMICALS, ETC	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	О
Aircraft Information							
Make/Model - CESSNA A188	Eng Make/Mo	del - CONTI	NENTAL IO-520D	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				1 Warning S		
Max Gross Wt - 4000			- FUEL INJECTED		her Radar -		•
No. of Seats - 1	Rated Power		O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Prox1mity		
Wx Briefing - NO RECORD OF BRIEFIN		re Point		ON AIR			
Method - N/A	SAME AS AC						
Completeness - N/A	Destination	,		Airport D)ata		
Basic Weather - VMC	LOCAL				E FARM FIEL	n	
Wind Dir/Speed- 180/002 KTS	20072					18	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		INK /NP
Cloud Conditions(1st) - NONE	Type of Flig	ht Dlan - N	ONE	,	Surface -		•
Cloud Conditions(2nd) - NONE	Type of Clea			,	Status -	•	IN I
Obstructions to Vision- NONE	Type Approac			Kuliway	Jeacus	DK 1	
Precipitation - NONE	Type Approac	il i lowii i	ONE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27		dical Certificat			WAIVERS/	LIMII
	Biennial Flight Re		_	nt Time (H			
COMMERCIAL		- YES	Total -	2644	Last 24		10
SE LAND	Months Since		Make/Model-			Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	1	Last 90	Days-	280
Instrument Rating(s) - NONE							
Manualtan							
THE PILOT HAD LANDED IN A FARMER'S FIELD TO STRAYED ONTO THE STRIP. HE DIRECTED HIS LOAD AFTER THE COWS WERE CLEARED, THE ASSISTANT PWAS FACING PERPENDICULAR TO THE DIRECTION OF STRIP FROM BEHIND THE TRUCK. FROM THAT POINT MAIN GEAR STRUCK THE COW AND THE PLANE VEERE	CREW ASSISTANT TO TA ARKED THE TRUCK ABOU TAKEOFF. AS THE PIL , THE PILOT WAS UNAE	KE HIS TRUC T 400 TO 60 OT STARTED LE TO AVOID	K AND CLEAR THE O FT FROM THE EN HIS TAKEOFF, A C HITTING THE COV	COWS FROM ND OF THE COW RAN AC	THE STRIP. STRIP. IT ROSS THE		
				 -			

File No. - 366 5/01/82 COLUMBUS, MS A/C Reg. No. N9557G Time (Lcl) - 1430 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND

- 2. INSTRUCTIONS, WRITTEN/VERBAL NOT ATTAINED GROUND PERSONNEL
- 3. OBJECT ANIMAL(S)
- 4. OBJECT FENCE

----Probable Cause----

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

File No 361 1/11/82 NEAR E	BOZEMAN,MT A/C Reg	j. No. N7273J	Time (Lc1)	- 0730 MST	
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft DESTROYE			uries	Nama
Type of Operation -PERSONAL	Fire		Fatal Serious		None
Flight Conducted Under -14 CFR 91	NONE	Crew	0 1	0 1	0
Accident Occurred During -DESCENT	NONE	Pass Other	0 0	0	0
Aircraft Information					
Make/Model - PIPER PA-28-140	Eng Make/Model - LYCO		ELT Installed	/Activated -	YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall Warning	System - YE	S
Max Gross Wt - 1950	Engine Type - RECI	PROCATING-CARBURETO	R Weather Radar	- NO	
No. of Seats - 4	Rated Power - 1				
Environment/Operations Information					
Weather Data	Itinerary	Α.	irport Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AIRPORT/STR		
Method - N/A	GREAT FALLS,MT				
Completeness - N/A	Destination	Aiı	rport Data		
Basic Weather - VMC	BOZEMAN, MT		, p. 1. 1 2 2 2 2 2		
Wind Dir/Speed- 045/010 KTS	,,,,,,		Runway Ident	- N/A	
Visibility - 2.0 SM	ATC/Airspace		Runway Lth/Wid		
Cloud Conditions(1st) - 9000 FT SCATI		NONE	Runway Surface		
Cloud Conditions(2nd) - 10000 FT OVER			Runway Status		
Obstructions to Vision- BLOWING SNOW	Type Of Crear ance		Runway Status	- IV/ A	
	Type Approach Flown -	NUNE			
Precipitation - SNOW SHOWER					
Condition of Light - DAWN					
Personnel Information			V TD		
		edical Certificate		NO WAIVERS/L	TWTI
	Biennial Flight Review		Time (Hours)		
PRIVATE	Current - YES	Total - 8	35 Last	24 Hrs -	<u>,</u> 1
SE LAND	Months Since - 4	Make/Model-	49 Last	30 Days- UNK	/NR
	Aircraft Type - UNK/NR	Instrument-	2 Last	90 Days-	24
Instrument Rating(s) - NONE					
Narrative					
E PILOT WAS ON AN EARLY MORNING FLIGHT OVER	MOUNTAINOUS TERRAIN AT 8500	FEET WHILE INBOUND	TO LITE DESTINAT	TON	
E ENCOUNTERED AN AREA OF RESTRICTED VISIBILIT					
DURSE, HIS PASSENGER ALERTED HIM OF A HILL AF					
PPLIED FULL POWER AND TRIED TO CLIMB, BUT WAS					
N WHAT THE PILOT DESCRIBED AS A STALL. THE PL					
DUNTAIN SLOPE. BOTH OCCUPANTS SURVIVED THE IN					
AS CARRIED DURING THEIR TREK DOWN THE MOUNTAI	IN SIDE. THE SIGNAL-EVENTUALL	Y LED SEARCH AIRCRAF	T TO THEIR LOCA	TION.	

File No 361	1/11/82	NEAR BOZEMAN, MT	A/C Reg. No. N7273	J Time (Lc1) - 0730 MST	
Occurrence #1 IN FI Phase of Operation CRUI		TER WITH WEATHER			
Finding(s) 1. LIGHT CONDITION - DAW 2. WEATHER CONDITION - SI					
Occurrence #2 LOSS Phase of Operation CRUIS		- IN FLIGHT			
Finding(s) 3. WEATHER CONDITION - DO 4. WEATHER CONDITION - HO 5. TERRAIN CONDITION - HO 6. TERRAIN CONDITION - MO 7. IN-FLIGHT PLANNING/O 8. AIRSPEED - NOT MAINTAI 9. STALL - INADVERTENT -	IGH WIND IGH TERRAIN DUNTAINOUS/H DECISION - I INED - PILOT	MPROPER - PILOT IN COMM IN COMMAND			
Occurrence #3 ON GF Phase of Operation DESCE					
Finding(s) 10. OBJECT - TREE(S) 11. TERRAIN CONDITION - SI	NOW COVERED				:
Probable Cause					
The National Transportation is/are finding(s) 7	n Safety Boa	rd determines that the	Probable Cause(s) of this	s accident	
Factor(s) relating to this	accident is	/are finding(s) 1,2,3,4	,5,6		

File No 331 2/13/82 PLENT	YWOOD,MT A/C	Reg. No. N4380Z		Time (Lc1)) - 1730 N	1ST
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fata	al Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	Fire NONE	1	Pass (0 0	1 0 0	0 1 0
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1	9	ELT Installed Stall Warning Weather Radar	System ·	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poi UNK/NR	 nt		ort Proximity F AIRPORT/STR		
Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - NIGHT (BRIGHT	Destination UNK/NR ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	- NONE	Rur Rur Rur	rt Data nway Ident nway Lth/Wid nway Surface nway Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - 60 Biennial Flight Review Current - UNK/I Months Since - UNK/I Aircraft Type - UNK/I	NR Total NR Make/Mode	Flight Time - UNK/NR	e (Hours)	24 Hrs - 30 Days- 90 Days-	UNK/NR UNK/NR UNK/NR
Instrument Rating(s) - UNK/NR						
Instrument Rating(s) - UNK/NRNarrative 1 2/16/82, THE COUNTY SHERIFF RECEIVED INFORM INT TO THE SCENE AND OBSERVED THE AIRCRAFT INCEIVED INFORMATION THAT THE PILOT HAD ANOTH I ITS TOP ABOUT 2 OR 3 MILES SOUTHWEST OF THE COUNTY AND ONE PICK-UP TRUCK WERE LOCATED WE DOCTOR THAT EXAMINED THE PILOT AFTER THE CR LOT WAS UNCOOPERATIVE IN PROVIDING INFORMAT IN DOUBLE OF MEDICAL CERTIFICATION OF THE PILOT AFTER THE CR	N AN INVERTED POSITION ON ER ACCIDENT. THE SHERIFF E LOCATION OF THE FIRST M HERE A RUNWAY HAD BEEN PLO ASH STATED THAT THE PILOT ION CONCERNING THE ACCIDE	SNOW COVERED TER WENT OUT AGAIN A ISHAP. HE ALSO I DWED AT THE LOCA SAID HE HAD BEER NT. ACCORDING TO	RRAIN. ON AND FOUND T NOTED THAT FION OF THE N HUNTING O D FAA RECOR	2/20/82, HE THE AIRCRAFT THE PILOT'S FIRST MISHA COYOTES. THE		

File No 331	2/13/82 PL	ENTYWOOD, MT	A/C Reg. No. N438OZ	Time (Lc1) - 1730 MST
Occurrence NOSE Phase of Operation UNKN	OVER OWN			
Finding(s) 1. UNDETERMINED 2. TERRAIN CONDITION - S	NOW COVERED			
Probable Cause				

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

File No 274 3/29/82	ST. IGNATIUS,MT A/	C Reg. No. N2478Q	Ť	ime (Lc1) -	1225 MST	
Basic Information Type Operating Certificate-NONE (G	NERAL AVIATION) Airc	raft Damage		Injuri	es	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		STANTIAL	Fatal			None
Type of Operation -PERSONAL			0	0	0	1
Flight Conducted Under -14 CFR 9	91 NON	E Pass	0	0	0	2
Accident Occurred During -TAKEOFF		Other	0	0	0	0
Aircraft Information	,					
Make/Model - CESSNA 182K	Eng Make/Model -	CONTINENTAL 0-470-R	ELT :	Installed/Ac	tivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Stal	l Warning Sy	stem - Y	'ES
Max Gross Wt - 2800	Engine Type -	RECIPROCATING-CARBURE	TOR Weath	ner Radar -	NO	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information	· -					
Weather Data	Itinerary		Airport F			
Wx Briefing - FSS	Last Departure Po		ON AIR	PORT		
Method - TELEPHONE						
Completeness - PARTIAL, LMTD BY I			Airport Da			
Basic Weather - VMC	KALISPELL,MT			NATIUS MUNIC		
Wind Dir/Speed- 310/010 KTS				Ident -		
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		60
Cloud Conditions(1st) - 4500 FT				Surface -		
Cloud Conditions(2nd) - 9000 FT			Runway	Status -	WET	
Obstructions to Vision- NONE	Type Approach Flo	wn - NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 43	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligi	nt Time (Ho	ours)	•	
PRIVATE	Current - YES	Total -	147	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 9	Make/Model-	99	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK	Total - Make/Model- /NR Instrument-	2	Last 90	Days-	11
Instrument Rating(s) - NONE						
That dilett Rating(3) None						
Narrative						
HE PILOT STATED THAT HE AND HIS PASSENGE	=	-				
HAT HE WAS CONFIDENT THAT THE PROPELLER						
TATIONS WAS GENERALLY REPORTED OUT OF THE						
LOT ELECTED TO TAKEOFF WITH 10 DEGREES					EMPTER -	
OFT FIELD TAKEOFFS. DURING TAKEOFF THE						
HIS IS 10 MPH OVER NORMAL ROTATION SPEED					U	
RIEFLY OFF THE GROUND THEN SETTLED BACK		LED AND THE ATRORAFT :	PLID OLL II	TE ENU UF		
E RUNWAY AND NOSED DOWN INTO THE BANK (OF A SMALL CREEK.					

File No. - 274 3/29/82 ST. IGNATIUS, MT A/C Reg. No. N2478Q Time (Lcl) - 1225 MST Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. WING - ICE 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 7. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5 Factor(s) relating to this accident is/are finding(s) 1,3

File No 337 3/05/82 MARIO	DN,NC A/C Reg	g. No. N2835H	Τ	ime (Lcl)	- 1230 EST	
-Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Aircraft	Damage		Inju	ries	
,, , , , , , , , , , , , , , , , , , ,	SUBSTANT		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crev	v 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING		Othe	er O	0	0	0
-Aircraft Information					;	
Make/Mode1 - SCHWEIZER SGS-1-35	Eng Make/Model - N/A				Activated -	
Landing Gear - N/A	Number Engines - N/A				System - NO)
Max Gross Wt - 930	Engine Type - N/A		Weat	her Radar	- NO	
No. of Seats - 1	Rated Power - N/A					
-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	ata		
Basic Weather - VMC	LOCAL		SHIFTL			
Wind Dir/Speed- 230 -UNK/NR					- 28	
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid	- 3340/ 1	180
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -		Runway	Surface	- GRASS/TUR	₹F
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -	NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			AIVERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F	lours)		
PRIVATE	Current - YES	Total -			4 Hrs -	
SE LAND	Months Since - 11	Make/Mode1-			O Days- UNK	
	Aircraft Type - UNK/NR		143	Last 9	O Days-	17
GLIDER		Multi-Eng -	15			
Instrument Rating(s) - AIRPLANE						
INSTRUMENT RATING(S) - AIRPLANENarrative ILE TURNING FROM DOWNWIND THROUGH BASE TO !	FINAL APPROACH FOR LANDING. TH	HE PILOT NOTED A	STRONG TAI	LWIND. HE		
DRTED THAT THE TAILWIND BLEW THE GLIDER AG FENCE AND LAND ON THE RUNWAY WHEN HE ENCO E. HE ENCOUNTERED TURBULENCE WHICH HE BEL:	CROSS THE RUNWAY AND OVER THE DUNTERED WIND SHEAR AND LOST A LEVED TO BE CAUSED BY TREES ON	BOUNDARY FENCE. BOUT 20 KNOTS OF THE WINDWARD SI	HE ANGLED F AIRSPEED. IDE OF THE	BACK TO CL AT THE SA RUNWAY.	ME	
ABOUT 10 FT AGL, THE LEFT WING DROPPED AND TURNED ABRUPTLY TO THE LEFT AND WAS SUBSTRY.	STRUCK THE RUNWAY. WHEN THE	LEFT WING STRUCK	THE RUNWA	Y, THE GLI	DER	

File No. - 337 3/05/82 Reg. No. N2835H Time (Lc1) - 1230 EST MARION, NC A/C Reg. No. N2835H

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. WEATHER CONDITION TURBULENCE, CLEAR AIR
- 3. WEATHER CONDITION WINDSHEAR
- 4. COMPENSATION FOR WIND CONDITIONS INADEQUATE 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

Brief of Accident

File No 336 4/07/82 WINST	TON-SALEM, NC	A/C Reg	. No. N7377		Time (Lcl)	- 2305 EST	
Type Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft [SUBSTANT] Fire ON GROUNI	[AL Cre	s 0		uries Minor O O	None 1 1 0
Aircraft Information Make/Model - BEECH 65-A90 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9050 No. of Seats - 8		- 1	W PT6A-20	ELT Sta	Installed/ 11 Warning ther Radar	'Activated System - Y	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	LYNCHBU Destinatio WINSTON ATC/Airspac Type of F Type of C	n ,NC e light Plan - M learance - M		ON AII Airport I SMITH Runwa Runwa Runwa Runwa	Data REYNOLDS y Ident y Lth/Wid y Surface		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Biennial Flight Current	Review	Total ~	t Time (1 25968 2365 JNK/NR	Hours) Last 2 Last 3	24 Hrs -	7 K/NR
Instrument Rating(s) - AIRPLANENarrative BEFORE LANDING, THE PILOT WAS ADVISED BY APPR THE PILOT AGREED TO LAND ON RUNWAY 21 AND HOL ADVISED. THE AIRCRAFT WAS ON FINAL APPROACH THE RUNWAY LIGHTS, BUT AT FIRST, HE THOUGHT TO RAMP LIGHTS IN THE BACKGROUND. AT 150 TO 200 LIGHTS AND REALIZED THE RUNWAY LIGHTS WERE NO WITH THE TRAFFIC USING RUNWAY 33. SHORTLY AP PLANE STALLED FROM 20 TO 50 FT AGL AND LANDED MOVED THE PROPELLER CONTROLS TO THE REVERSE F	D SHORT OF RUNWA SHORTLY AFTER THE THE SET ON DESCRIPTION OF TAGE, HE SAW OT ON. QUICKLY, FIER REACHING FOR DEARD. AN INVESTICE OF THE REACHING FOR DEARD.	Y 33. THE AIR E TOWER CLOSED LOW INTENSITY THE RUNWAY WHE HE DECIDED TO THE THROTTLES TIGATION REVER	RCREWS CONDUCTION AT 2300 EST. AND COULD NOT BE EN IT WAS ILLUM: LAND RATHER THAN TO REDUCE POWE ALED THAT THE PI	NG 737 TRA: THE PILOT BE SEEN WIT NATED BY H NN GO-AROUN ER TO IDLE LOT HAD IN	INING WERE DID NOT SE TH HANGAR A HIS LANDING ND AND CONF AND LAND, NADVERTENTL	SO EE ND S LICT THE Y	

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File No. - 336 4/07/82 WINSTON-SALEM,NC A/C Reg. No. N7377 Time (Lc1) - 2305 EST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. CONTROL TOWER SERVICE NOT POSSIBLE PILOT IN COMMAND
- 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS NOT OPERATING
- 4. UNSAFE/HAZARDOUS CONDITION INADVERTENT PILOT IN COMMAND
- 5. IMPROPER DECISION, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 6. IMPROPER DECISION, DIVERTED ATTENTION PILOT IN COMMAND
- IMPROPER DECISION, FATIGUE PILOT IN COMMAND
- 8. PROPELLER 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) 8

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft l	Damage		Inju	ıries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANT		Fatal	-		Non
Type of Operation -INSTRUCTIONA	L - DUAL	Fire	Cre	_	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pas: Oth		0	0	0
accident occurred buring -takeorr							. -
vircraft Information							
Make/Model - CESSNA 150			INENTAL 0-200A	ELT		Activated	
Landing Gear - TRICYCLE-FIXED		Engines - 2				System - Y	'ES
Max Gross Wt - 1600			PROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 2	Rated P	ower - 10	OO HP				
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - MILITARY		arture Point		ON AIF	RPORT		
Method - TELEPHONE	_	S ACC/INC					
Completeness - PARTIAL, LMTD BY FCSTR		on		Airport (
Basic Weather - VMC Wind Dir/Speed- 220/005 KTS	LOCAL				NUK / Ident	- 26	
Visibility - 7.0 SM	ATC/Airspa	ce				- 3500 -U	INK/NR
Cloud Conditions(1st) - UNK/NR		Flight Plan - !	NONE			- GRASS/TU	
Cloud Conditions(2nd) - UNK/NR		Clearance - I				- DRY	
Obstructions to Vision- NONE	Type App	roach Flown - I	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36		edical Certifica			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			ght Time (F			_
COMMERCIAL, CFI		- YES	Total -	2813	Last 2	24 Hrs -	0
SE LAND, ME LAND	Months Sind	ce - 1 ype - C-172	Make/Model-	167	Last	30 Days- UN	IK/NR
HELICOPTER	Aircraft	ype - C-172	Make/Model- Instrument- Multi-Eng -	300	Potoro	raft -	2270
			Marci Ling	33	ROTOIC	21 41 (2270
Instrument Rating(s) - AIRPLANE							
lonnativo							
larrative ! ROTATION THE AIRSPEED WOULD NOT ACCELER/	ATE DAST SO MOU	DISPING OF IMPO	IT THE INSTRUCT	יחם דחחג מי	FD AND AFT	FD	
ZING THAT THE AIRCRAFT WOULD NOT CLIMB A							

File No 27	77 4/17/82	JACKSONVILLE,NC	A/C Reg. No. N6687G	Time (Lcl) - 0915 EST	
Occurrence Phase of Operation	IN FLIGHT COLLIS	SION WITH OBJECT			
Finding(s) 1. OBJECT - TREE(S) 2. ABORTED TAKEOR		LOT IN COMMAND(CFI)			
Probable Cause					
The National Transpor	tation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent	

is/are finding(s) 2

	ON,NE A/C Re	g. No. N8216Z 		ime (Lc1)	- 1745 CST 	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious	ries Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	5er 10us 0	M11101	O
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	ŏ	ó	ŏ
Accident Occurred During -TAXI		Other	0	Ó	Ö	Ō
Aircraft Information						
Make/Model - CESSNA 205	Eng Make/Mode1 - CON	TINENTAL IO-470-S		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning		ES
Max Gross Wt - 3300	Engine Type - REC		Weat	her Radar	- NO	
No. of Seats - 6	Rated Power -	260 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		ON AIR	PURI		
Method - TELEPHONE Completeness - FULL	S. SIOUX CITY,NE Destination		Airport D	1242		
Basic Weather - VMC	HEBRON, NE		HEBRON			
Wind Dir/Speed- 310/024 KTS	THE BROW, INC.				- 30	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		NK/NR
Cloud Conditions(1st) - 8000 FT OVE	RCAST Type of Flight Plan -	NONE	Runway	Surface	- CONCRETE	•
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE	Runway	Status	- DRY	
	Type Approach Flown -	VISUAL FULL CIRCL	IT			
Precipitation - NONE						
Condition of Light - DAYLIGHT	•				~	
Personnel Information						
Pilot-In-Command		Medical Certificat			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (F			* *
PRIVATE	Current - YES	Total -	1370	Last 2	4 Hrs -	. 0
SE LAND	Months Since - 23	Make/Mode1-	1370	Last 30 Last 90	Days-	0
	Months Since - 23 Aircraft Type - C-205	Instrument-	O	Last 90	Juays-	ο.
Inchryment Bating(a)						
Instrument Rating(s) - AIRPLANE						-,
Narrative						
TER LANDING ON DUNIWAY OF THE BILOT STATED	THAT HE INITIATED A TURN TO T	AXI TO HIS PARKING	SPACE WH	IEN A GUST	OF .	
TER LANDING UN KUNWAY 30 THE PILUT STATED						

File No. - 295 4/02/82 HEBRON,NE A/C Reg. No. N8216Z Time (Lc1) - 1745 CST

Occurrence
Phase of Operation

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS

- 2. WEATHER CONDITION HIGH WIND
- 3. WEATHER CONDITION UNFAVORABLE 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

File No 283 4/05/82 GURLE	Y,NE A/C Reg	g. No. N1686R	Т	ime (Lc1)	- 0840 CST	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Ini	uries	
	DESTROYI		Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	1
	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF		Other	0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 182RG	Eng Make/Model - LYC				/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1				System - L	INK/NR
Max Gross Wt - 3100	Engine Type - REC		TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power - 2	235 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	FT. MORGAN, CO		_			
Wind Dir/Speed- VARIABLE				Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace		,	Lth/Wid	· .	
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface	- N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance		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	Medical Certificat	e - VALID		WAIVERS/LIM	1IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (F			_
COMMERCIAL	Biennial Flight Review Current - YES Months Since - 14	Total -	537		24 Hrs -	0
SE LAND	Months Since - 14	Make/Model-	235		30 Days- UN	
•	Aircraft Type - UNK/NR	Instrument-	10	Last	90 Days-	0
Instrument Rating(s) - NONE						
-Narrative						
ING TAKEOFF FROM A WHEATFIELD THE LEFT GEA		ST CONTROL. THE TA	KEOFF WAS	ABORTED	AND	
AIRCRAFT TRAVELED ACROSS A ROAD AND THROU	CH A FENCE					

File No. - 283 4/05/82 GURLEY, NE A/C Req. No. N1686R Time (Lc1) - 0840 CST ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF Finding(s) 5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 6. OBJECT - FENCE ----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

Brief of Accident

Basic Information Type Operating Certificate-NON			No. N82GB		ime (LCI)	1707 CST	
	IE (GENERAL AVIATION)	Aircraft Da		Fata1	Injur Serious	ries Minor	None
Type of Operation -FER	IDV	Fire	Crew	Fata1 O	5er 10us 0	MITTOR	1
•	CFR 91	NONE	Pass	0	0	0	Ó
Accident Occurred During -LAN		140145	Other	ŏ	. 0	ŏ	Ö
Aircraft Information							
Make/Model - CESSNA 340A			NENTAL TSIO-520		Installed/A		
Landing Gear - TRICYCLE-RETRA		gines - 2			1 Warning 9		NK/NR
Max Gross Wt - 5990	Engine Ty	•	- FUEL INJECTED	Weat	her Radar -	- UNK/NR	
No. of Seats - 6	Rated Pow	er - 300) HP				
Environment/Operations Informati							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS		ture Point		ON AIR	PORT		
Method - IN PERSON	SAME AS						
Completeness - FULL	Destination		•	Airport D			
Basic Weather - IMC	HASTINGS	, NE			N MUNICIPAL		
Wind Dir/Speed- 090/018 KTS						- 14	150
Visibility - 2.0 SM	ATC/Airspace			,	Lth/Wid -	•	150
Cloud Conditions(1st) - 90				•	Surface -		
Cloud Conditions(2nd) - UNK/		earance - TO			Status -	- N/A	
Obstructions to Vision- FOG		ach Flown - V.	ISUAL FULL CIRCU	Lí			
Precipitation - DRIZ Condition of Light - DAYL							
Personnel Information							
Pilot-In-Command	Age - 21		dical Certificate) WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight		9	t Time (F	•		
COMMERCIAL	Current	- YES	Total -	8 18	Last 24		1
SE LAND, ME LAND	Months Since		Make/Model-	57		Days- UN	•
	Aircraft Typ	e - UNK/NR	Instrument-	76	Last 90	Days-	40
			Multi-Eng -	430			
Instrument Rating(s) - AI	RPLANE						
Instrument Rating(s) - AI	RPLANE						

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File No. - 308 4/07/82 LINCOLN, NE A/C Reg. No. N82GB Time (Lc1) - 1707 CST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION RAIN
- 3. WEATHER CONDITION ICING CONDITIONS
- 4. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 5. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 6. OBJECT FENCE

----Probable Cause----

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

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

File No 359 4/24/82 POTTE	R,NE A/O	Reg. No. N1556Q	Т	ime (Lc1) -	1100 MST	
Basic Information Type Operating Certificate-NONE (GENERA	SUBS	eaft Damage TANTIAL	Fatal		Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L - SOLO Fire NONE		. 0	0 0 0	0 0 0	1 0 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type -	CONTINENTAL 0-200A 1 RECIPROCATING-CARBUR 100 HP	Stal	Installed/A l Warning S her Radar -	System - Y	
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - RADIO Completeness - UNK/NR Basic Weather - VMC	Itinerary Last Departure Poi NORTH PLATTE,NE Destination POTTER,NE	nt		Proximity RPORT/STRIP ata	•	
Wind Dir/Speed- 320/006 KTS Visibility - 5.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pla Type of Clearance		Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command	Age - 44	Medical Certifica			IVERS/LIM	 IT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model-	ht Time (H 31 31 2	Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2 K/NR 25
Instrument Rating(s) - NONE						
Narrative HE STUDENT PILOT WAS ON HIS FIRST FLIGHT TO ELIEVED TO BE ON THE RANCH. NEARBY WAS A FIE ROCEEDED TO MAKE A FULL FLAP LANDING ON THE FRIP OF PLOWED GROUND. THE PLANE TOUCHED DOW JG IN. THE PLANE NOSED OVER AS IT HAD ALMOST	LD THAT APPEARED TO HAVE STRIP. AS HE WAS FLARING N ON THE MAIN GEAR AND RO	BEEN BLADED TO REMOV TO LAND, HE REALIZED	E GRASS CL	UMPS. HE AS OVER A		

File No. - 359 4/24/82 POTTER, NE A/C Reg. No. N1556Q Time (Lc1) - 1100 MST

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION SOFT
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER				Inju	ries	
	SUBSTAN		Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NUNE	Other	•	. 0	0	ó
Aircraft Information						
Make/Model - CESSNA 401B Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - CON Number Engines - 2	IINENIAL 10-520		Installed/ Warning		
Max Gross Wt - 6300		(P - FUEL INJECTED		her Radar		INN/ INN
No. of Seats - 8	J ,,	300 HP		or madar	J. 11.7, 7.1.1	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure Point WILMINGTON.NC		ON AIR	RPURI		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	CALDWELL, NJ		HANOVE			
Wind Dir/Speed- 040 -UNK/NR					- 09	
Visibility - 4.0 SM	ATC/Airspace	7.F.D.		/ Lth/Wid		40
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR	Type of Flight Plan - Type of Clearance -				- ASPHALT - WET	
Obstructions to Vision- HAZE	Type Of Creatance Type Approach Flown -		Rullway	Jiaius	WLI	
Precipitation - RAIN	. , , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 58	Medical Certificat	O - VALTE	MEDICAL -W	ATVEDS /LTM	T T
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F		AIVERS/ EIM	11
ATP	Current - YES		5800	Last 2	4 Hrs -	8
SE LAND, ME LAND, SE SEA	Months Since - 9		2000	Last 3	O Days- UN	K/NR
•	Aircraft Type - UNK/NR	Instrument-		Last 9	O Days-	25
		Multi-Eng -	5200			
Instrument Rating(s) - AIRPLANE						
Narrative						
NG FLIGHT. THE PILOT DIVERTED TO EAST HA	NOVER TO AVOID WEATHER. WHILE	LANDING ON A WET	RUNWAY IN	LIGHT WIN	D	
ITIONS, HE WAS UNABLE TO STOP BEFORE REA						

File No 2	26 1/01/82	EAST HANOVER, NJ	A/C Reg. No. N7967Q	Time (Lc1) - 1430 EST
Occurrence #1 Phase of Operation				
	DN - FOG DN - RAIN IES,RUNWAY/LANDING RRAIN - SELECTED -			
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 7. TERRAIN CONDITION	ON - DIRT BANK			
Probable Cause				·
The National Transpo is/are finding(s) 5,0		rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is	/are finding(s) 1,2,3,4	1,7	

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircraft	Damage		Injur	ies	
Type operating our trividate none (dentity	DESTROYE		Fatal			None
Type of Operation -APPLYING SEE		Crew		_	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass			Ö	ó
Accident Occurred During -TAKEOFF		Other	Ö	0 0	Ō	Ö
Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P &	W R-1340-AN1	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - P & Number Engines - 1		Sta1	1 Warning S	ystem - U	JNK/NR
Max Gross Wt - 3700	Engine Type - RECI	PROCATING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 1	Rated Power - 6	500 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 045/005 KTS			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE	Runwav	Surface -	N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE			N/A	
Obstructions to Vision- NONE	Type Approach Flown -	NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•		
Precipitation - NONE	type tippi dadit t tellit	,,,,,,,				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current - YES	Total -	7791	Last 24	Hrs -	10
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model-	1400	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	77	Last 90	Days-	230
		Make/Model- Instrument- Multi-Eng -	160	Rotorcr	aft -	50
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE Narrative			~			
AIRCRAFT ENGINE FAILED SECONDS AFTER TAKE TUDE AND SPEED TO DUMP HIS LOAD OF DRY FE TUDE AND BOUNCED. THE PLANE THEN WENT OVE	RTILIZER. THE PLANE STALLED A	ND TOUCHED DOWN H	ARD IN A	THREE-POINT		
THE TAKEOFF POINT. THE PILOT REPORTED TH AD COME FROM THE GROUND SUPPORT EQUIPMENT	AT WATER WAS FOUND IN A SUMP	AND IN THE CARBUR	ETOR, AND			

File No 3	60 1/23/82 HOBBS,NM	A/C Reg. No. N8584	Time (Lcl) - 0900 CST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	LIGHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		,
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LOAD JETTISON -	NOT POSSIBLE - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENE	PAL AVIATION)	Aircraft Dama	100		Inju	rios			
Type operating certificate None (dent	RAL AVIATION)	SUBSTANTIAL		Fatal	Serious		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									
Make/Model - CESSNA 177RG		/Model - LYCOMING	3 IO-360-A1B6D		Installed/				
Landing Gear - TRICYCLE-RETRACTABLE		ingines - 1	FUEL THUESTED		1 Warning		ES .		
Max Gross Wt - 2800 No. of Seats - 4	Rated Po	ype - RECIP - wer - 200 h			ner kadar				
Environment/Operations Information									
Weather Data	Itinerary				Airport Proximity				
Wx Briefing - FSS		rture Point		ON AIF	RPORT				
Method - RADIO		ACC/INC	,						
Completeness - UNK/NR Basic Weather - VMC	Destinatio FARMING			Airport [Jata A MUNICIPA	ı			
Wind Dir/Speed- 100/016 KTS	TARMING	11 014 , 1414		–		- N/A			
Visibility - 50.0 SM	ATC/Airspac	e			Lth/Wid				
Cloud Conditions(1st) - NONE		light Plan - NONE			Surface				
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	/ Status	- DRY			
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information Pilot-In-Command	Age - 29	Medio	al Certificat	e - VALID	MEDICAL-N	D WAIVERS/I	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight			t Time (F					
COMMERCIAL, CFI	Current			2970	Last 2	4 Hrs -	8		
SE LAND, ME LAND	Months Sind		lake/Mode1-	70	Last 3 Last 9	O Days- UN	K/NR		
	Aircraft Ty	1" "	nstrument-		Last 9	O Days-	60		
		Ņ	lulti-Eng -	250					
Instrument Rating(s) - AIRPLANE									
Nannativa									
Narrative E TAXIING, THE AIRCRAFT WAS LIFTED UP C DOWN, THE LEFT MAIN INBOARD CASTERING									
O KNOTS.	BOLT STEARED AND T	THE LET PHATE GEAR	. JULEAN JED. 1		AS GOSTING				

File No. - 357 2/07/82 ARTESIA,NM A/C Reg. No. N33281 Time (Lc1) - 1630 MST

Occurrence MAIN GEAR COLLAPSED Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS

2. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL

----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 217 1/30/82 ELKO	,NV A/C	Reg. No. N35289	Т	ime (Lcl)	- 1243 i	PST
Basic Information Type Operating Certificate-NONE (GENER		aft Damage ANTIAL	Fatal	Inju Serious	ries Mino	n None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	ő	ŏ	ŏ	1
Accident Occurred During -LANDING	,,,,,,	Other	-	ŏ	Ō	Ö
Aircraft Information						
Make/Model - CESSNA 177B	Eng Make/Model - L	YCOMING 0-360-A1F6D	ELT	Installed/	Activate	ed - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -		Stal	1 Warning	System -	- YES
Max Gross Wt - 2500	Engine Type - F	ECIPROCATING-CARBURE				
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Poir LONG BEACH.CA	it	OFF AI	RPORT/STRI	P	
· · · · · · · · · · · · · · · · · ·	•		Ainmana D			
Completeness - N/A Basic Weather - VMC	Destination	·	Airport D	ata		
Wind Dir/Speed- UNK/NR	ELKO,NV		Dumino	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- NONE	•	Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Flight Flair		•			
Obstructions to Vision- NONE	/ -		Runway	Status	- N/A	
Precipitation - NONE	Type Approach Flown	I - UNK/NR				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 32	Medical Certificate	-			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	t Time (H	ours)		
PRIVATE	Current - YES	Total -	232		4 Hrs -	4
SE LAND	Months Since - 13	Make/Model-	7		Days-	
SE EAND	Aircraft Type - UNK/N	IR Instrument-	15		O Days-	11
	All clair Type DNA/T	Tristi dilett	13	Last 5	Days	''
Instrument Rating(s) - NONE						
Narrativè						
OWNER OF THE AIRCRAFT STATED THAT HE HAD						
ID THAT HE DID NOT VISUALLY CHECK THE FUEL						
L. ABOUT 15 MILES FROM ELKO, THE ENGINE BI						
) THE RIGHT GUAGE STILL INDICATED FULL. THI						
S DAMAGED DURING A FORCED LANDING ON A ROAL						
ITCH ON, THE LEFT FUEL GAUGE INDICATED EMP						
'S OF BOTH WINGS. A PRESSURE CHECK REVEALED) EXTENSIVE LEAKAGE FROM TH	E LEFT WING. THE LEFT	r wing fu	EL CAP PLI	ABLE	
AL WAS FOUND TO BE DRIED OUT.						
						.

File No. - 217 1/30/82 ELKO, NV A/C Reg. No. N35289 Time (Lc1) - 1243 PST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - ERRATIC 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 3. FUEL SYSTEM, CAP - DETERIORATED 4. FLUID, FUEL - SIPHONING 5. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5$

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

Dania Information			SON, NV	7, 5 115	g. No. N	30730	•	1	- 0830	FJI	
Basic Information Type Operating Certificate-NONE (GENERAL AV			AVIATION)	Aircraft NONE	Injuries Fatal Serious Minor					None	
Type of Operation	-PERSO	INIAI		Fire		Crew	0	3er 10us		01.	none 1
Flight Conducted Under				NONE		Pass	0	Ó		1	1
Accident Occurred Durin				NONE		Other	Ö	ŏ		Ó	Ö
Aircraft Information											
Make/Model - BARNES	AX-7			ke/Model - N/A				Installe			NO -N/
Landing Gear - N/A				Engines - N/A				l Warning		- NO	
Max Gross Wt - UNK/NR			Engine	• •			Weat	her Radaı	· - NO		
No. of Seats - O			Rated	Power - N/A							
Environment/Operations In	formation) -									
Weather Data		DIEFINO	Itinerary					Proximity			
	CORD OF B	RIEFING		parture Point			OFF AI	RPORT/ST	SIP		
Method - N/A				AS ACC/INC			: D	_+_			
Completeness - N/A Basic Weather - VMC			Destinat LOCAL			A	irport D	ata			
Wind Dir/Speed- VARIA	BIE/00E W	TC	LUCAL				Dunway	Ident	- N/A		
Visibility - 30.		.13	ATC/Airsp					Lth/Wid			
Cloud Conditions(1st))		ace Flight Plan -	NONE			Surface			
Cloud Conditions(2nd)				Clearance -				Status	- N/A		
Obstructions to Visio		•		proach Flown -			Kariway	3 ta ta 3	14/ 0		
Precipitation	- NONE		Type Ap	pi oden i remi	110112						
. Condition of Light		HT	•								
Personnel Information											
Pilot-In-Command			Age - 45		Medical (Certificate					
Certificate(s)/Rating(s)		Biennial Flig	ht Review		Flight	Time (H				
COMMERCIAL			Current	- UNK/NR	Tota	1 -		Last			
				nce - UNK/NR	Make,	/Model- UNK	/NR	Last	30 Days	- UNK/	NR
			Aircraft	Type - UNK/NR	Insti	rument-	0	Last	90 Days	- UNK/	NR
FREE BALLOON Instrument Rating(s) - NONE										
Narrative											
ILE INFLATING THE BALLOON,											
WAS FLOWN ON A 20 MINUTE F											
UNCE DURING TOUCHDOWN. AT A)		
IFTING TOWARD SOME ROCKS. T									_		
AME OUT. THE PILOT WAS KNOC											
	APID CLIN	IB. ANOTH	ER BALLOUN PI	LUI WAS ALSO O	N BUARD.	HE ASSUMED	CONTROL	AND LAN	ノヒリ		
SKET, THE BALLOON BEGAN A R E BALLOON SAFELY.	AI ID CLI	,									

3/06/82 A/C Reg. No. N90790 File No. - 204 HENDERSON, NV Time (Lc1) - 0830 PST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. BALLOON EQUIPMENT, HEATER SYSTEM - ERRATIC 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----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

SUBSTANTIAL Fire NONE e/Mode1 - LYCOMIN Engines - 1	Crew Pass Other	Fatal 0 0 0	Serious 0 0 0	Minor O O O	None 1 3 0
NONE e/Model - LYCOMIN Engines - 1	Pass Other	Ō	Ö	Ö	3
e/Model - LYCOMIN Engines - 1	Other	•	•	-	
Engines - 1		0	0	0	0
Engines - 1	IG 0-320-E2D				
Engines - 1	IG 0-320-E2D				
			Installed/A		
		Stal	1 Warning S	ystem - Y	ES
Type - RECIPRO		₹ Weat	her Radar -	· NO	
ower - 150	HP				
	A				
		ON AIR	PORT		
•		_			
on	Air				
		•			
					50
		Runway	Status -	DRY	
roach Flown - NUN	E				
				WAIVERS/	-IMII
				. Una -	0
					0 V /ND
		_			
ype 014K/14K	This traillerit	U			
			ROTOLCI	are on	
	DURING PULL-UP, 1	.			
	Clearance - NON roach Flown - NON Medi t Review - YES ce - 1	Arture Point S ACC/INC On Air Ce Flight Plan - NONE Clearance - NONE roach Flown - NONE Medical Certificate - t Review Flight 1 - YES Total - 55 ce - 1 Make/Model- 55	arture Point ON AIR S ACC/INC On Airport D CANAST Runway Ce Runway Clearance - NONE Runway roach Flown - NONE Medical Certificate - VALID t Review Flight Time (H - YES Total - 553 Ce - 1 Make/Model - 553	Airport Data CANASTOTA Runway Ident - Runway Lth/Wid - Runway Surface - Clearance - NONE Runway Status - Clearance - NONE Medical Certificate - VALID MEDICAL-NO TOTAL TIME (Hours) - YES Total - 553 Last 24 Company Com	Medical Certificate - VALID MEDICAL-NO WAIVERS/L Medical Certificate - VALID MEDICAL-NO WAIVERS/L T Review Flight Time (Hours) - YES Total - 553 Last 24 Hrs Make/Model- 553 Last 30 Days- UNk

File No 2	06 3/15/82 CANASTOTA,NY	A/C Reg. No. N9243H	Time (Lc1) - 1800 EST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
Finding(s) 1. OBJECT - TREE(S 2. CLEARANCE - M	ISJUDGED - PILOT IN COMMAND		
	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITI 4. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent

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

Type Operating Certific	cate-NONE (GENE		aft Damage		Injur		
Type of Operation	-PERSONAL	NONE Fire	_	Fatal O	Serious	Minor O	None
Flight Conducted Under		NONE	· -	-	0	0	. 1
Accident Occurred Durin			Other	_	o	ő	ŏ
Aircraft Information							
Make/Model - PIPER u			CONTINENTAL A-65		Installed/A		
Landing Gear - TAILWHE	EL-ALL FIXED	Number Engines -			ll Warning S		10
Max Gross Wt - 1220			RECIPROCATING-CARBURE	TOR Wea	ther Radar -	- NO	
No. of Seats - 2		Rated Power -	65 HP				
Environment/Operations Ir	formation						
Weather Data		Itinerary			Proximity		
	CORD OF BRIEF	ING Last Departure Pot SAME AS ACC/INC	int	ON AI	RPORT		
Method - N/A Completeness - N/A		Destination		Airport I	30+0		
Basic Weather - VMC		LOCAL '		BAYPO			
Wind Dir/Speed- UNK/N	JP.	EBOAL				- UNK/NR	
Visibility - 20.		ATC/Airspace			y Lth/Wid -		
Cloud Conditions(1st)		Type of Flight Pla	n - NONE		v Surface -		
Cloud Conditions(2nd)		Type of Clearance				- N/A	
Obstructions to Visio	on- NONE	Type Approach Flow	n - NONE	•		•	
Precipitation	- NONE	• • • • • • • • • • • • • • • • • • • •					
Condition of Light	- DAYLIGHT	· · · · · · · · · · · · · · · · · · ·					
Personnel Information	-						
Pilot-In-Command		Age - 41	Medical Certificat) WAIVERS/	LIMIT
Certificate(s)/Rating((s)	Biennial Flight Review		nt Time (I			
COMMERCIAL		Current - YES		2048			0
SE LAND, ME LAND		Months Since - 18	Make/Model - UN	IK/NR	Last 30	Days- UN	K/NR
		Aircraft Type - UNK/	NR Instrument- Multi-Eng -		Last 90	Days-	97

File No. - 327 3/18/82 BAYPORT,NY A/C Reg. No. N40627 Time (Lc1) - 1330 EST

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dam			Injur		
T		SUBSTANTIAL		Fatal		Minor	Non
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire NONE	Crew Pass	0	0 0	0	1
Accident Occurred During -LANDING			Other	ŏ	o	ŏ	o
Aircraft Information							
Make/Model - LUSCOMBE 8E	Eng Ma	ke/Model - CONTINE	NTAL C-85-12F	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1400		Engines - 1 Type - RECIPRO			1 Warning S		U
No. of Seats - 2		Power - 85		uk wear	.rier kauar -	NO	
invironment/Operations Information							
Veather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A		parture Point		ON AIR	PORT		
Completeness - N/A	Destinat	LBANY,NY		irport [ata		
Basic Weather - VMC		ELAER,NY	. -		LAER COUNTY		
Wind Dir/Speed- 040/006 KTS		-				36	
Visibility - 20.0 SM	ATC/Airsp				Lth/Wid -		60
Cloud Conditions(1st) - 3500 FT					Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE		Clearance - NON proach Flown - NON		Runway	Status -	UKY	
Precipitation - NONE	Type Ap	proach rown Non	ıL				
Condition of Light - DAYLIGHT							
Personnel Information	A OF		1 01/6/1-		MEDICAL NO		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flig	medi ht Paview	cal Certificate Flight			WAIVERS/	L I M I I
COMMERCIAL, CFI	Current	- YES	Total - 1	317	Last 24	Hrs -	0
ME LAND	Months Si	nce - 2 Type - UNK/NR	Make/Mode1-	6	Last 30	Days- UN	K/NR
	Aircraft	Type - UNK/NR	Instrument-	55	Last 90	Days-	87
		•	Multi-Eng -	18	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLAN							
larrative							
PILOT STATED THAT DURING LANDING FLAR	E WHILE HOLDING ELL	I AFT ON THE CONT	POL STICK THE R	IGHT WIN	IG CAME LIP		

File No. - 270 3/20/82 POESTENKILL,NY A/C Reg. No. N1774K Time (Lc1) - 1330 EST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK
2. FLARE - 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

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) A i	rcraft Damage			Ini	uries		
Type operating our tri route none (delien		JBSTANTIAL		Fatal	Serious		n None	
Type of Operation -PERSONAL		°e	Crew	-	0			
Flight Conducted Under -14 CFR 91	N	DNE	Pass	-	_	0	•	
Accident Occurred During -LANDING			Other	0	0 	0	0 	
Aircraft Information								
Make/Model - PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360	-BIE	ELT :	Installed	/Activate	ed - YES/I	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines	Number Engines - 1 Engine Type - RECIP - FUEL INJECTED				Svetom .	- YES	
Max Gross Wt - 2500			JECTED	Weat	ner Radar	- NO		
No. of Seats - 4	Rated Power	- 180 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRIEFING				OFF AIRPORT/STRIP				
Method - N/A	SAME AS ACC/IN	IC .						
Completeness - N/A	Destination		,	Airport Da	ata			
Basic Weather - IMC Wind Dir/Speed- UNK/NR	LOCAL			Diamira	Ident	N1 / A		
Visibility - 1.0 SM	ATC/Airspace				Lth/Wid			
Cloud Conditions(1st) - UNK/NR	Type of Flight	Plan - NONE			Surface			
Cloud Conditions(2nd) - UNK/NR	Type of Clearand				Status			
Obstructions to Vision- FOG	Type Approach F					,		
Precipitation - RAIN								
Condition of Light - NIGHT (DARK)								
Personnel Information								
Pilot-In-Command	Age - 45	Medical Cert				WAIVERS/	_IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	V	Flight	t Time (Ho	ours)			
COMMERCIAL, CFI	Current - YE Months Since - 6	S Total Make/Mod NK/NR Instrume		1049	Last	24 Hrs -	0	
SE LAND	Months Since - 6	Make/Mod	le I -	594	Last	30 Days-	UNK/NR	
	Aircraft Type - U	NK/NK Instrume	nτ-	458	Last	craft -	45	
					ROTO	Crart -	UNK/ NK	
Instrument Rating(s) - AIRPLANE								
varrative PILOT ELECTED TO TAKEOFF AT NIGHT WITH LO	NW VISIRIITTY DAIN AND	FOG SOON AFTED	TAKENER	- VISHAL 4	בפטוואם כס	NTACT		
LOST DUE TO WHAT THE PILOT STATED AS QUIC	THIS INVESTIGATION OF THE TRICE A	AND VISIBILITY TH	F PILOT	THEN DE	CIDED TO	MAKE		

File No. - 263 3/25/82 PERRY WARSAW, NY A/C Reg. No. N4909J Time (Lc1) - 2010 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - FOG 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

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

File No 201 1/23/82 LONDO	N,OH A/C F	eg. No. N6940Q	т	ime (Lc1) -	2341 EST		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies		
	DESTRO	YED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0	
Accident Occurred During -DESCENT		Other	0	0	0	0	
Aircraft Information							
Make/Model - BEECH A23A		NTINENTAL IO-345-A		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		ES	
Max Gross Wt - 2400		CIP - FUEL INJECTED Weather Radar - NO					
No. of Seats - 4	Rated Power -	165 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS	Last Departure Point	OFF AI	RPORT/STŔIP	•			
Method - TELEPHONE	COLUMBUS, OH						
Completeness - FULL	Destination		Airport D	ata			
Basic Weather - IMC	SPRINGFIELD, OH						
Wind Dir/Speed- 260/032 KTS			Runway	Ident -	N/A		
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	N/A		
Cloud Conditions(1st) - 3000 FT BROK	EN Type of Flight Plan	- NONE	Runway	Surface -	N/A		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status -	N/A		
Obstructions to Vision- BLOWING SNOW	Type Approach Flown	- NONE					
Precipitation - SNOW	•						
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 34				IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	t Time (H				
PRIVATE	Current - YES					. 1	
SE LAND	Months Since - 14 Aircraft Type - UNK/NR	Make/Model-	75	Last 30	Days- UN	K/NR	
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	K/NR	
Instrument Rating(s) - NONE							
Narrative E PILOT RECEIVED TWO WEATHER BRIEFINGS FOR COMMENDED. THE PILOT TOOK OFF AFTER THE TOW ARD THE LOUD SOUND OF AN AIRCRAFT ENGINE, B MITED BY BLOWING SNOW IN STRONG WINDS. THE TNESS. EXAMINATION OF THE WRECKAGE REVEALED	ER CLOSED AT 2300 EST. AT A UT DID NOT HEAR THE CRASH. WRECKAGE WAS FOUND ON 1/28/	BOUT 2341 A WITNESS HE REPORTED THAT THE 82 ABOUT 1/2 MILE FR	NEAR THE	CRASH SITE			
THE WEST OF THE WE	IT THE ONDOLLE AN A STEEL	~					

File No. - 201 1/23/82 LONDON, OH A/C Reg. No. N6940Q Time (Lc1) - 2341 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - TURBULENCE 3. WEATHER CONDITION - HIGH WIND 4. WEATHER CONDITION - SNOW Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Type Operating Certificate-NONE (GENERA	L AVIALIUN)	Aircraft Damag	е	 1	Inju		
Type of Operation -INSTRUCTION	u - soin	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None O
Flight Conducted Under -14 CFR 91	1000	NONE	Pass	0	0	Ö	Ö
Accident Occurred During -LANDING		110.112	Other	· ŏ	Ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA 152		ake/Mode1 - LYCOMING	0-235-L-2C		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		r Engines - 1	TING CARRURET		1 Warning		NK/NR
No. of Seats - 2		e Type - RECIPROCA Power - 110 HP		uk weat	ner kadar	- NU	
Environment/Operations Information		·					
Weather Data	Itinerar				Proximity.		
Wx Briefing - NO RECORD OF BRIEFING		eparture Point		ON AIF	PORT		
Method - N/A		ELAND, OH		innant F			
Completeness - N/A Basic Weather - VMC	Destina	tion IA.OH	А	irport [ata I COUNTY RE	STONAL	
Wind Dir/Speed- 260/005 KTS	LLIK	14,00				- 25	
Visibility - 4.0 SM	ATC/Airs	pace			Lth/Wid		100
Cloud Conditions(1st) - NONE		f Flight Plan - NONE			Surface	- ASPHALT	
Cloud Conditions(2nd) - UNK/NR		f Clearance - NONE		Runway	Status	- SNOW - C	RUSTED
Obstructions to Vision- NONE	Type A	pproach Flown - T O UCH	AND GO				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - UNK/NR	Medica	1 Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fli			Time (F			
STUDENT	Current		tal -	30	Last 2	4 Hrs -	0
			ke/Model- strument-	30 30	Last 30 Last 90	Days- UN	K/NR O
	Africiant	Type - N/A III	s traillent-	U	Last st	J Days-	U
Instrument Rating(s) - NONE							
Jonnotivo							
Narrative		ING AFTER THE FIRST L	ANDTHO UE DET	COTED A	NOTTOARLY		

File No. - 285 2/12/82 A/C Reg. No. N49952 Time (Lc1) - 1615 EST ELYRIA, OH LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - VIBRATION 2. LANDING GEAR, NOSE GEAR ASSEMBLY - DISABLED OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 213 2/24/82 BRYA	N,OH A/C F	Reg. No. N7812Q		Time (Lc1) ·	0730 EST	
Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur		•
		INTIAL	Fatal	Serious	Minor	None
Type of Operation -FERRY	Fire	Cre	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas Oth		0	0	0
Aircraft Information						
Make/Model - CESSNA 414	Eng Make/Model - Co			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	<u> </u>		il Warning S		ES
Max Gross Wt - 6750	Engine Type - RE		ED Wear	ther Radar -	· NO	
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing T FSS	Last Departure Point	:	ON AI	RPORT		
Method - TELEPHONE	ANGOLA, IN					
Completeness - FULL	Destination		Airport (Data		
Basic Weather - VMC	BRYAN, OH		BRYAN			
Wind Dir/Speed- 040/008 KTS			Runway	/ Ident -	07	
Visibility - 0.0 .	ATC/Airspace		Runwa	/ Lth/Wid -	5002/	75
Cloud Conditions(1st) - 1200 FT OVE	RCAST Type of Flight Plan	- NONE	Runway	/ Surface -	ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	/ Status -	SNOW - C	OMPACTE
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - SNOW SHOWER						
Condition of Light - DAWN						
Personnel Information						
Pilot-In-Command	Age - 49	Medical Certific	ate - VALI	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		· · · · · · · · · · · · · · · · · · ·	
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 6	Make/Model-		Last 30	Days- UN	K/NR
	Aircraft Type - C-414	Instrument-		Last 90		3
		Multi-Eng -	4352		, _	
Instrument Rating(s) - AIRPLANE						
This trailer tracing(s) - AIRFLANC						
-Narrative						
PILOT REPORTED LANDING IN ALMOST TOTAL W						
RE WAS A LITTLE LIGHT ICE ON THE WINDSHIE	LD, AND THERE WAS SNOW AND I	CE UN THE RUNWAY.	THE PILOT	WAS UNAWARE		
T ONLY A 50 FT WIDE STRIP WAS PLOWED ON TH	HE RUNWAY. DURING THE LANDIN	IG RULL, THE ATRCR	AFT DRIFTED	RIGHT AND		
A SNOWBANK.						

File No. - 213 2/24/82 BRYAN, OH A/C Reg. No. N7812Q Time (Lc1) - 0730 EST

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

- 1. LIGHT CONDITION DAWN
- 2. WEATHER CONDITION SNOW
- 3. WEATHER CONDITION WHITEOUT
- 4. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ICY
- 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 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) 4

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

Type Operating Certificate	ON-DEMAND AIR T	AVT	Aircraft SUBSTANT		Fatal	-	juries Minor	None
Type of Operation			Fire		ew O	Serrious	S MITHOR	None 1
Flight Conducted Under		7110, CANGO	NONE		ss 0	ŏ	ŏ	Ö
Accident Occurred During				Ot	her 0	Ö	Ö	ō
Aircraft Information								
Make/Model - SMITH AERO				MING TIO-540-G			d/Activated	
Landing Gear - TRICYCLE-RI Max Gross Wt - 5500	TRACTABLE		gines - 2	P - FUEL INJEC		all Warning ather Radar	System -	YES
No. of Seats - 6		Rated Pow			IED We	ather kagar	- NU	
Environment/Operations Inform	 nation							
Weather Data		Itinerary				t Proximity	/	
Wx Briefing - FSS		Last Depar			ON A	IRPORT		
Method - TELEPHONI	•	SAME AS						
Completeness - FULL		Destination		-	Airport			
Basic Weather - VMC Wind Dir/Speed- 120/012	/TS	PRYTOW, O	1			IN COUNTY av Ident	- 05	
Visibility - 10.0		ATC/Airspace					- 5000/	100
Cloud Conditions(1st) -	6000 FT OVERCAS			VFR .			- CONCRET	
Cloud Conditions(2nd) - 1			earance -			ay Status		
Obstructions to Vision- I		Type Approx	ach Flown -	NONE			*	
	RAIN							
Condition of Light - I	NIGHT (DARK)							
Personnel Information Pilot-In-Command	Αα	e - 25	M	ledical Certifi	cate - VAL	ID MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)		ennial Flight 1			ight Time			•
COMMERCIAL, CFI		Current	- YES	Total -			24 Hrs -	0
SE LAND, ME LAND		Months Since		· ·	305	Last Last	30 Days-	0
		Aircraft Typ	e - PA-60	Instrument-		Last	90 Days-	158
				Multi-Eng -	850	ş		
Instrument Rating(s)	- AIRPLANE					į.		
Narrative								
				ROLLING A FEW		UE DED		

File No 212 3/04/82 ELYRIA,OH	A/C Reg. No. N9530Q	Time (Lc1) - 0545 EST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 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		5. M
Finding(s) 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK		
Probable Cause		
The National Transportation Safety Board determines that the Probis/are finding(s) 3	pable Cause(s) of this accider	t .
Factor(s) relating to this accident is/are finding(s) 1,2,5		

SUBSTA Fire NONE 	1 ECIPROCATING 230 HP t	G-CARBURE	O O O O O O O O O O O O O O O O O O O	Serious 0 0 0 T Installe all Warning ather Rada t Proximit IRPORT	d/Activa g System r - NO y - 17 - 290	0 (0) (0) (0) (0) (0) (0) (0) (0) (0) (0
SUBSTAFIRE NONE Make/Model - Comber Engines - Regine Type - Regines - Comber Engines - Comber Engines - Comber Engine Type - Regine Type - Ty	ANTIAL ONTINENTAL 1 ECIPROCATING 230 HP t	Pass Other O-470-R G-CARBURE	O O O O O O O O O O O O O O O O O O O	Serious O O O T Installer all Warnin ather Rada t Proximit IRPORT Data CITY ay Ident ay Lth/Wid	d/Activa g System r - NO	0 (0) (0) (0) (0) (0) (0) (0) (0) (0) (0
NONE g Make/Model - Comber Engines - gine Type - RE ted Power - rary t Departure Point UNKIRK, NY ination EBRING, OH irspace e of Flight Plan e of Clearance	1 ECIPROCATING 230 HP t	Pass Other O-470-R G-CARBURE	O O O O O O O O O O O O O O O O O O O	O O O T Installer all Warning ather Rada t Proximity IRPORT Data CITY ay Ident ay Lth/Wid	d/Activa g System r - NO y - 17 - 290	ted - YES, - YES
g Make/Model - Comber Engines - gine Type - REted Power - rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plane of Clearance	1 ECIPROCATING 230 HP t	Other	ELI Sta TOR Wea Airport ON Al Airport TRI (Runwa Runwa	T Installed all Warning ather Radal to Proximit IRPORT Data CITY ay Ident ay Lth/Wid	d/Activa g System r - NO 	0 (
mber Engines - gine Type - RE ted Power - rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	1 ECIPROCATING 230 HP t	O-470-R G-CARBURE	ELI Sta TOR Wea Airport ON Al Airport TRI (Runwa Runwa	T Installed all Warning ather Radal Tension of the Proximit IRPORT Data CITY ay Ident ay Lth/Wid	d/Activa g System r - NO y y - 17 - 290	ted - YES, - YES
mber Engines - gine Type - RE ted Power - rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	1 ECIPROCATING 230 HP t	G-CARBURE	Sta TOR Wea Airport ON Al Airport TRI (Runwa Runwa	all Warning ather Rada t Proximit IRPORT Data CITY ay Ident ay Lth/Wid	g System r - NO y y - 17 - 290	- YES
mber Engines - gine Type - RE ted Power - rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	1 ECIPROCATING 230 HP t	G-CARBURE	Sta TOR Wea Airport ON Al Airport TRI (Runwa Runwa	all Warning ather Rada t Proximit IRPORT Data CITY ay Ident ay Lth/Wid	g System r - NO y y - 17 - 290	- YES
gine Type - RE ted Power - rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	ECIPROCATING 230 HP t		Airport Airport TRI (Runwa Runwa	ather Radai t Proximit IRPORT Data CITY ay Ident ay Lth/Wid	r - NO y y - 17 - 290	0/ 100·
ted Power rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	230 HP t		Airport ON Al Airport TRI (Runwa Runwa	t Proximit IRPORT Data CITY ay Ident ay Lth/Wid	y - 17 - 290	
rary t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	t - NONE		ON AI Airport TRI (Runwa Runwa	IRPORT Data CITY ay Ident ay Lth/Wid	- 17 - 290	
t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	- NONE		ON AI Airport TRI (Runwa Runwa	IRPORT Data CITY ay Ident ay Lth/Wid	- 17 - 290	
t Departure Point UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	- NONE		ON AI Airport TRI (Runwa Runwa	IRPORT Data CITY ay Ident ay Lth/Wid	- 17 - 290	
UNKIRK,NY ination EBRING,OH irspace e of Flight Plan e of Clearance	- NONE		Airport TRI (Runwa Runwa	Data CITY ay Ident ay Lth/Wid	- 290	
ination EBRING,OH irspace e of Flight Plan e of Clearance			TRI (Runwa Runwa	CITY ay Ident ay Lth/Wid	- 290	
EBRING,OH irspace e of Flight Plan e of Clearance			TRI (Runwa Runwa	CITY ay Ident ay Lth/Wid	- 290	
irspace e of Flight Plan e of Clearance			Runwa Runwa	ay Ident ay Lth/Wid	- 290	
e of Flight Plan e of Clearance			Runwa	ay Lth/Wid	- 290	
e of Flight Plan e of Clearance						
e of Clearance			Runwa	av Surface	- ASPH	ALT
				•		
e Approach Flown			Runwa	ay Status	- DRY	
	- NONE					
_43	Medical C	ertificat			-NO WAIV	ERS/LIMIT
Flight Reyiew		Fligh				_
aft Type - C-182	Instr	ument-	179	Last	90 Days	- 18
	Flight Review nt - YES s Since - 12	Flight Review nt - YES Total s Since - 12 Make/ aft Type - C-182 Instr	Flight Review Fligh nt - YES Total - s Since - 12 Make/Model- aft Type - C-182 Instrument-	Flight Review Flight Time nt - YES Total - 1035 s Since - 12 Make/Model- 8 aft Type - C-182 Instrument- 179 THE PLANE RAN OFF THE SIDE OF THE RUNWAY AN	Flight Reyiew Flight Time (Hours) nt - YES Total - 1035 Last s Since - 12 Make/Model- 8 Last aft Type - C-182 Instrument- 179 Last	Flight Review Flight Time (Hours) nt - YES Total - 1035 Last 24 Hrs s Since - 12 Make/Model - 8 Last 30 Days aft Type - C-182 Instrument - 179 Last 90 Days THE PLANE RAN OFF THE SIDE OF THE RUNWAY AND OVERTURNED.

File No. - 221 3/13/82 SEBRING.OH A/C Reg. No. N2039X Time (Lc1) - 1700 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - HIGH WIND 4. WEATHER CONDITION - UNFAVORABLE WIND 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 5 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft [)amage		Injur	ries	
31 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	···-	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	O	2	2
Accident Occurred During -LANDING			0ther	0	0	0	0
-Aircraft Information			•				
Make/Model - PIPER PA-32-300			MING IO-540-K1G5		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			11 Warning S		NK/NR
Max Gross Wt - 3400			- FUEL INJECTED	Weat	ther Radar -	- UNK/NR	
No. of Seats - 7	Rated Po	ower - 30	OO HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR		rture Point		ON AIF	RPORT		
Method - UNK/NR Completeness - UNK/NR	GREEN E Destinatio			4 d m m m m m m m m m m m m m m m m m m)_+_		
Basic Weather - VMC	VAN WEN			Airport [ata ERT MUNICIPA	V I	
Wind Dir/Speed- 220/016 KTS	VAIN WEIN	11,011	•			- 27	
Visibility - 20.0 SM	ATC/Airspac	e ·			/ Lth/Wid -		75
Cloud Conditions(1st) - NONE		light Plan - \	/FR		Surface -		
Cloud Conditions(2nd) - NONE		learance - l			/ Status -		
Obstructions to Vision- NONE	Type Appr	oach Flown - \	ISUAL FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	•						
Pilot-In-Command	Age - 23		edical Certificat) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (F			
PRIVATE	Current	- YES e - 17	Total - Make/Model-		Last 24		1
SE LAND		pe - 1/ pe - UNK/NR		28	Last 30	Days- UN	4/NR
Instrument Rating(s) - NONE	Andrare	pe ontry the	The evaluation	, 0	2451 30	Juyo	12
This is directly Rating(3) NONE							
-Narrative							
PILOT-IN-COMMAND HAD A PRIVATE, SINGLE-						_	
OMMERCIAL, SINGLE-ENGINE-LAND, PILOT. TH						MATED	
T THE WINDS WERE FROM 220 DEGREES AT 16							
DITIONS FORCED THE PLANE OFF THE RIGHT S DING, THE PLANE BOUNCED, HIT THE STRIP A				SIAIED IF	1A I DURING T	HE	

File No 3	76 3/30/82	VAN WERT,OH	A/C Reg. No. N2866M	Time (Lcl) - 1100 EST
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. WEATHER CONDITI 2. LEVEL OFF - I		COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. WEATHER CONDITI 4. WEATHER CONDITI 5. COMPENSATION 6. GROUND LOOP/SWE	ON - GUSTS FOR WIND CONDITION			
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 7. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that t	he Probable Cause(s) of this a	accident
Factor(s) relating t	o this accident is,	/are finding(s) 1,3,	4,7	

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Inju	uries	
		NTIAL	Fatal	Serious		Non
Type of Operation -PERSONAL	Fire	Cre		0	O	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas: Othe	-	0	0	1
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - L'	COMING 0-320-E2D	ELT	Installed/	Activated	- YES/
Landing Gear - TRICYCLE-FIXED	Number Engines -		Stal	1 Warning	System -	YES
Max Gross Wt - 2300	Engine Type - RI	CIPROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	10+0		
Basic Weather - VMC	LOCAL .		KOONS	ata		
Wind Dir/Speed- 270/030 KTS	LOCAL			Ident	- 27	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		75
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status	- DRY	•
Obstructions to Vision- NONE	Type Approach Flown		•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 70	Medical Certifica			/AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
COMMERCIAL, CFI	Current - UNK/NI				24 Hrs -	1
SE LAND	Months Since - UNK/NF Aircraft Type - UNK/NF		1 25	Last 3	BO Days-	25 NK /ND
	Aircraft Type - UNK/N	instrument-	25	Last	o Days- U	INK/ INK
Instrument Rating(s) - NONE						
Narrative						
Narrative R RETURNING FROM A LOCAL FLIGHT, THE ENGI	JE LOST DOWED REFORE LANDIN	IC THE DIANE CDAS	SHED AROUT	35 FT FDOM	1	
APPROACH END OF RUNWAY 27. TWO TELEPHONE						
	ARBURETOR FLOAT. THE PILOT					

File No 3	O1 4/18/82 SALEM,OH	A/C Reg. No. N13226	Time (Lc1) - 1415 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE APPROACH	E/MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,CAR	BURETOR - BINDING(MECHANICAL)		
Occurrence #2 Phase of Operation	FORCED LANDING APPROACH - VFR PATTERN - FINAL APPR	ROACH	
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPR	ROACH	
Finding(s) 2. OBJECT - UNFAVO 3. TERRAIN CONDITI			
Probable Cause			
The National Transpo	rtation Safety Board determines that	the Probable Cause(s) of this accid	ent

is/are finding(s) 1

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

-Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	RAL AVIATION) 'Aircraf SUBSTA	t Damage				
Type of Operation -PERSONAL				Injur	ies ·	
			Fata1	Serious	Minor	None
Flicht Conducted Under 14 CED O1	Fire	Crew	0	0	0	3
	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING		Other	` 0	0,	0	
-Aircraft Information						
Make/Model - PIPER PA-28R-201T	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		YES
Max Gross Wt - 2600	Engine Type - RE) Weat	her Radar -	NU	
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF A1	RPORT/STRIP	•	
Method - TELEPHONE Completeness - FULL	OKLAHOMA CITY,OK		A			
Basic Weather - VMC	Destination DENVER,CO		Airport D	ata		
Wind Dir/Speed- 330/020 KTS	DENVER, CO		Bunyas	Ident -	N/A	-
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan	- VFP		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Approach Flown			• • • • • • • • • • • • • • • • • • • •	,	
Precipitation - NONE	Type tipe cach trout					
Condition of Light - NIGHT (BRIG	HT)					
Pilot-In-Command	Age - 22	Medical Certificat	e - VALIC	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (F			
COMMERCIAL, CFI	Current - YES	Total -		Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - 6	Make/Model-	105		Days- L	
	Aircraft Type - UNK/NR		73	Last 90	Days-	160
		Multi-Eng -	148		-	
Instrument Rating(s) - AIRPLANE						

File No. - 292 1/13/82 WATONGA, OK A/C Reg. No. N47442 Time (Lc1) - 2300 CST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) ENGINE ASSEMBLY, CRANKCASE - BINDING (MECHANICAL) 2. FLUID, OIL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - VEHICLE 4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----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

File No 397 2/24/82 F	IENNESSEY,OK	A/C Reg. No. N79	325 	Ti	me (Lc1)	- 1625 CST	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Inju		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR S Accident Occurred During -LANDING	, , , , , , , , , , , , , , , , , , ,	NONE	Pass Other	0 0	0 0	0 0	2 0
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mo	del - LYCOMING 0-32	O-E2D	ELT I	nstalled/	Activated	- YES-I
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		Stall	Warning	System - Y	ES
Max Gross Wt - 2300	Engine Type	- RECIPROCATING	-CARBURET	OR Weath	er Radar	- NO	
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIE	•			ON AIRP	PORT		
Method - N/A	PONCA CITY	, UK		D-	4_		
Completeness - N/A Basic Weather - VMC	Destination HENNESSEY,	אר	Д	irport Da			
Wind Dir/Speed- 035/015 KTS	HENNESSET,				Ident	- 12	
Visibility - 10.0 SM	ATC/Airspace					- 2000/	35
Cloud Conditions(1st) - UNK/NR		nt Plan - NONE				- GRASS/TU	
Cloud Conditions(2nd) - 12000 FT					Status		
Obstructions to Vision- NONE	Type Approac	n Flown - NONE		_			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Medical Cer				O WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re Current	VIEW - VES Total	riight	Time (Ho	urs)	1 Une -	7
SE LAND	Months Since	- 10 Make/M	ndel-	105	Last 2	4 Hrs - O Days- UN O Days-	k/NP
SE LAND	Aircraft Type	- UNK/NR Instru	ment-	3	Last 9	O Days ON O Days-	99
	Aircraft Type	- UNK/NK INSTRU	nerit*	3	Last 9	O Days-	99

File No 3	97 2/24/82	HENNESSEY, OK	A/C Reg. No. N79325	Time (Lc1) - 1625 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. FLIGHT TO ALT	ON - GUSTS	N - NOT SELECTED - PII	_OT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. OBJECT - FENCE				
Probable Cause				
The National Transpois/are finding(s) 3	rtation Safety Boa	ard determines that th	ne Probable Cause(s) of this accid	ent

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

AVIATION) Aircraft SUBSTANT Fire NONE		Fata1 0 0	Injur Serious 1 0	ies Minor O O	None 0 0		
SUBSTANT Fire	TIAL Crew Pass	Fatal O O	•	Minor O	0		
+	Pass	0	1 0	_	-		
NONE		0	0	0	0		
	Other	^			_		
		U	0	0	0		
Eng Make/Model - CONT	INENTAL 90	ELT Ir	nstalled/A		•		
Number Engines - 1	Number Engines - 1			Stall Warning System - UNK/NR			
Engine Type - RECI	:PROCATING-CARBURET	OR Weathe	er Radar -	NO			
Rated Power -	90 HP						
Itinerary	Airport Proximity						
Last Departure Point		ON AIRPO	DRT				
HASKELL,OK							
Destination	Δ	irport Da [†]	ta				
' LOCAL							
ATC/Airspace		Runway l	_th/Wid -	N/A			
Type of Flight Plan -	NONE	Runway S	Surface -	N/A			
Type of Clearance -	NONE	Runway S	Status -	N/A			
Type Approach Flown -	NONE						
Nge - 39 M	ledical Certificate	- VALID N	MEDICAL-NO	WAIVERS/	_IMIT		
Biennial Flight Review	Flight	: Time (Hou	ırs)				
Current - YES	Total -	224	Last 24	Hrs -	1		
Months Since - 3	Make/Model-	40		Days- UN			
Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days-	10		
	Number Engines - 1 Engine Type - RECI Rated Power - Itinerary Last Departure Point HASKELL,OK Destination ' LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown - ge - 39 M iennial Flight Review Current - YES Months Since - 3	Number Engines - 1 Engine Type - RECIPROCATING-CARBURET Rated Power - 90 HP Itinerary Last Departure Point HASKELL.OK Destination A LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE Type Approach Flown - NONE Ge - 39 Medical Certificate Ennial Flight Review Current - YES Total - Make/Model-	Number Engines - 1 Stall Engine Type - RECIPROCATING-CARBURETOR Weather Rated Power - 90 HP Itinerary Airport Pr Last Departure Point ON AIRPO HASKELL, OK Destination Airport Date ' LOCAL Runway I ATC/Airspace Runway I Type of Flight Plan - NONE Runway I Type of Clearance - NONE Runway I Type Approach Flown - NONE Ge - 39 Medical Certificate - VALID Medical Flight Time (House Current - YES Total - 224	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - Rated Power - 90 HP Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 90 HP Itinerary		

2/28/82 WAGONER, OK A/C Reg. No. N9688A Time (Lc1) - 1615 CST File No. - 348 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. OBJECT - WIRE, TRANSMISSION 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	DESTRO		Fatal	Serious	Minor	
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	NONE	Pass Other		0 0	0	0
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320H2AD	ELT	Installed/	Activate	d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		UNK/NR
Max Gross Wt - 2300	Engine Type - RE		ETOR 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			OFF AI	RPORT/STRIF	,	
Method - N/A Completeness - N/A	MESAUITE, TX		1 d			
Basic Weather - UNK/NR	Destination FORT SMITH,AR		Airport [ata		
Wind Dir/Speed- UNK/NR	FURT SMITH, AR		Dunway	Ident	- NI/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance				- N/A	
Obstructions to Vision- HAZE	Type Approach Flown		Karina	314145	14/ ~	
Precipitation - NONE	Type Apploach Trown	110112				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			AL	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F			
PRIVATE	Current - UNK/NR		106	Last 24	Hrs -	1
SE LAND	Months Since - UNK/NR		19	Last 30	Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE						
Narrative	· · · · · · · · · · · · · · · · · · ·					
AIRCRAFT CRASHED AT NIGHT ON RISING TERRA						
RTING STATION WAS AT MCALESTER, OK. THE WI	EATHER AT MCALESTER WAS 1200) FT OVERCAST. VISI	BILITY 7	MILES.		

File No. - 203 3/10/82 HEAVENER,OK A/C Reg. No. N739MG Time (Lc1) - 1100 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

2. WEATHER CONDITION - LOW CEILING

3. VFR FLIGHT INTO IMC - CONTINUED - 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

Type Operating Certificate-NONE (GENER) Type of Operation -EXECUTIVE Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	Nircraft Dama SUBSTANTIAL		Fatal	Injur	ries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F		2	Fatal			
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire	.		Serious	Minor	None
Accident Occurred During -LANDING			Crew	0	0	0	1
		NONE	Pass	0	0	0	0
Aircraft Information			Other	0	0	0	0
Make/Model - CESSNA 421C	Eng Make/Mode	1 - CONTINEN	ITAL GTSIO-520	N ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine				II Warning S	System - Y	ES
Max Gross Wt - 7450	Engine Type	- RECIP -	FUEL INJECTED	Weat	ther Radar -	- NO	
No. of Seats - 8	Rated Power	- 375 ⊦	IP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure	Point		ON AIF	RPORT		
Method - IN PERSON	TULSA, OK						
Completeness - FULL	Destination			Airport [Data		
Basic Weather - VMC	WEATHERFORD,	OK		THOMAS	S P. STAFFOR	RD	
Wind Dir/Speed- 240/013 KTS	•			Runway	/ Ident -	- 17	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid	- 4400/	75
Cloud Conditions(1st) - UNK/NR	Type of Flight	: Plan - NONE		Runway	Surface -	- CONCRETE	
Cloud Conditions(2nd) - UNK/NR	Type of Cleara	ance - NONE				- DRY	
Obstructions to Vision- NONE	Type Approach	Flown - VISU	IAL FULL CIRCU	IT ´			
Precipitation - NONE	3 , ,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 59	Medic	al Certificat	e - VALIC	MEDICAL-WA	AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi	ew	Fligh	t Time (F	Hours)		
PRIVATE	Current -	YES T	otal -	1135	Last 24	4 Hrs -	2
SE LAND, ME LAND	Months Since -	13 M	lake/Model-	63	Last 30	Days- UN	K/NR
	Aircraft Type -	UNK/NR I	nstrument-	64	Last 90	Days-	22
	• •	M	lulti-Eng -	374		•	
Instrument Rating(s) - AIRPLANE							
Narrative							
FORE LANDING, THE PILOT OBSERVED THAT THE							
TRIED TO CALL UNICOM SEVERAL TIMES FOR WIN						17,	
STRONG GUST OF WIND WAS ENCOUNTERED AND DIE							
NOSE GEAR FAILED WHEN IT ENCOUNTERED SAN							
ST OF 30 KNOTS AT THE TIME OF HIS LANDING.	THIS EXCEEDED THE CRO	ISSWIND CAPAB	STLITY OF THE	AIRCRAFT.	•		

File No 340	3/19/82	WEATHERFORD,OK	A/C Reg. No. N68655	Time (Lc1) - 1330 CST
Occurrence #1 LO Phase of Operation LA		- ON GROUND		
Finding(s) 1. WEATHER CONDITION - 2. WEATHER CONDITION - 3. FLIGHT TO ALTERNA	GUSTS	- NOT SELECTED - PILC	T IN COMMAND	
Occurrence #2 NO Phase of Operation LA		SED		
Finding(s) 4. TERRAIN CONDITION - 5. LANDING GEAR,NOSE G				
Probable Cause				
The National Transportatis/are finding(s) 3	ion Safety Boar	rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating to th	is accident is,	are finding(s) 1,2,4		

File No 241 1/	04/82 PLEASANT	HILL,OR	A/C Reg.	No. N8265A		Т	ime (Lc1) -	1622 PST	
Basic Information	- NONE (OFNER:: 1		A /		 -		T		
Type Operating Certificat	e-NONE (GENERAL A	(VIATION)	Aircraft D				Injur		
			DESTROYED			atal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire		rew	1	0	0	0
Flight Conducted Under	-14 CFR 91		NONE		ass	3	0	0	0
Accident Occurred During	-DESCENT - UNCON	ITROLLED		0	ther	0	0	0	0
Aircraft Information									
Make/Model - PIPER PA-	28-161	Eng Make/	Model - LYCOM	ING 0-320-D3	3	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-			ngines - 1				1 Warning S		
Max Gross Wt - 2325		Engine Ty		ROCATING-CAR	SURFTOR	2 Weat	her Radar -	· NO	
No. of Seats - 4		Rated Pov		O HP	JONE 101	· weat	nei nagai	110	
-Environment/Operations Info Weather Data	rmation	Itinerary			Δ.	irport	Proximity		
	RD OF BRIEFING	•	ture Point				RPORT/STRIF	•	
Method - N/A	RD OF BRILLING	EUGENE, C				011 71	KI OKI / SIKII		
Completeness - N/A		Destination	1		A i r	port D	ata		
Basic Weather - VMC		LOCAL				•			
Wind Dir/Speed- UNK/NR						Runway	Ident -	N/A	
Visibility - 20.0	SM	ATC/Airspace	.					· N/A	
Cloud Conditions(1st) -				ONE				N/A	
Cloud Conditions(2nd) -								· N/A	
Obstructions to Vision-			pach Flown - N			Kullway	Jiaius .	187 A	
	SNOW SHOWER	Type Applic	Jacii i lowii i N	ONE					
•	DAYLIGHT								
-Personnel Information									
Pilot-In-Command		e - 23		dical Certif				WAIVERS/	LTMII
<pre>. Certificate(s)/Rating(s)</pre>	Bi	ennial Flight	Review			Time (H	ours)		
PRIVATE		Current	- YES	Total	- 1	17	Last 24	Hrs -	1
SE LAND		Months Since	- 6	Make/Model	- 2	27	Last 30	Days-	1
		Aircraft Typ	e - C-150	Instrument	-	3	Last 90	Days-	5
Instrument Rating(s)	- NONE								
-Narrative									
PLANE TOOKOFF AT 1505 PST O	N A LOCAL VED DIE	ASIDE ELICHT W	TTH A OCCUPAN	TS AND AROUT	48 CVI	LONS O	F FILEL ON		
RD. THE PLANE WAS ESTIMATED									
OBSERVED TO BREAK UP IN FLI									
RING SOME TYPE OF EXPLOSIVE									
T BEFORE OR AFTER BREAKUP. T								IEN IT	
KE UP. THE WRECKAGE WAS FOUN									
RTICAL STABILIZER HAD FAILED									
BER. BOTH WINGS SEPARATED FR	OM THE FUSELAGE W	ITH THE OUTBOA	RD 4 FT ALSO	SEPARATING.	THE LEA	ADING E	DGES OF THE	RIGHT	
LEFT INBOARD WING SECTIONS	WERE DAMAGED AND	MOLDED IN A MA	NNER THAT ONE	CLOSELY MAT	CHED TH	HE OTHE	R.		

File No. - 241 1/04/82 PLEASANT HILL, OR A/C Reg. No. N8265A Time (Lc1) - 1622 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CLOUDS Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 7. FLIGHT CONTROL, STABILATOR - OVERLOAD 8. FLIGHT CONTROL, STABILATOR - SEPARATION 9. WING - OVERLOAD 10. WING - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Factor(s) relating to this accident is/are finding(s) 1,4,5,7,8,9,10

Aircraft Damage SUBSTANTIAL Fire NONE Odel - LYCOMING IO- ines - 1 e - RECIP - FUEL r - 150 HP	L INJECTED	Stal1	Injur Serious O O O Installed/A	Minor 0 0 0 	None 1 0 0
Fire NONE odel - LYCOMING IO- ines - 1 e - RECIP - FUEL	Pass Other -320-E2A L INJECTED	0 0 0 ELT 1 Stall	0 0 0 0 	0 0 0 	1 0 0
NONE odel - LYCOMING IO- ines - 1 e - RECIP - FUEL	Pass Other -320-E2A L INJECTED	0 0 ELT 1 Stall	0 0 Installed/A	0 0 ctivated	0
odel - LYCOMING IO- ines - 1 e - RECIP - FUEL	Other -320-E2A L INJECTED	0 ELT 1 Stall	0 Installed/A	0 ctivated	0
ines - 1 e - RECIP - FUEL	L INJECTED	Stal1			
ines - 1 e - RECIP - FUEL	L INJECTED	Stal1			
e - RECIP - FUEL			l Warning S		
		Weath			10
r - 150 HP		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ner Radar -	NO	
	,		Proximity		
ure Point		ON AIRE	PORT		
	_				
	Α.	•			
ght Plan - VFR					
arance - NUNE			Status -	SNOW - L	JRY
Ch Flown - VISUAL F	FULL CIRCUI				
		==			.
				WAIVERS/	LIMIT
			•		•
- N/A Total					. 2
- N/A Make/	/Model-	40	Last 30	Days-	15
- N/A Instr	rument-	1	Last 90	Days-	50
	arance - NONE ch Flown - VISUAL Medical eview - N/A Tota - N/A Make - N/A Inst	ght Plan - VFR arance - NONE ch Flown - VISUAL FULL CIRCUIT Medical Certificate eview Flight - N/A Total - N/A Make/Model N/A Instrument-	Airport Da BURNS M Runway Runway ght Plan - VFR Runway arance - NONE Runway ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID eview Flight Time (Ho - N/A Total - 60 - N/A Make/Model - 40	Airport Data BURNS MUNICIPAL Runway Ident - Runway Lth/Wid - ght Plan - VFR Runway Surface - arance - NONE Runway Status - ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-NO eview Flight Time (Hours) - N/A Total - 60 Last 24 - N/A Make/Model - 40 Last 30 - N/A Instrument - 1 Last 90	Airport Data BURNS MUNICIPAL Runway Ident - 29 Runway Lth/Wid - 5100/ ght Plan - VFR Runway Surface - CONCRETE arance - NONE Runway Status - SNOW - D Ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-NO WAIVERS/ eview Flight Time (Hours) - N/A Total - 60 Last 24 Hrs N/A Make/Model- 40 Last 30 Days N/A Instrument- 1 Last 90 Days-

File No. - 208 2/04/82 BURNS, OR Time (Lc1) - 1300 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK 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

Brief of Accident

File No 353 2/06/82 MEDF	ORD, OR	A/C Reg. N	lo. N562 70	٦	Time (Lc1)	- 10 5 5 PST	
Basic Information Type Operating Certificate-NONE (GENER)		Aircraft Dam MINOR	_	Fatal	Inju Serious	Minor	None
Type of Operation -APPLYING SEI Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	EDS, CHEMICALS, ETC	NONE	Crew Pass Other	0 0 0	0 0 0	0 0 0	1 0 2
Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2717 No. of Seats - 2	•		CATING-CARBURET	Stal	Installed/ I Warning : ther Radar	System - NO	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 25.0 SM Cloud Conditions(1st) - 25000 FT OVER Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AC Destination LOCAL ATC/Airspace RCAST Type of Flig Type of Clea	c/INC	E Er	ON AIR irport [MEDFOR Runway Runway Runway	Data RD-JACKSON / Ident / Lth/Wid / Surface	- UNK/NR - UNK/NR - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 24 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 7 - UNK/NR	Total - 3 Make/Model- Instrument-	Time (H 060	lours) Last 24 Last 30	4 Hrs -	3 18 35
Instrument Rating(s) - NONE	•						
THE PILOT OF BOEING STEARMAN A75N1, N5627O, FOR WHICH NECESSITATED MANUALLY SETTING THE MEDFORM SELECTING OTHER FREQUENCIES. HE CALLED TO CESSNA 150. HE REPORTED THAT AT THAT TIME, HE AIRCRAFT. HE ALSO STATED THAT TAYLORCRAFT, NSWAS APPROACHING ON HIS LEFT, BUT HE DID NOT SADVISED N95078 OF THE ONCOMING STEARMAN, ANDHIS FIRST CALL TO THE TOWER AT 1055. SHORTLY TO AVOID A COLLISION. HOWEVER, THE LEFT WING	ORD TOWER FREQUENCY THE CONTROL TOWER WHE WAS LOOKING OUT HI DESO78, HAD ROUNDED A SEE THE TAYLORCRAFT N95078 HAD STEARED THEREAFTER, THE TAY	PRIOR TO TAXI ILE HE WAS TA S RIGHT SIDE CORNER BEYON UNTIL THEY CO RIGHT TO PROV	ING. THIS PROBL XIING, JUST AFT TO ASSURE CLEAR D THE NOSE OF H LLIDED. AT 1054 IDE CLEARANCE. T NOTED THE PLA	EM PREVE ER PASSI ANCE FRO IS AIRCE :50, GRO THE STEA NES CONV	NTED HIM NG A DM PARKED AFT AND DUND CONTRO! KRMAN PILOT (ERGING AND	L HAD MADE	

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File No. - 353 2/06/82 MEDFORD,OR A/C Reg. No. N56270 Time (Lcl) - 1055 PST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. COMM/NAV EQUIPMENT, VHF RECEIVER FAILURE, PARTIAL
- 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT INITIATED PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 4. TRAFFIC ADVISORY NOT RECEIVED PILOT IN COMMAND
- 5. OBJECT AIRCRAFT MOVING ON GROUND
- 6. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 7. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

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

Type Operation Type of Operation Flight Conducted U							ime (Lc1)		
Type of Operation	CITICALE NONE	(CENEDAL AVI	(ATION) Ainon	ıft Damage			Inii	ıries	
		(GENERAL AVI		ANTIAL		Fatal	•		None
	-PERS	ONAL	Fire	ANTIAL	Crew	0	0	0	1
i rigiti conducted o			NONE		Pass	0	0	0	i
Accident Occurred (NOINE		Other	0	0	0	1
Aircraft Information									
	YLORCRAFT BC1	2-D	Eng Make/Model - (CONTINENTAL	Δ-75	FIT	Installed	Activated -	NO -N/
Landing Gear - TA			Number Engines -					System - NO	
Max Gross Wt -			Engine Type - F			'NP Weat	her Padar	- NO	
No. of Seats -				75 HP	ING CARBONE	ok wear	iner Radar	140	
Environment/Operation	ns Informatio	n							
Weather Data			Itinerary				Proximity		
Wx Briefing - I	BRFG RCVD, SO	URCE UNK	Last Departure Poir	nt		ON AIF	RPORT		
	UNK/NR		SAME AS ACC/INC						
Completeness - l	UNK/NR		Destination		Δ	irport [ata		
Basic Weather - \	VMC		LOCAL			MEDFOR	D-JACKSON	COUNTY	
Wind Dir/Speed- 3	360/003 KTS					Runway	/ Ident	- UNK/NR	
Visibility -	25.0 SM		ATC/Airspace			Runwa	/ Lth/Wid	- UNK/NR	
			Type of Flight Plan	- NONE			Surface		
Cloud Conditions			Type of Clearance	- TOWER			Status		
Obstructions to			Type Approach Flowr	- NONE					
	- NONE		Type Approach Trom						
Condition of Ligh		GHT							
Personnel Information	 n								
Pilot-In-Command	•	Age	- 27	Medical	Certificate	- VALI	MEDICAL-N	O WAIVERS/L	IMIT
Certificate(s)/Ra	ting(s)	Bier	nnial Flight Review			Time (F			
PRIVATE	3,-,		Current - UNK/N				Last 2	24 Hrs -	1
				ID Make	Model-	152	Last 3	30 Days-	6
			Aircraft Type - UNK/N	IR Inst	rument-	4	Last 9	00 Days-	16
Instrument Rat	ing(s) - NON	E							
SE LAND	ing(s) - NON		Months Since - UNK/N	IR Tota IR Make IR Inst	ll - e/Model- :rument-	152 152 4	Last 2 Last 3 Last 9	24 Hrs - 30 Days- 90 Days-	e

2/06/82 A/C Reg. No. N95078 Time (Lc1) - 1055 PST File No. - 353 MEDFORD, OR

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. COMM/NAV EQUIPMENT, VHF RECEIVER FAILURE, PARTIAL
- 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT INITIATED PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 4. TRAFFIC ADVISORY NOT RECEIVED PILOT IN COMMAND
- 5. OBJECT AIRCRAFT MOVING ON GROUND
- 6. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 7. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No 233 2/22/82	SUTHERLIN, OR	A/C Reg.	No. N4524	Т	ime (Lc1) -	1015 PST	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft D		Fatal	Injur Serious	ies Minor	None
Type of Operation -EXTERN	IAL LOAD	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFF Accident Occurred During -MANEU		NONE	Pass Other	0	0 0	0 0	0
Aircraft Information	Fran Malia	/Mad-1 - 1 VOON	TNO T 50 1 14 D	F: T	T11/A		NO N/
Make/Model - KAMAN HH-43F Landing Gear - SKI/WHEEL		ingines - 1	ING T-53-L-11-D	ELI S+01	Installed/A		
Max Gross Wt - 8800		ngines - i Vpe - TURBO	CHAFT	Stat Woot	her Radar -	NO	U
No. of Seats - 2	5	ower - UNK/N		weat	nei kadai	140	
Environment/Operations Information				·			
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A	SAME AS	rture Point ACC/INC			RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL	on		Airport D	ata		
Wind Dir/Speed- CALM				Runwaÿ	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspac				Lth/Wid -		
Cloud Conditions(1st) - 2000 F					Surface -		
Cloud Conditions(2nd) - UNK/NR		learance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	iT	oach Flown - N					
Personnel Information							
Pilot-In-Command	Age - 39	Me	dical Certificat			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight			nt Time (H			
COMMERCIAL, PRIVATE, CFI	Current	- YES	Total -				1
SE LAND	Months Sinc		Make/Model-	2564		Days- UNI	•
HELICOPTER	Aircraft ly	pe - UNK/NR	Instrument- Multi-Eng -		Last 90 Rotorcr		103 5314
Instrument Rating(s) - NONE							
Narrative							
THE HELICOPTER WAS BEING USED ON A LOGO THE PILOT BEGAN TO TURN AND ACCELERATE. TURN, THE AIRCRAFT BEGAN A SUDDEN, VERY WHILE THE HELICOPTER ROLLED TO THE RIGH BLADES HAD FAILED. A 9.5 FT SECTION OF BLADE TIP HAD SEPARATED. THEY WERE FOUN	ABOUT TWO-THIRDS TO T VIOLENT, RAPID VIBRAT TAND CRASHED. AN INVE THE OUTBOARD LEADING E	HREE-FOURTHS O ION. THE PILOT STIGATION REVE DGE ALONG WITH	F THE WAY THROUG RECALLED BEING ALED THAT ONE OF APPROXIMATELY A	GH A 180 D THRASHED THE RIGH A 3.5 FT P	EGREE ABOUT IT ROTOR IECE OF THE		
EVEALED THAT THE STAINLESS STEEL CONDU T ON THE TOP SIDE OF THE BLADE. THE BO AINT SHOWED WHIP MARKS RADIATING OUT F	UCTOR STRIP, PN K711583 OTTOM BOLT HOLE WAS ELO	8-11, HAD BEEN INGATED AND THE	PULLED LOOSE FRO	OM THE BOL STRIP WAS	T WHICH HELD	THE	

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File No 2	33 2/22/82	SUTHERLIN, OR	A/C Reg.	No. N4524	Time (Lc1) - 1015 PST
Occurrence #1 Phase of Operation					
Finding(s) 1. ROTOR SYSTEM,MA 2. ROTOR SYSTEM,MA		EPARATION			
Occurrence #2 Phase of Operation			ION		
Finding(s) 3. ROTOR SYSTEM -	VIBRATION				
Occurrence #3 Phase of Operation		ION WITH TERRAIN			
Probable Cause					
The National Transpo is/are finding(s) 1,		rd determines that th	he Probable Cause(s) of this ac	cident
Factor(s) relating t	o this accident is,	are finding(s) 3			

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)						
	Aircraft Damage			Injur	ies	
	SUBSTANTIAL	F	atal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Ο,	2
Accident Occurred During -TAKEOFF		Other	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 172RG Eng Make	e/Model - LYCOMING O-	360	ELT I	nstalled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE Number	Engines - 1		Stall	Warning S	ystem - Y	ES
Max Gross Wt - 2658 Engine	Type - RECIPROCATI	NG-CARBURETOR	Weath	er Radar -	NO	
No. of Seats - 4 Rated Po						
Environment/Operations Information						
Weather Data Itinerary		Αi	rport P	roximity		
Wx Briefing - FSS Last Department	arture Point	1	ON AIRS	TRIP		
Method - TELEPHONE SAME AS	S ACC/INC					
Completeness - FULL Destination	•	Air	port Da	ta		
Basic Weather - VMC LAKEVI			PLUSH			
Wind Dir/Speed- CALM	- ·· , - · ·			Ident -	34	
Visibility - 50.0 SM ATC/Airspac	ce			Lth/Wid -		75
	Flight Plan - NONE			Surface -		
	Clearance - NONE			Status -		
	roach Flown - NONE			0.10.100	2	
Precipitation - NONE	oden , remin mone					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age - 29	Medical	Certificate -	VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight		Flight T				
PRIVATE Current		1 - 25	4	last 24	Hrs - UN	K/NR
		/Model-	4 6	Last 30	_	10
	ype - C-172 Inst	rument- INK/N	p	Last 90	Days-	18
Andraic	Mult	/Model- rument- UNK/N i-Eng - UNK/N	R	Rotorcr	aft - UN	
Instrument Rating(s) - NONE		_				
Thistrument kating(s) - None						
Narrative E PILOT DEPARTED LAKEVIEW, OREGON ON A LOCAL FLIGHT WITH TO RSTRIP, HE BEGAN A SHORT FIELD TAKEOFF FROM A GRASS/GRAVEL, TITUDE WAS APPROXIMATELY 4600 FT AND THE WIND WAS CALM. THO TITLED BACK TO THE AIRSTRIP IN AN AREA OF SOFTER SURFACE. HO S UNABLE TO CLEAR A FENCE AT THE END OF THE STRIP. THE AIRCONSLOPING TERRAIN BEYOND THE FENCE.	/DIRT RUNWAY THAT WAS E PILOT REPORTED THAT E REPORTED THAT THE P	2500 FT IN L AFTER LIFT-O LANE THEN LOS	ENGTH. FF, THE T AIRSPI	THE DENSIT PLANE EED AND		

3/07/82 A/C Reg. No. N6247R Time (Lcl) - 1155 PST File No. - 351 PLUSH, OR

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. LIFT-OFF PREMATURE PILOT IN COMMAND
- 3. AIRSPEED NOT ATTAINED PILOT IN COMMAND
- 4. CLIMB NOT MAINTAINED PILOT IN COMMAND
- 5. OBJECT FENCE

----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

SUBSTA Fire NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	Crew Pass Other COMING IO-360-A1A CIP - FUEL INJECTED 200 HP	ELT Stal Weatl	Injur Serious 0 0 0 Installed/A Warning S her Radar -	Minor 1 0 0 ctivated -	
SUBSTA Fire NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	OTIAL Crew Pass Other COMING IO-360-A1A CIP - FUEL INJECTED 200 HP	O O O ELT Stal Weat	Serious 0 0 0 Installed/A Warning S her Radar -	Minor 1 0 0 ctivated -	0 1 0
Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	Pass Other COMING IO-360-A1A CIP - FUEL INJECTED 200 HP	O O ELT Stal Weat	O O O Installed/A I Warning S her Radar -	O O 	1 O
Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	Other COMING IO-360-A1A CIP - FUEL INJECTED 200 HP	ELT Stal Weat!	O Installed/A Warning S her Radar - 	O .ctivated - ystem - YE	O YES/N
Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	COMING IO-360-A1A CIP - FUEL INJECTED 200 HP	ELT Stal Weat!	Installed/Al Warning Sher Radar -	ctivated -	YES/N
Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	CIP - FUEL INJECTED 200 HP	Stal Weat	1 Warning S her Radar Proximity	ystem - YE	
Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	CIP - FUEL INJECTED 200 HP	Stal Weat	1 Warning S her Radar Proximity	ystem - YE	
Engine Type - RE Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	CIP - FUEL INJECTED 200 HP	Weat	her Radar - Proximity		.s
Rated Power - Itinerary Last Departure Point SAME AS ACC/INC Destination	200 HP	Airport	Proximity	NO	
Itinerary Last Departure Point SAME AS ACC/INC Destination					
Last Departure Point SAME AS ACC/INC Destination					
Last Departure Point SAME AS ACC/INC Destination					
SAME AS ACC/INC Destination		ON ATD			
Destination		OIE AIN	STRIP		
		Airport Da			
SALEM, OR		7M RAN			
170 (11)				27	70
ATC/Airspace	NONE				
		•			F
		Runway	Status -	DKT	
Type Approach Flown	NUNE				
- 42	Madical Contificat	a VALTO	MEDICAL NO	WATVEDC/I	TMTT
	Total -	225	125+ 24	Hrs -	2
	Make/Model- UN	K/NR	Last 30		
	Instrument-	O	Last 90		
	Type of Flight Plan Type of Clearance	Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE e - 43 Medical Certificat ennial Flight Review Fligh Current - YES Total - Months Since - 17 Make/Model- UN	Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - NONE e - 43 Medical Certificate - VALID ennial Flight Review Flight Time (Ho Current - YES Total - 225 Months Since - 17 Make/Model- UNK/NR	Type of Flight Plan - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Approach Flown - NONE e - 43 Medical Certificate - VALID MEDICAL-NO ennial Flight Review Flight Time (Hours) Current - YES Total - 225 Last 24 Months Since - 17 Make/Model- UNK/NR Last 30	Type of Flight Plan - NONE Runway Surface - GRASS/TUR Type of Clearance - NONE Runway Status - DRY Type Approach Flown - NONE e - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/L ennial Flight Review Flight Time (Hours) Current - YES Total - 225 Last 24 Hrs - Months Since - 17 Make/Model- UNK/NR Last 30 Days- UNK

File No 2	32 3/18/82	MAUPIN,OR	A/C Reg.	No. N6879V	Time (Lc1) - 1130 PST
Occurrence #1 Phase of Operation		L CLIMB			
2. UNDETERMINED	ON - HIGH DENSITY				
Occurrence #2 Phase of Operation	FORCED LANDING				
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause	(s) of this ac	cident
Factor(s) relating t	o this accident is	/are finding(s) 1			

SUBSTAI Fire NONE Model - Lyo gines - 1	COMING 0-360 CIPROCATING- 180 HP	-CARBURE1	Stal	Serious 0 0 0 Installed, Warning ther Radar Proximity RPORT	O O O /Activated System - - NO	
SUBSTAI Fire NONE Model - LY gines - 1 De - REG er -	NTIAL COMING 0-360 CIPROCATING- 180 HP	Pass Other O-A4K -CARBURE1	O O O ELT Stal FOR Weat Airport ON AIR	Serious 0 0 0 Installed, Warning ther Radar Proximity RPORT	Minor 0 0 0 /Activated System NO	1 3 0
NONE Model - LY gines - 1 pe - RE er - ture Point	CIPROCATING- 180 HP	Pass Other O-A4K -CARBURE1	O O O O O O O O O O O O O O O O O O O	Installed, I Warning ther Radar Proximity RPORT	O O / Activated System - - NO	3 0
Model - LYO gines - 1 De - REO er - ture Point	CIPROCATING- 180 HP	Other O-A4K -CARBURE1	O ELT Stal TOR Weat Airport ON AIR	Installed, I Warning ther Radar Proximity RPORT	/Activated System -	O I - YES/N
gines - 1 pe - REG er - cure Point DR	CIPROCATING- 180 HP	 O-A4K -CARBURE1	ELT Stal TOR Weat Airport ON AIR	Installed, I Warning ther Radar Proximity RPORT	/Activated System - - NO	 I - YES/N
gines - 1 pe - REG er - cure Point DR	CIPROCATING- 180 HP	-CARBURE1	Stal FOR Weat Airport ON AIR	1 Warning ther Radar Proximity RPORT	System -	
gines - 1 pe - REG er - cure Point DR	CIPROCATING- 180 HP	-CARBURE1	Stal FOR Weat Airport ON AIR	1 Warning ther Radar Proximity RPORT	System -	
gines - 1 pe - REG er - cure Point DR	CIPROCATING- 180 HP	-CARBURE1	Stal FOR Weat Airport ON AIR	1 Warning ther Radar Proximity RPORT	System -	
be - REG er - ture Point JR	CIPROCATING- 180 HP		TOR Weat Airport ON AIR	Proximity PORT	- NO	
er - ture Point JR	180 HP		Airport ON AIR	Proximity RPORT		
DR .	·		ON AIR Airport D	RPORT Data		
DR .	· .		ON AIR Airport D	RPORT Data		
DR .	·		ON AIR Airport D	RPORT Data		
DR .	•	A	Airport D	ata		
_	•	ı				
4	•	•				
JK ·						
					0.4	
					- 34	
			-			
				/ Status	- DRY	
ich Flown	- VISUAL FUL	LL CIRCUI	ET .			
	Medical Cer	rtificate	- VALID	MEDICAL-	NO WAIVERS	/LIMIT
≀eview					-	•
	Total	_	-	•	24 Hrs -	1
						5
						6
. 0 172	1113 (1 011	iici i c	-	Lust .	Jo bays	
					NG	
DOWN A DR	AINAGE DITCH	H BESIDE	THE RUNW	VAY UNTIL	IT	
SS STATED	THAT THE PL	LANE TRAV	ELED ALO	NG THE		
200 P	arance ch Flown eview - YES - 7 - C-172 ND MODEL VARIABLE O COMPENS DOWN A DR	Medical Cereview - YES Total - 7 Make/Marcon Control ND MODEL OF AIRCRAFT VARIABLE AND GUSTING COMPENSATE. THE PLANCE DOWN A DRAINAGE DITCE	Medical Certificate eview Flight - 7 Make/Model C-172 Instrument- ND MODEL OF AIRCRAFT. THIS WA VARIABLE AND GUSTING TO 15 MODWN A DRAINAGE DITCH BESIDE	Runway ght Plan - VFR Runway arance - NONE Runway ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID eview Flight Time (F - YES Total - 72 - 7 Make/Model - 3 - C-172 Instrument - 2 ND MODEL OF AIRCRAFT. THIS WAS HIS FI VARIABLE AND GUSTING TO 15 KNOTS. DU O COMPENSATE. THE PLANE TOUCHED DOWN DOWN A DRAINAGE DITCH BESIDE THE RUNW	ght Plan - VFR Runway Surface arance - NONE Runway Status ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-eview Flight Time (Hours) - YES Total - 72 Last - 7 Make/Model - 3 Last - C-172 Instrument - 2 Last Last - C-172 Instrument - 2 Last VARIABLE AND GUSTING TO 15 KNOTS. DURING THE O COMPENSATE. THE PLANE TOUCHED DOWN TAIL FIRS	Runway Lth/Wid - 2400/ ght Plan - VFR Runway Surface - ASPHALT arance - NONE Runway Status - DRY ch Flown - VISUAL FULL CIRCUIT Medical Certificate - VALID MEDICAL-NO WAIVERS eview Flight Time (Hours) - YES Total - 72 Last 24 Hrs 7 Make/Model- 3 Last 30 Days C-172 Instrument- 2 Last 90 Days- ND MODEL OF AIRCRAFT. THIS WAS HIS FIRST LANDING VARIABLE AND GUSTING TO 15 KNOTS. DURING THE O COMPENSATE. THE PLANE TOUCHED DOWN TAIL FIRST, DOWN A DRAINAGE DITCH BESIDE THE RUNWAY UNTIL IT

File No. - 219 3/21/82 LEBANON, OR A/C Reg. No. N28791 Time (Lc1) - 1215 PST Occurrence #1 HARD LANDING . Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. LEVEL OFF - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - DITCH 7. GO-AROUND - CONTINUED - 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) 1,3,6

SI Type of Operation -INSTRUCTIONAL - SOLO Fi	- 1 - RECIPI - 100 Point NC Plan - No	IAL INENTAL 0-20 PROCATING-CA OO HP	Crew Pass Other OO-A ARBURETOR Air	Stall Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Serious 1 0 0	O O O /Activated System - - NO	YES
Type of Operation -INSTRUCTIONAL - SOLO Filight Conducted Under -14 CFR 91 Not Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA 150G Eng Make/Model Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING AME AS ACC/II Completeness - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/II Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight IC Cloud Conditions(2nd) - NONE Type of Clearant Obstructions to Vision- NONE Type of Clearant Type Approach Fereipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review Current - Nonth Nonths Since - Ul Aircraft Type - Ul	UBSTANTI re ONE CONTII - 1 - RECIPI - 100 Point NC Plan - Ni ce - Ni	IAL INENTAL 0-20 PROCATING-CA OO HP	Crew Pass Other OO-A ARBURETOR Air	O O O TELT I Stall Weath TPORT P ON AIRP PORT DA VANSANT RUNWAY RUNWAY RUNWAY	Serious 1 0 0 Installed, Warning Her Radar Proximity ORT Ita Ident Lth/Wid Surface	Minor 0 0 0 /Activated System NO NO 25 - 3000/ - GRASS/T	0 0 0
Type of Operation -INSTRUCTIONAL - SOLO Filght Conducted Under -14 CFR 91 Nicked Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA 150G Eng Make/Model Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/ID Completeness - N/A Destination LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearant Obstructions to Vision- NONE Type of Clearant Obstructions to Vision- NONE Type of Clearant Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review Months Since - Ul Aircraft Type - Ul	re ONE CONTII - 1 - RECIPI - 100 Point NC Plan - Ni ce - Ni	INENTAL 0-20 PROCATING-CA OO HP	Crew Pass Other OO-A ARBURETOR Air	O O O TELT I Stall Weath TPORT P ON AIRP PORT DA VANSANT RUNWAY RUNWAY RUNWAY	1 0 0 0	O O O O O O O O O O O O O O O O O O O	0 0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA 150G Eng Make/Model Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure SAME AS ACC/ID Completeness - N/A SAME AS ACC/ID Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight ID Cloud Conditions (2nd) - NONE Type of Flight ID Cloud Condition Of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review Current - NM Months Since - Ul Aircraft Type - Ul	ONE CONTII - 1 - RECIPI - 100 Point NC Plan - Ni ce - Ni	INENTAL 0-20 PROCATING-CA OO HP	Pass Other OO-A ARBURETOR Air	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	0 0
Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA 150G Eng Make/Model Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearance Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review Onder Current - No Months Since - Ul Aircraft Type - Ul	- CONTII - 1 - RECIPI - 100 -	INENTAL 0-20 PROCATING-CA OO HP	Other OO-A ARBURETOR Air Air I	ELT I Stall Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	nstalled, Warning her Radar Proximity ORT hta Ident Lth/Wid Surface	Activated System NO 25 - 3000/ - GRASS/T	0 - YES/YES YES
Make/Model - CESSNA 150G	- 1 - RECIPI - 100 Point NC Plan - No	INENTAL 0-20 PROCATING-CA OO HP	OO-A ARBURETOR Air	ELT I Stall Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Installed, Warning wer Radar Proximity ORT Ita Ident Lth/Wid Surface	Activated System NO 25 - 3000/ - GRASS/TI	YES/YES YES
Make/Model - CESSNA 150G Eng Make/Model Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type of Clearand Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review Months Since - UI Aircraft Type - UI	- 1 - RECIPI - 100 Point NC Plan - No	PROCATING-CA OO HP NONE NONE	ARBURETOR Air	Stall Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Warning ner Radar Proximity ORT uta Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/T	YES
Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Nonth Nonth Nonth Since - Under No	- 1 - RECIPI - 100 Point NC Plan - No	PROCATING-CA OO HP NONE NONE	ARBURETOR Air	Stall Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Warning ner Radar Proximity ORT uta Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/T	YES
Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 20000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Months Since - UI Aircraft Type - UI	- RECIPI - 100 Point NC Plan - No	PROCATING-CA OO HP NONE NONE	ARBURETOR Air Air I	Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Proximity PORT Ident Lth/Wid Surface	- NO - 25 - 3000/ - GRASS/TI	120
Max Gross Wt - 1600 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Nonth Nonth Nonth Since - UI Aircraft Type - UI	- RECIPI - 100 Point NC Plan - No	PROCATING-CA OO HP NONE NONE	ARBURETOR Air Air I	Weath rport P ON AIRP port Da VANSANT Runway Runway Runway	Proximity PORT Ident Lth/Wid Surface	- NO - 25 - 3000/ - GRASS/TI	120
No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 20000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Destination Type of Flight Type of Flight Type of Clearand Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Months Since - UI Aircraft Type - UI	- 100 Point NC Plan - No ce - No	OO HP NONE NONE	Air (Air I I	rport P ON AIRP port Da VANSANT Runway Runway Runway	Proximity PORT Ita Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/TI	
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Nonth Months Since - UI Aircraft Type - UI	Point NC Plan - Ni ce - Ni	NONE NONE	Air N I I I	ON AIRP port Da VANSANT Runway Runway Runway	Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/TI	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 20000 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Itinerary Last Departure ATC/Airspace Type of Flight Type of Flight Type of Clearant Type of Clearant Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Reviet Current - Ni Months Since - UI Aircraft Type - UI	NC Plan - No ce - No	NONE	Air N I I I	ON AIRP port Da VANSANT Runway Runway Runway	Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/TI	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type of Clearand Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - NI Months Since - UI Aircraft Type - UI	NC Plan - No ce - No	NONE	Air N I I I	ON AIRP port Da VANSANT Runway Runway Runway	Ident Lth/Wid Surface	- 25 - 3000/ - GRASS/TI	
Method - N/A SAME AS ACC/II Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight! Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - NONE Months Since - UI Aircraft Type - UI	NC Plan - No ce - No	NONE	Air I I I	port Da VANSANT Runway Runway Runway	ita Ident Lth/Wid Surface	- 3000/ - GRASS/T	
Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Nonth Months Since - UM Aircraft Type - UM	Plan - Ni ce - Ni	NONE	; ; ; ;	VANSANT Runway Runway Runway	Ident Lth/Wid Surface	- 3000/ - GRASS/T	
Basic Weather - VMC Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight of Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) PRIVATE Current - None Months Since - Ul	ce - N	NONE	; ; ; ;	VANSANT Runway Runway Runway	Ident Lth/Wid Surface	- 3000/ - GRASS/T	
Wind Dir/Speed- 200/002 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - NONE Months Since - UI Aircraft Type - UI	ce - N	NONE	 	Runway Runway Runway	Ident Lth/Wid Surface	- 3000/ - GRASS/T	
Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearand Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - NONE Months Since - UI Aircraft Type - UI	ce - N	NONE	 	Runway Runway	Lth/Wid Surface	- 3000/ - GRASS/T	
Cloud Conditions(1st) - 20000 FT OVERCAST Type of Flight Cloud Conditions(2nd) - NONE Type of Clearant Obstructions to Vision- NONE Type Approach F Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Reviet PRIVATE Current - NO Months Since - UI Aircraft Type - UI	ce - N	NONE	 	Runway	Surface	- GRASS/T	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Revieum Current - None PRIVATE Months Since - Ul Aircraft Type - Ul	ce - N	NONE	ı				UKF
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Now Months Since - Ul	lown - V	VISUAL FULL		Runway	Status	- WEI	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - Now Months Since - Ul		VISUAL FULL	CIRCUIT				
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - No Months Since - UI Aircraft Type - UI							
Personnel Information Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - No Months Since - UI Aircraft Type - U							
Pilot-In-Command Age - 29 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - No Months Since - Ul Aircraft Type - U							
Certificate(s)/Rating(s) Biennial Flight Revie PRIVATE Current - N Months Since - U Aircraft Type - U							
PRIVATE Current - N Months Since - U Aircraft Type - U		edical Certi				WAIVERS/LI	MIT
Months Since - U Aircraft Type - U			Flight T	ime (Ho	ours)		
Aircraft Type - U	0	Total	- 22	2	Last :	24 Hrs -	0
Aircraft Type - U	NK/NR	Make/Mode	el- s	5	Last	30 Days-	0
GLIDER	NK/NR	Total Make/Mode Instrumer	nt- (0	Last	90 Days-	0
Instrument Rating(s) - NONE							
Manual Iva							
Narrative	D.T.V.A.T.F. D.			-			
IS WAS THE STUDENT'S FIRST SOLO IN POWERED AIRCRAFT. HE HELD A PI							
IDER RATING. HIS TAKEOFF AND TRAFFIC PATTERN APPEARED NORMAL UNT							
NDING. ABOUT 600 FT SHORT OF THE RUNWAY, THE ENGINE SOUNDED AS T	HOUGH A	LITTLE POWE	ER HAD BE	EN ADDE	D. JUST	SHORT	
THE RUNWAY, THE AIRCRAFT NOSED INTO THE GROUND. LATER, THE STUD							
ALL WHEN HE WAS ABOUT 30 FT AGL ON FINAL APPROACH. HE REPORTED TI	HAT HE D!					E	
T. HE VAGUELY REMEMBERED THE OCCURRENCES JUST BEFORE IMPACT, AND $\mathfrak l$			ING POWER	OR HEA	RING A		
ALL WARNING HORN.		RECALL ADD1					

File No. - 307 2/27/82 ERWINNA, PA A/C Reg. No. N3318J Time (Lc1) - 1345 EST

Occurrence Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

IN FLIGHT COLLISION WITH TERRAIN

Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND

- 2. POWERPLANT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 3. ELEVATOR IMPROPER USE OF PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT 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

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

-Basic Information	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		_		. .		
Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft SUBSTANT		Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0the	r 0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-28RT-201			MING ID-360-C1C6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2400		ngines - 1	PROCATING-CARBUR		1 Warning Sylven Padan -		= 5
No. of Seats - 4		- 1	OO HP	LIOK Weat	riei kagai	140	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - BRFG RCVD, SOURCE L		rture Point		ON AIR	PORT		
Method - TELEPHONE Completeness - FULL	ALBANY, Destinatio			Airport D	2+2		
Basic Weather - VMC	AVOCA, P				ata -BARRE/SCRAI	NTON	
Wind Dir/Speed- 340/013 KTS	AVOCA,1	^			Ident -		
Visibility - 5.0 SM	ATC/Airspac	e			Lth/Wid -		150
Cloud Conditions(1st) - 2400 FT 0	ERCAST Type of F	light Plan -	I FR	Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - UNK/NR		learance - I		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Appr	oach Flown -	ILS - COMPLETE				
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	Age - 44	M	edical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Time (H			
COMMERCIAL	Current	- YES	Total -	325	Last 24	Hrs -	0
SE LAND	Months Sinc	e - 20	Make/Model-	28	Last 30	Days- UN	K/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	72		Days- aft - UN	
					ROTORCE	art - UNI	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT ENCOUNTERED ICING CONDITIONS WHIL	E DESCENDING FROM	5000 TO 4000 I	T NEAR HIS DEST	INATION. H	E WAS CLEAR	ΕD	
AN IMMEDIATE ILS APPROACH. HE MAINTAINE						Г	
NT. HE APPLIED ONE NOTCH OF FLAPS AND TH							
T HE USED BOTH HANDS TO CORRECT THE SITU							

File No. - 207 3/17/82 AVOCA,PA A/C Reg. No. N2962W Time (Lcl) - 1810 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - NORMAL 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 4. LIGHT CONDITION - DUSK ----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 (GENERA	L AVIATION)	Aircraft Dama	ge		Injo	uries	
	·	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	_	.0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	_	0	0	2
Accident Occurred During -TAXI			O ther	` 0	0	0	0
Aircraft Information							
Make/Model - BEECH A23-24	Eng Make	e/Model - LYCOMING	IO-360-A2B	ELT	Installed,	/Activated	- YES/
Landing Gear - TRICYCLE-FIXED	Number E	Engines - 1 Type - RECIP -	FUEL TALLEGEE	Stal	l Warning	System - Y	ES
Max Gross Wt - 2550 No. of Seats - 4		ype - RECIP - ower - 200 H) weat	ner Radar	- NU	
NO. OF Seats - 4		ower - 200 H	r 				
Environment/Operations Information	·						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		arture Point		ON AIR	PORI		
Completeness - N/A	Destinatio	S ACC/INC		Airport D	12+2		
Basic Weather - VMC	LOCAL	511		•	MEMORIAL		
Wind Dir/Speed- 270/018 KTS	LOUAL					- 27	
Visibility - 10.0 SM	ATC/Airspac	ce				- 3550/	100
Cloud Conditions(1st) - UNK/NR		Flight Plan - NONE				- ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of (Clearance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Appr	roach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A 45	Madia	-1 04:6:4	- VAL TO	MEDICAL	JATMEDO /L TM	
Certificate(s)/Rating(s)	Age - 45 Biennial Flight	Medic t Review	al Certificat Fligh	t Time (F		WAIVERS/LIM	L '
PRIVATE	Current	- YES T	otal -	1040	Last 2	24 Hrs -	1
SE LAND	Months Sind	ce - 1 M /pe - UNK/NR I	ake/Model-	1040	Last 3	30 Days- UN	
	Aircraft Ty	/pe - UNK/NR I	nstrument-	480			
					Rotor	craft - UN	
Instrument Rating(s) - AIRPLANE							
TAXIING FOR TAKEOFF THE LEFT WING OF TH	E AIRCRAFT COLLI	IDED WITH THE NOSE	OF A PARKED	PIPER TWI	N. THE PTI	OT	
ED THAT DURING HIS INSTRUMENT SCAN HE NOT							

File No. - 264 3/20/82 LOCK HAVEN, PA A/C Reg. No. N6925Q Time (Lc1) - 1325 EST

Phase of Operation TAXI - TO TAKEOFF

Occurrence ON GROUND COLLISION WITH OBJECT

Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 4. OBJECT AIRCRAFT PARKED

----Probable Cause----

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

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

					Time (Lc1) - 0930 EST			
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)				Injuries			
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1	
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ö	Ö	Ó	
Accident Occurred During -LANDING			Other	-	Ö	Ö	ŏ	
-Aircraft Information								
Make/Model - PIPER PA-28R-200		Model - LYCOMING	IO-360-C1C		Installed/			
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1	TN		1 Warning S		ES	
Max Gross Wt - 2900 No. of Seats - 4	Rated Po	/pe - RECIP - F ver - 180 HF		weat	her Radar -	- NU		
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar			ON AIR	PORT			
Method - N/A Completeness - N/A	SAME AS Destination			Airport D	2+2			
Basic Weather - VMC	LOCAL	'			-FARM SHOW			
Wind Dir/Speed- 290/015 KTS	_,5 5					- 36		
Visibility - 30.0 SM	ATC/Airspace	•			Lth/Wid -	2600/	38	
Cloud Conditions(1st) - NONE		ight Plan - NONE			Surface -	- ASPHALT		
Cloud Conditions(2nd) - NONE		earance - NONE		Runway	Status -	- DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Appro	pach Flown - NONE						
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information								
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 30 Biennial Flight	Review		e - VALID t Time (H) WAIVERS/	LIMIT	
PRIVATE	Current		tal -	158	Last 24	Hrs -	0	
SE LAND			ke/Model-	158	Last Co	Days- UN	K/NR	
	Aircraft lyp	oe - UNK/NR In	strument-	0	Last 90	raft - UN	29 v /ND:	
					ROTOFCI	art - un	IK/ NIK	
Instrument Rating(s) - NONE				~~~~~				
-Narrative								
ROXIMATELY 100 FEET AFTER TOUCHDOWN A GUST	OF WIND LIFTED T	HE LEFT WING OF T	HE AIRCRAFT	TURNING I	T INTO THE			
D. DIRECTIONAL CONTROL WAS LOST AND THE AI	RCRAFT COLLIDED V							
DUPE, N93552, BOTH OF WHICH SUSTAINED SUBS	TANTIAL DAMAGE.							

4/01/82 File No. - 265 BUTLER, PA A/C Reg. No. N2998R Time (Lc1) - 0930 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 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

File No 380 3/02/82 HUMA	CAO,PR A/C R	R A/C Reg. No. N2741J Time (Lc1) -					
	AL AVIATION) Aircraf	t Damage	Injuries				
	DESTRO	YED	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	1	0	Ο.	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -MANEUVERING	i 	Other	0		0	0	
-Aircraft Information		_					
Make/Model - CESSNA 150	Eng Make/Model - CO			Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			11 Warning S		ES	
Max Gross Wt - 1600 No. of Seats - 2	Engine Type - RE Rated Power -	CIPRUCATING-CARBURE	TUR Wea	ther Radar -	NU		
No. of Seats - 2	Rated Power -	100 MP 					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - BRFG RCVD, SOURCE UN Method - UNK/NR	K Last Departure Point ROOSEVELT ROADS,PR						
Completeness - UNK/NR	Destination		Airport	Data			
Basic Weather - VMC	LOCAL		A 11 POI C 1	Julia			
Wind Dir/Speed- 120/008 KTS	2002		Runwa	y Ident -	N/A		
Visibility - 10.0 SM	ATC/Airspace		Runwa	y Lth/Wid -	N/A		
Cloud Conditions(1st) - 2000 FT SCA	TTERED Type of Flight Plan	- VFR		y Surface -	N/A		
	Type of Clearance		Runwa	y Status -	N/A		
Obstructions to Vision- NONE	Type Approach Flown	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28	Medical Certificat			WAIVERS/	LIMII	
<pre>Certificate(s)/Rating(s) COMMERCIAL.CFI</pre>	Biennial Flight Review Current - YES	Fligh Total -	t Time (Una -	1	
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model-		Last 24			
SE LAND, ME LAND, SE SEA	Aircraft Type - UNK/NR			Last 90		48	
	ATTOTAL TYPE SINOTIN	Multi-Eng -	600	Rotorcr	aft -	1	
Instrument Rating(s) - AIRPLANE							
Narrative	T OR NEAR CUNCET ON A GO MIN	LITE AEDODATIC ELICH	T AND DI	NOT DETUDN	•		
E AIRCRAFT WAS REPORTED TO HAVE DEPARTED A RING THAT PERIOD, AN AIRCRAFT MATCHING ITS							
REFORMING AEROBATICS. A WITNESS OBSERVED TH					ILUI #AS		
DUGHT THE OBJECTS MAY HAVE BEEN A DOOR AND					FT		
AT MATCHED THE MISSING PLANE, WASHED ASHOR			,				

File No 38	O 3/02/82 HUMA	CAO,PR A/C	Reg. No. N2741J	Time (Lc1) - 1840 AST
Occurrence Phase of Operation	IN FLIGHT COLLISION WIT DESCENT - UNCONTROLLED	H TERRAIN		
Finding(s) 1. UNDETERMINED				
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	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ries Minor	None	
Type of Operation -OTHER		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	ő	ŏ	ŏ	Ö	
Accident Occurred During -LANDING			Other	0	0	0	0	
-Aircraft Information								
Make/Model - PIPER PA-32R		e/Model - LYCOMING IO	-540K		Installed/#			
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1			Warning S		NK/NR	
Max Gross Wt - 3600		Type - RECIP - FUE	L INJECTED	Weat	ner Radar -	- NO		
No. of Seats - 6	Rated Po	ower - 300 HP						
-Environment/Operations Information								
Weather Data	Itinerary			•	Proximity			
Wx Briefing - UNK/NR		arture Point		ON AIR	PORT			
Method - UNK/NR	UNK/NR	L	,	Airport Da	_ 4 _			
Completeness - UNK/NR Basic Weather - UNK/NR		Destination A CHARLOTTE AMALIE.VI						
Wind Dir/Speed- UNK/NR	CHARLU	TE SMALIE, VI		LABADII		- UNK/NR		
Visibility - UNK/NR	ATC/Airspac	20			Lth/Wid -			
Cloud Conditions(1st) - UNK/NR		light Plan - NONE			Surface			
Cloud Conditions(2nd) - UNK/NR		Clearance - NONE				- UNK/NR		
Obstructions to Vision- UNK/NR		roach Flown - NONE						
Precipitation - NONE								
Condition of Light - NIGHT (DARK)								
-Personnel Information								
Pilot-In-Command	Age - 34		Certificate) WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight			Time (H				
COMMERCIAL	Current		1	-		Hrs - UN		
SE LAND, ME LAND		•	/Mode1- UN			Days- UN	•	
	Aircraft i		rument- UNK i-Ena - UNK	•) Days- UN raft - UN		
		Muit	1-Eng - UNF	K/ NR	ROTORCE	art - UN	K/NK	
Instrument Rating(s) - NONE					· 			
-Narrative								
PILOT LANDED ON AN UNLIGHTED GRASS STRIP	AT NIGHT WITH A	LOAD OF MARTHIANA	DURING THE	LANDING	THE PLANE			
TINUED OFF THE STRIP AND INTO A SUGAR CAN		TOAD OF MARTOUANA.	DOMING THE	LANDING,	I CANE			

File No. - 317 3/31/82 MOCA, PR A/C Reg. No. N309MJ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION 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) 1,3,4,5

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ge		Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	0	0
Accident Occurred During -LANDING			0ther	` 0	0		0
Aircraft Information							
Make/Model - CESSNA T188C		Model - CONTINEN	TAL TSIO-5201		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			1 Warning S		ES
Max Gross Wt - 2500		oe - RECIP - I) Weat	her Radar -	NO	
No. of Seats - 1	Rated Powe	er - 300 Hl) 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	NEWPORT I	JEWS, VA					
Completeness - N/A	Destination	IELIEOLINDI AND		Airport [ata		
Basic Weather - VMC	GANDER, I	NEWFOUNDLAND		Dumino	/ Ident -	NI / A	
Wind Dir/Speed- 270/020 KTS Visibility - 50.0 SM	ATC/Airspace			,	/ Lth/Wid -	•	
Cloud Conditions(1st) - UNK/NR		ight Plan - IFR			Surface -		
Cloud Conditions(2nd) - UNK/NR		earance - NONE		,	Status -	• .	
Obstructions to Vision- NONE		ach Flown - NONE			514145	,	
Precipitation - NONE	3,1						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38	Medica	al Certificat	te - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fligh	nt Time (F	lours)		
ATP	Current		otal -		Last 24		0
SE LAND, ME LAND	Months Since		ake/Model-			Days- UN	
	Aircraft Type		nstrument-		Last 90	Days-	76
		Mi	ulti-Eng -	1448			
Instrument Rating(s) - AIRPLANE							
Narrative	OVET VOD THE DITO	CTATED THAT THE	E ENOTHE BEOG	IN TO DUE	DOLLON TUE		
E ON A FERRY FLIGHT APPROACHING THE NANTU RAFT WAS TURNED BACK TOWARDS BLOCK ISLAND							
KAFI WAS IUKNEU BACK IUWARDS BLUCK ISLAND	AT MUTCH ITME THE	NCY SYSTEM FUEL	SEGAN TO FLUC	JOATE AND	DECKEASE		

OSS OF POWER				
RUISE - NORMAL				
ORCED LANDING ANDING - FLARE/TOUCHDO	WN			
ITCHING ANDING - FLARE/TOUCHDO	wN	•		
- WATER,ROUGH				
	DRCED LANDING ANDING - FLARE/TOUCHDO ITCHING ANDING - FLARE/TOUCHDO - WATER, ROUGH	DRCED LANDING ANDING - FLARE/TOUCHDOWN ITCHING ANDING - FLARE/TOUCHDOWN - WATER,ROUGH	DRCED LANDING ANDING - FLARE/TOUCHDOWN ITCHING ANDING - FLARE/TOUCHDOWN - WATER,ROUGH	DRCED LANDING ANDING - FLARE/TOUCHDOWN ITCHING ANDING - FLARE/TOUCHDOWN

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	ircraft Damage			Inj	uries	
		SUBSTANTIAL		Fatal	Serious		Non
Type of Operation -BUSINESS	F	ire	Crew	0	0		1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	-	1
Accident Occurred During -TAKEOFF			Other		0	0	0
Aircraft Information							
Make/Model - MOONEY M-20J		1 - LYCOMING IO-3				/Activated	
Landing Gear - TRICYCLE-RETRACTABL	E Number Engine	s - 1		Stal		System -	YES
Max Gross Wt - 2575	Engine Type	- RECIP - FUEL	INJECTED	Weat	her Radar	- NO	
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data W× Briefing - FSS Method - TELEPHONE	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/STR	IP	
Method - TELEPHONE	SAME AS ACC	INC					
Completeness - FULL Basic Weather - VMC	Destination		P	irport D	ата		
Wind Dir/Speed- CALM	ATLANTA, GA			Bunuay	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Claud Canditiana(4at) FOOD FT	COATTEDED Time of Elicular	Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Cleara	nce - NONE			Status		
Obstructions to Vision- NONE	Type of Cleara Type Approach	Flown - NONE		•			
Precipitation - NONE	/						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34 Biennial Flight Revi	Medical Ce				NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew					
PRIVATE	Current -	YES Total	<u>-</u>	395	Last	24 Hrs -	2
SE LAND	Months Since - Aircraft Type -	19 Make/N	lode l -	85	Last	30 Days- U 90 Days-	NK/NR
•	Aircraft Type -	UNK/NR Instru	ıment- Eng - UNK	50 (ND	Last	90 Days- craft - U	98 NK /ND
		Multi-	Eng - UNK	/NR	Rotor	craft - U	NK/NK
Instrument Rating(s) - NONE							
lonnative							
Varrative	HE ENGINE MALFUNCTIONED A	ND THE DILOT ELEC	TED TO MA	VE A 054	D LID I AND	TNC	
		1917 I DE PII III El El	TED TO MA	NE A GEA	K UP LANU	LING	

File No 2	62 1/06/82	HILTON HEAD, SC	A/C Reg. No. N201NH	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. FLUID,FUEL - WA 2. PREFLIGHT PLA		- IMPROPER - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 3. WHEELS UP LANDI	NG - PERFORMED - P	ILOT IN COMMAND		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L - 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
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make	e/Model - LYCOMING O-	235	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number	Engines - 1		Stal	1 Warning S		ES
Max Gross Wt - 1670		Type - RECIPROCATI	NG-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 2	Rated Pe	ower - 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		OFF AI	RPORT/STRIP	ı	
Method - IN PERSON	MACON,				-4-		
Completeness - FULL Basic Weather - VMC	Destination		P	irport D			
Wind Dir/Speed- 270/010 KTS	ALLEND	ALE, SC			ALE COUNTY Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspa	Ce.			Lth/Wid -	•	
Cloud Conditions(1st) - 5000 FT BROK					Surface -		
		Clearance - NONE			Status -		
Obstructions to Vision- NONE		roach Flown - NONE				•	
Precipitation - NONE	7, 1,						
Condition of Light - DAYLIGHT			-	,			
-Personnel Information							
Pilot-In-Command	Age - 19	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	Flight	: Time (H			
STUDENT	Current		1 -	60	Last 24	Hrs -	. 3
	Months Sin	ce - N/A Make ype - N/A Inst	/Model-	39	Last 30	Days- UN	•
	Aircraft T	ypę - N/A Inst	rument-	1	Last 90	Days-	9
To a love and Dath of a Control							
Instrument Rating(s) - NONE							
-Narrative							
ING A SOLO THREE HUNDRED MILE CROSS COUNTR							
INTENDED COURSE. HE SUBSEQUENTLY BECAME D							
PANIC AND ELECTED TO LAND. THE FIELD HE SE	LECTED WAS WET A	AND SOFT. THE AIRCRAF	T HAD OVER	TWO HOUR	S OF FUEL L	EFT AND	

File No. - 287 3/20/82 ALLENDALE,SC A/C Reg. No. N757VV Time (Lc1) - 1615 EST

Occurrence
Phase of Operation

NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

- 1. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, PANIC PILOT IN COMMAND
- 4. TERRAIN CONDITION SOFT
- 5. TERRAIN CONDITION WET
- 6. 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) 3,6

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

File No 370 3/25/82 RIDGE	LAND, SC	A/C Reg	. No. N3707N		Time (Lc1)	- 1425 EST	-
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft SUBSTANT Fire NONE	IAL C	Fatal rew O ass O ther O	Inju Sertous O O		None 1 2 0
Aircraft Information Make/Model - BEECH 58 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6200 No. of Seats - 6		gines - 2 pe - RECI	INENTAL TSIO- P - FUEL INJE	520-WB EL St	T Installed/ all Warning ather Radar	 Activated System - L	- YES/YE
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 3800 FT UNK/ Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C1	AVEN,FL D,SC ight Plan - earance -		ON A Airport RIDG Runw Runw Runw Runw	ELAND MUNICI	- 21 - 3100/ - ASPHALT	70
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 33 Biennial Flight Current Months Since Aircraft Typ	Review - YES - 1	edical Certif F Total Make/Model Instrument Multi-Eng	light Time - 2280 - 28 - 171	(Hours) Last 2 Last 3	4 Hrs - UN	IK/NR
Instrument Rating(s) - AIRPLANE							
THE PILOT STATED THAT DURING LANDING, THE LEFT WIST OF THE REST OF THE LEFT WIST OF THE REST OF TERRAIN AS THE PLANE ENTERE RAKE MASTER CYLINDER WAS WET WITH HYDRAULIC OF THE MASTER CYLINDER PISTON SERE LOCATED IN SUCH A MANNER AS TO PERMIT FLED INDENTATIONS WAS NOT DETERMINED.	ROUND. AT THE END THE PLANE DEPART D A DEPRESSION BE FLUID. THE CYLIND HAFT REVEALED SEV	OF THE RUNW ED THE RIGHT SIDE THE RUN ER, PARAMOUN ERAL COMPRES	AY WAS A DEEP SIDE OF THE WAY. AN EXAMI T MODEL VI-15 SION INDENTAT	DROP-OFF. RUNWAY. THE NATION REVE -750-3, WAS IONS. THE I	THEREFORE TH RIGHT GEAR ALED THE LEF DISASSEMBLE NDENTATIONS	T D.	

File No 370 3/25/82 RIDGELAND, SC	A/C Reg. No. N3707N	Time (Lc1) - 1425 EST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL		
Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL 2. FLUID, HYDRAULIC - LEAK 3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 4. LANDING GEAR, EMERGENCY BRAKE SYSTEM - INOPERATIVE 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND		
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL		
Finding(s) 7. TERRAIN CONDITION - SOFT 8. TERRAIN CONDITION - ROUGH/UNEVEN		
Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL		
Finding(s) 9. LANDING GEAR,MAIN GEAR - OVERLOAD		
Probable Cause		

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

Brief of Accident

Make/Model - PIPER PA-18A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2 Number Engines - 1 Stall Warning Sy Natical Weather Radar - No Stall Warning Sy Natical Warning Stall Stall Warning Stall Stall Warning Stall Stall Stall Warning Stall Stall		. -
Type of Operation -PERSONAL Fire Crew 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 O Accident Occurred During -LANDING 0ther 0 0 O O O O O O O O O O O O O O O O O	ies	
Fİİght Conducted Under -14 CFR 91 Accident Occurred During -LANDING Accident Occurred During -LANDING Accident Occurred During -LANDING Accident Occurred During -LANDING The conducted Courred During -LANDING Accident Occurred During -LANDING The conducted Courred During -LANDING Accident Occurred During -LANDING The conducted Courred During -LANDING Accident Occurred During -LANDING Make/Model - PIPER PA-18A Eng Make/Model - LYCOMING 0-320-82 ELT Installed/Accident Stall Warning Sy Engine Type - RECIPROCATING-CARBURETOR Weather Radar - No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wisher Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data It inerary Last Departure Point SAME AS ACC/INC Destination LOCAL LOCKHART Airport Data LOCKHART Conducted Conditions (1st) - UNK/NR Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Prilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Aircraft Type - UNK/NR Instrument - 85 Last 90 Accident Occurrent - YES Accident - VALID MEDICAL-NO Accident Since - 15 Airport Proximity Condition - Aliport Proximity Airport Proximity Condition - Aliport Proximity Condition - None Conditions -	Minor	None
Accident Occurred During -LANDING Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-18A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Eng Make/Model - LYCOMING 0-320-82 ELT Installed/Acc Number Engines - 1 Stall Warning Stall Warning Stall Warning O-320-82 Stall Warning Stall War	0	1
Aircraft Information Make/Model - PIPER PA-18A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2 Rated Power - 150 HPEnvironment/Operations Information Weather Data Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Eng Make/Model - LYCOMING 0-320-82 ELT Installed/Ac Number Engines - 1 Stall Warning Sy Engine Type - RECIPROCATING-CARBURETOR Weather Radar - No Health of Stall Weather	Ō	1
Make/Model - PIPER PA-18A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2 Max Gross Wt - 1750 No. of Seats - 2 Max Gross Wt - 1750 No. of Seats - 2 Max Gross Wt - 1750 No. of Seats - 2 Max Gross Wt - 1750 No. of Seats - 2 Max Gross Wt - 1750 No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Eng Make/Model - LYCOMING 0-320-82 Stall Warning Sy Kumber Engines - 1 Number Engines - 1 Stall Warning Sy Weather Radar - No Ne Tipo HP Airport Proximity OFF AIRPORT/STRIP OFF AIRPO	0	0
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information		
Max Gross Wt - 1750 No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2rd) - UNK/NR Cloud Conditions to Vision- NONE Cloud Condition to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Engine Type - RECIPROCATING-CARBURETOR Weather Radar - 150 HP Rated Power - 150 HP RECIPROCATING-CARBURETOR Weather Radar - 150 HP Rated Power - 150 HP ERCIPROCATING-CARBURETOR Weather Radar - 150 HP Rated Power - 150 HP ERCIPROCATING-CARBURETOR Weather Radar - 150 HP Rated Power - 150 HP ERCIPROCATING-CARBURETOR Weather Radar - 150 HP Rated Power - 150 HP ERCIPROCATING-CARBURETOR Airport Proximity Last Departure Point SAME AS ACC/INC Destination Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP		
No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - No RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Destination Cloud Conditions to Vision- Percipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Rated Power - 150 HP Airport Proximity OFF AIRPORT/STRIP Last Departure Point OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORT/STRIP OFF AIRPORTA Airport Proximity OFF AIRPORTA Airport Proximity OFF AIRPORTA Airport Proximity OFF		K/NR
Environment/Operations Information Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL LOCKHART Runway Ident - LOCAL Type of Flight Plan - NONE Runway Status - Type of Clearance - NONE Type Approach Flown - UNK/NR Flight Time (Hours) Current - YES Total - 8145 Last 24 Months Since - 15 Make/Model - 600 Last 30 HELICOPTER	NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SAME AS ACC/INC Destination LOCAL LOCAL LOCKHART Runway Ident - Runway Lth/Wid - Runway Status - Runway Stat		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Destination SAME AS ACC/INC Basic Weather - VMC LOCAL Wind Dir/Speed- 270/002 KTS Wisibility - 5.0 SM ATC/Airspace Runway Ident - Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data LOCAL LOCKHART Runway Ident - Runway Status - NONE Runway Status - UNK/NR Precipitation - NONE Type Approach Flown - UNK/NR Medical Certificate - VALID MEDICAL-NO Flight Time (Hours) Current - YES Total - 8145 Last 24 Months Since - 15 Make/Model- 600 Last 30 Aircraft Type - UNK/NR Instrument- 85 Last 90		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL LOCKHART Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL LOCKHART Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM ATC/Airspace Runway Ident - Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER		
Basic Weather - VMC LOCAL LOCKHART Wind Dir/Speed- 270/002 KTS Runway Ident - Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - Cloud Conditions to Vision- NONE Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER ATCACHAGE Aircraft Type - UNK/NR Instrument- 85 Last 90		
Wind Dir/Speed- 270/002 KTS Visibility - 5.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER ATC/Airspace ATC/Airspace Runway Ident - Runway Surface - Runway Status - Runway Ident - Runway Ident - Runway Ident - Runway Ident - Runway Ident - Runway Ident -		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER ATCACH ACCORDANCE A		
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Distructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Type of Clearance - NONE Type Approach Flown - UNK/NR Age - 41 Medical Certificate - VALID MEDICAL-NO Medical Certificate - VALID MEDICAL-NO Flight Time (Hours) Current - YES Total - 8145 Make/Model- 600 Last 30 Aircraft Type - UNK/NR Instrument- 85 Last 90	N/A	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND HELICOPTER Type of Clearance - NONE Type Approach Flown - UNK/NR Approach Flown - UNK/NR Medical Certificate - VALID MEDICAL-NO Flight Time (Hours) Current - YES Total - 8145 Months Since - 15 Make/Model- 600 Last 30 Aircraft Type - UNK/NR Instrument- 85 Last 90	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Approach Flown - UNK/NR Instrument- 85 Last 90	N/A	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model - 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument - 85 Last 90	N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND,ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90		
Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90		
Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90		
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90		
COMMERCIAL Current - YES Total - 8145 Last 24 SE LAND, ME LAND Months Since - 15 Make/Model - 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument - 85 Last 90	WAIVERS/L	IMIT
SE LAND, ME LAND Months Since - 15 Make/Model- 600 Last 30 HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90		
HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90	Hrs -	1
HELICOPTER Aircraft Type - UNK/NR Instrument- 85 Last 90 Multi-Eng - 205 Rotorcra	Days- UNK/	./NR
Multi-Eng - 205 Rotorcra	Days-	8
		197
Instrument Rating(s) - AIRPLANE		
Instrument Rating(s) - AIRPLANE Narrative		

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File No 3	68 5/01/82	TIMMONSVILLE,SC	A/C Reg. No. N3192Z	Time (Lc1) - 1830 EDT
		TAL) - NON-MECHANICAL ATTERN - FINAL APPROACH		
Finding(s) 1. IGNITION SYSTEM 2. POWERPLANT CO		R USE OF - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI	ON - HIGH VEGETATI	ON		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accide	ent

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

File No 240 2/	17/82 MITCHELL,SD	A/C Reg. No. No	5799Y	Time (Lc1) -	2050 CST	
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	Fatal Crew O Pass O Other O		ies Minor O O	None 1 5 0
Aircraft Information Make/Model - PIPER PA- Landing Gear - TRICYCLE- Max Gross Wt - 5200 No. of Seats - 6	23 Eng Make/M RETRACTABLE Number Eng	e - RECIP - FUEL	St INJECTED	T Installed/A	yst em - Y	ES
Environment/Operations Info Weather Data Wx Briefing - FSS Method - IN PERS Completeness - FULL Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility27 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light -	Itinerary Last Depart WATERLOO, Destination SIOUX FAL 75 SM ATC/Airspace Type of Fli NONE Type of Cle FOG Type Approa	IA	Airpor ON A Airport MITC Runw Runw Runw Runw	t Proximity IRPORT	L 12 6750/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Current Months Since Aircraft Type	eview - YES Total - UNK/NR Make/ - UNK/NR Instr	Certificate - VAL Flight Time - 2912 'Model - 275 cument - 204 i-Eng - 821	(Hours)		
AS HE PASSED OVER SIOUX FALLS H THERE. IT CONTINUED TO LOOK CLE ON, HIS VISUAL REFERENCES WERE (AT ABOUT 20 FT AGL). AS HE DES BY THIS TIME HE REALIZED HE WAS	FALLS HE RECEIVED INFORMATION THA HE COULD SEE MITCHELL, SD, WHICH HAR UNTIL HE WAS ON A SHORT FINAL LOST. AFTER TURNING THE LANDING HEADED FURTHER THE LIGHTS BECAME HEADED FOR THE EDGE OF THE RUNW AND 1/2 OFF THE RUNWAY. AFTER T	APPEARED TO BE CLEA APPROACH FOR LANDI LIGHT OFF, HE COULD BARELY VISIBLE AND AY BUT IT WAS TOO L	AR, THEREFORE, HE ING. WITH THE LAN DAGAIN SEE THE R DHE FLARED AT AN LATE TO CORRECT O	ELECTED TO L DING LIGHT UNWAY LIGHTS ANGLE TO THE R GO AROUND.	AND RUNWAY. THE	

File No 2	40 2/17/82 MITCHELL,SD	A/C Reg. No. N5799Y	Time (Lc1) - 2050 CST
	IN FLIGHT ENCOUNTER WITH WEAT APPROACH - VFR PATTERN - FINA		
	ON - FOG ATION - INACCURATE - PILOT IN C ING/DECISION - IMPROPER - PILOT		
	IN FLIGHT COLLISION WITH TERR LANDING - FLARE/TOUCHDOWN	AIN	
Finding(s) 4. PROPER ALIGNMEN	T - NOT MAINTAINED - PILOT IN C	OMMAND	
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI 6. LANDING GEAR,NO	ON - SNOW COVERED SE GEAR - OVERLOAD		
Probable Cause			
The National Transpo	rtation Safety Board determines	that the Probable Cause(s) of this	accident
Factor(s) relating t	o this accident is/are finding(s) 1,2,5	ta.

Brief of Accident

File No 309 2/17/82 RAP	D CITY,SD	A/C Reg. I	No. N5314A		Time (Lc1)	- 1500 MS	Г
Basic Information							
Type Operating Certificate-NONE (GENER	-	craft Da	_		Inju		
		JBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fii		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO	DNE	Pass	0	0	0	2
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 210			ENTAL TSIO-52OR		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				ll Warning		/ES
Max Gross Wt - 3300	Engine Type	- RECIP	- FUEL INJECTED	Wea	ther Radar	- NO	
No. of Seats - 6	Rated Power	- 285	HP				
Environment/Operations Information							
.Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure F	Point		ON AI	RPORT		
Method - N/A	GILLETTE, WY						
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	RAPID CITY, SD			PETE	LEIN FIELD		
Wind Dir/Speed- 360/010 KTS	, -			Runwa	y Ident	- 15	
Visibility - 50.0 SM	ATC/Airspace				v Lth/Wid		50
Cloud Conditions(1st) - NONE	Type of Flight F	lan - NO	NE		y Surface		-
Cloud Conditions(2nd) - NONE	Type of Clearand					- DRY	
Obstructions to Vision- NONE	Type Approach F				,		
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29	Med	ical Certificat	ο ~ VΔ1 TI	D MEDICAL -N	N WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (O WALVERS	C11111
PRIVATE	Current - YE		Total -	•	•	4 Hrs -	2
SE LAND	Months Since - 16		Make/Model-	161		O Days-	11
SE LAND			Instrument-				6
	Aircraft Type - UN	NK/NK	Instrument-	0	Last 9	O Days-	ь
Instrument Rating(s) - NONE							
That differe Rating(s) NOINE							
Narrative							
RING LANDING, THE NOSEWHEEL BEGAN TO SHIM!							
D OF THE RUNWAY, AND THE PLANE CONTINUED (OFF THE END AND DOWN AN E	EMBANKMEN'	T, THEN NOSED O	VER. TH	E PILOT STA	TED	
PART THAT HE TOUCHED DOWN PAST THE NUMBER	RS SOME 100 FT AND HAD NO	D LEFT BR.	AKE. WHEN THE I	NOSEWHEE	L BEGAN TO		
IMMY HE STARTED TO GO-AROUND, BUT THEN TH	SHAKING BECAME SO BAD	THAT HE A	BORTED THE GO-A	ROUND.	A WITNESS S	TATED	
AT HE SAW THE PLANE ON A STEEP FINAL APPRO	DACH, BUT OBSERVED NO FLA	ARE-OUT.	HE REPORTED TH.	AT THE P	LANE TOUCHE	D	
WN NEAR MID-FIELD IN A 3 POINT ATTITUDE, &	BUT DID NOT BOUNCE. THE	PASSENGE	R INDICATED THAT	T THE PL	ANE LANDED		
TH NO FLAPS ABOUT 1/3 DOWN THE RUNWAY. HI	STATED THE TOUCHDOWN WA	AS SMOOTH	AND THE NOSEWH	EEL DID I	NOT SHIMMY		
TIL THE TIRES SQUEALED FROM HEAVY BRAKING	EXAMINATION OF THE BRA	KES REVE	ALED NO PRE-CRA	SH MALFU	NCTIONS. T	HE	
SEWHEEL SHIMMY DAMPER WAS FOUND BROKEN FRO					- '		
	=====						

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File No 3	09 2/17/82 RAPID CITY.SD	A/C Reg. No. N5314A	Time (Lcl) - 1500 MST
Occurrence #1 Phase of Operation			
Finding(s) 1. LEVEL OFF - IMP	ROPER - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
3. LANDING GEAR.NO	SE GEAR - OVERLOAD SE GEAR - VIBRATION		
Occurrence #3 Phase of Operation			
6. DISTANCE - MISU 7. AIRSPEED - MISU	ON - TAILWIND - SELECTED - PILOT IN COMMAND UDGED - PILOT IN COMMAND UDGED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL		
Finding(s) 8. TERRAIN CONDITI	ON - DOWNHILL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 6,7	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,4,5,	8	

Brief of Accident

File No 371 4/12/82	ALCOA, TN	A/C Reg. No	. N3605B	1	Time (Lc1) -	1051	r
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama SUBSTANTIAL	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -EXECUTI	VE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass Other	0	0 0	1 O	1 O
Aircraft Information Make/Model - S.N.I.A.S. AS350D	ASTAR Fra Make/N	Model - LYCOMING	LTS101-600A-2	FIT	Installed/A	ctivated	- VES/VES
Landing Gear - SKID		gines - 1	213707 000A 2		Il Warning S		
Max Gross Wt - 4190	Engine Tyr	•	₹T		ther Radar -		
No. of Seats - 6	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depart MIDDESBOR			ON AIF	RPORT		
Completeness - UNK/NR	Destination	•	А	irport [ata		
Basic Weather - VMC	ALCOA, TN				TYSON		
Wind Dir/Speed- 210/013 KTS						22	
Visibility - 15.0 SM	ATC/Airspace				/ Lth/Wid -	•	150
Cloud Conditions(1st) - 30000 FT		ght Plan - NONE	_		-	ASPHALT	
Cloud Conditions(2nd) - UNK/NR		earance - TOWE	₹	Runway	/ Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Approa	ich Flown - NONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41	Modia	al Certificate	VALTE	MEDICALNO	WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight F			: Time (F		WAI VERS/	CIMII
COMMERCIAL, ATP	Current		otal - 4		Last 24	Hre -	2
SE LAND, ME LAND	Months Since			700		Days- UN	
HELICOPTER	Aircraft Type		•	230	Last 90	,	176
THE ELECTIVE N	All clare Type	<u>.</u>		128		•	1987
Instrument Rating(s) - AIRPLA	NE						
Narrative							
WHILE PREPARING TO LAND, THE PILOT EXPER	IENCED A TAIL ROTOR DRI	VF FAILURF AT A	SPEED OF LESS	THAN 60	KNOTS AT		
THAT SPEED, HE WAS UNABLE TO MAKE THE NE							
CLIMBED ABOUT 50 FT IN A LEFT TURN TO LI						UDE.	
THE HELICOPTER BEGAN TO YAW HARD TO THE						,	
DURING THE LANDING, THE HELICOPTER BOUNCE	ED AND ROTATED ABOUT 90	DEGREES BEFORE	COMING TO RES	T. AN EX	CAMINATION		
REVEALED THAT THE NUMBER 4 TAIL ROTOR DR						SHAFT	
AND RUBBER MOUNTING COLLAR CONTINUED TURI							
DRIVE SHAFT ITSELF. SUBSEQUENTLY, THE TA							
BEARING WAS FACTORY LUBED AND SEALED AND	HAD NO RETIREMENT TIME	LIMIT. THE BEAR	RING FAILED AF	TER 729	HOURS OF OP	ERATION.	
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File No 37	1 4/12/82	ALCOA,TN	A/C Reg. N	No. N3605B	Time (Lc1) - 1051	T
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN APPROACH	IT/SYSTEM FAILURE/N	MALFUNCTION			
Finding(s) 1. ROTOR DRIVE SYST 2. ROTOR DRIVE SYST	· · · · · · · · · · · · · · · · · · ·		BINDING(MECHANICAL) TOTAL) 		
Occurrence #2 Phase of Operation		OUCHDOWN		·		
Finding(s) 3. RUN ON LANDING -	PERFORMED - PILOT	IN COMMAND				
Probable Cause	-					
The National Transpor		d determines that	the Probable Cause(s	s) of this acc	ident	

Basic Information						
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			ıries	
Towns of Owner Line	TTONIAL COLO	DESTROYED	Fat			None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR		Fire NONE	*· -··	0 0 0 0	0	1
Accident Occurred During -LANDING		NOINE		0 0	0	0
·Aircraft Information Make/Model - CESSNA 152	Fna Make	/Model - LYCOMING 0-2	25-120	ELT In s talled/	'Activated	- VES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall Warning		
Max Gross Wt - 1670		/pe - RECIPROCATIN				,
No. of Seats - 2	Rated Pov					
Environment/Operations Information						
Weather Data	Itinerary		Airp	ort Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point	ON	AIRPORT		
Method - N/A	SAME AS	•				
Completeness - N/A	Destination	1		rt Data		
Basic Weather - VMC	LOCAL			EVELAND		
Wind Dir/Speed- 330/001 KTS	ATO /A /			nway Ident	- 33	65
Visibility ~ 30.0 SM Cloud Conditions(1st) - UNK/NR	ATC/Airspace			nway Lth/Wid nway Surface		65
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - 4000 FT		light Plan - NONE learance - UNK/NR			- UNK/NR	
Obstructions to Vision- NONE		pach Flown - UNK/NR	Ku	iway Status	OINK/INK	
Precipitation - NONE	Type Applic	Sacri Town Starty lar				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 23	Medical (Certificate - V	ALID MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight Tim			
STUDENT	Current			Last 2	4 Hrs -	5
	Months Since		Model - 11			
	Aircraft Typ	be - N/A Instr	ument- UNK/NR	Last 9	O Days-	9
		MUIT	-Eng - UNK/NR	Rotord	raft - UN	IK/NR
Instrument Rating(s) - NONE						
Narrative						
THE SECOND LANDING OF A SUPERVISED SO	IN FLIGHT THE ATDODAR	T VEERED AND THE STI	IDENT PILOT LOS	T CONTROL THE		
CRAFT COLLIDED WITH THE WIND SOCK POL			DE 1 LO. LOS	. John Kot. III		

File No 4	00 2/14/82 	CLEVELAND,TX	A/C Reg. No. N5101B	Time (Lc1) - 0930 CST
Occurrence #1 Phase of Operation		- ON GROUND		
IMPROPER US		NED - PILOT IN COMMAN K OF TOTAL EXPERIENCE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - OBJECT				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is,	are finding(s) 2,4		

						1335 CST	
-Basic Information Type Operating Certificate-NONE (GENER		craft Damage BSTANTIAL		atal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	-	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NOI	~	Pass	Ö	ŏ	ŏ	ò
Accident Occurred During -LANDING		-	Other	ō	ŏ	ō	Ö
-Aircraft Information							
Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power			Stal	Installed/A l Warning S her Radar -	ystem - NO	
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary G Last Departure Po KILGORE,TX	oint	. Α	•	Proximity RPORT/STRIP		
Completeness - N/A	Destination		Λi	port D	a+a		
Basic Weather - VMC	HENDERSON, TX		A11	•	OUNTY AIRPO	RT	
Wind Dir/Speed- 180/003 KTS	TENDEROOM, TX			_		16	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	3000/ 1	50
Cloud Conditions(1st) - UNK/NR	Type of Flight P	lan - NONE		Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	e - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Approach Flo	own - NONE					
-Personnel Information							
Pilot-In-Command	Age - 58	Medical C	Certificate	- VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		Flight		ours)		
PRIVATE	Current - YES				Last 24		1
SE LAND	Months Since - 18 Aircraft Type - UN		Model- 10 ument-	00 13	Last 30 Last 90		/NR 18
Instrument Rating(s) - NONE							
-Narrative							
ER REDUCING POWER TO IDLE, GLIDING FOR SOM ITIONAL POWER WOULD BE NEEDED TO REACH THI IN IN A ROUGH FIELD APPROXIMATELY 1/4 MILE	E RUNWAY. POWER WAS ADDE SHORT OF THE AIRFIELD.	D WITH NO RESU THE PILOT STAT	JLTS AND THE ED THAT HE	AIRCRA THOUGHT	FT WAS SET THAT THE		
TINE DEVELOPED CARBURETOR ICE BEFORE HE API T THEY HAD BEEN EXPERIENCING CARBURETOR IC			YING IN THE	GENERA	L AREA STAT	FD	

File No 28	86 2/17/82 HENDERSON,TX	A/C Reg. No. N53769	Time (Lc1) - 1335 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
2. FUEL SYSTEM, CARE	AT - IMPROPER USE OF - PILOT IN COMMAND	·	
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITIONS 5. OBJECT - FENCE	ON - ROUGH/UNEVEN		
Probable Cause			
The National Transports/are finding(s) 3	rtation Safety Board determines that the Pro	bbable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is/are finding(s) 1,4,5		

File No 280 3/07/82 HOUST	ON,TX	A/C Reg.	No. N1117U	No. N1117U Time (Lc1)			- 1315 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [)amage		Inj	uries		
		DESTROYED)	Fat	al Serious	Minor	None	
Type of Operation -INSTRUCTIONA	L - DUAL	Fire	Cre	w	0 0	0	2	
Flight Conducted Under -14 CFR 91		NONE	Pas	s	0 0	0	1	
Accident Occurred During -TAKEOFF			Oth	er	0 0	0	0	
Aircraft Information								
Make/Model - CESSNA 172M			MING 0-320-E2D		ELT Installed			
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1			Stall Warning	System - Y	ES	
Max Gross Wt - 2300	Engine Typ	e - RECIF	ROCATING-CARBU	RETOR	Weather Radar	- NO		
No. of Seats - 4	Rated Powe	er 15	O HP		:			
Environment/Operations Information								
Weather Data	Itinerary			Airp	ort Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		ON	AIRPORT			
Method - N/A	SAME AS A	CC/INC						
Completeness - N/A	Destination			Airpo	rt Data			
Basic Weather - VMC	LOCAL			WE	ISER AIRPARK			
Wind Dir/Speed- 070/008 KTS				Ru	nway Ident	- 34		
Visibility - 15.0 SM	ATC/Airspace			Ru	nway Lth/Wid	- 2000/	100	
Cloud Conditions(1st) - NONE		ight Plan - N	IONE		nway Surface			
Cloud Conditions(2nd) - NONE		earance - N		Ru	nway Status	- DRY		
Obstructions to Vision- NONE		ch Flown - N			,			
Precipitation - NONE	. 3							
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 47	Me	edical Certific	ate - V	ALID MEDICAL-	WAIVERS/LIM	IT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	?eview	Flig	ght Tim	e (Hours)			
COMMERCIAL, CFI	Current	- YES	Total -		Last			
SE LAND, ME LAND	Months Since			152	Last :	30 Days- UN	K/NR	
·	Aircraft Type	- UNK/NR	Instrument-	372	Last	90 Days-	78	
	21	•	Multi-Eng -	1104		j		
Instrument Rating(s) - AIRPLANE								
	EOFF THE AIRCRAFT	S TAIL LOWER	RED AFTER ENCOU	TERING	A MODERATE D	 IP AT		
RUNWAY INTERSECTION. THE TAIL TIE-DOWN RING E CABLE BROKE AT ONE SIDE OF THE RUNWAY AND A SOFT PART OF THE RUNWAY AND THE AIRCRAFT	SNAGGED A RUNWAY THE AIRCRAFT BECA	LIGHT CABLE	WHICH HAD BEEN	UNCOVE	RED BY RECENT	RAINS.		
A SOFT FART OF THE RUNWAT AND THE ATROCKAFT	TIFFED INVERTED.							

3/07/82 HOUSTON, TX A/C Reg. No. N1117U File No. - 280 Time (Lcl) - 1315 CST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S) 3. RUNWAY MAINTENANCE - NOT MAINTAINED - AIRPORT PERSONNEL 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAKEOFF Finding(s) 6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 7

		craft Damage		Injuri		
Type of Operation -PERSON		BSTANTIAL		Serious	Minor	None
Type of Operation -PERSON Flight Conducted Under -14 CFF			0	0	0	1
Accident Occurred During -LANDIN		Other	Ö	Ö	ő	0
Aircraft Information						
Make/Model - COLONIAL C-1		- LYCOMING D-320-A3A		stalled/Ac		
Landing Gear - AMPHIBIAN		- 1		Warning Sys		NK/NR
Max Gross Wt - 2150 No. of Seats - 3	-	- RECIPROCATING-CARBURET - 150 HP	uk weathe	r kadar - I	NU	
Environment/Operations Information-						
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary		Airport Pr			
		oint	OFF AIRP	ORT/STRIP		
Method - N/A Completeness - N/A	FT WORTH,TX Destination	Λ.	irport Dat	•		
Basic Weather - VMC	LOCAL	^	ii poi t bat	a		
Wind Dir/Speed- 040/008 KTS			Runway I	dent - I	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway L	th/Wid - I	N/A	
Cloud Conditions(1st) - 1200 F			Runway S		* .	
Cloud Conditions(2nd) - 2500 F			Runway S	tatus - I	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Flo	own - VISUAL STRAIGHT-IN				
Precipitation - NONE Condition of Light - DAYLIGH	4T					
	·					
Personnel Information	Age - UNK/NR	Medical Certificate	- VALID M	EDICAL-NO V	WAIVERS/	LIMIT
Personnel Information Pilot-In-Command			Time (Hou	rs)		
	Biennial Flight Review	rright			Hre -	2
Pilot-In-Command Certificate(s)/Rating(s) ATP	Current - YE	S Total - 90	000	Last 24 H		
Pilot-In-Command Certificate(s)/Rating(s)	Current - YE Months Since - 1	S Total - 90 Make/Model -	000 65	Last 24 H	Days- UN	K/NK
Pilot-In-Command Certificate(s)/Rating(s) ATP	Current - YE	S Total - 90 Make/Model- K/NR Instrument- UNK,	000 65 /NR	Last 24 F Last 30 E Last 90 E	Days- UN Days-	234 (AID
Pilot-In-Command Certificate(s)/Rating(s) ATP	Current - YE Months Since - 1	S Total - 90 Make/Model- K/NR Instrument- UNK, Multi-Eng - 89	000 65 /NR	Last 24 l Last 30 l Last 90 l Rotorcra	Days- UN Days- ft - UN	234 K/NR
Pilot-In-Command Certificate(s)/Rating(s) ATP	Current - YE Months Since - 1 Aircraft Type - UN	S Total - 90 Make/Model- K/NR Instrument- UNK,	000 65 /NR	Last 24 H Last 30 I Last 90 I Rotorcra	Days- UN Days- ft - UN	K/NR 234 K/NR
Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,SE SEA	Current - YE Months Since - 1 Aircraft Type - UNI	S Total - 90 Make/Model- K/NR Instrument- UNK,	000 65 /NR	Last 24 H Last 30 H Last 90 H Rotorcra	Days- UN Days- ft - UN	234 K/NR

File No. - 341 3/13/82 GRAND PRAIRIE,TX A/C Reg. No. N254B Time (Lc1) - 1250 CST

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
2. OBJECT - SUBMERGED OBJECT

----Probable Cause----

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

 -Basic Information Type Operating Certificate-NONE (GE 	NEDAL AVIATION)	Ainanast Damaga			Injur	inc	
Type operating certificate-none (de	MERAL AVIATION)	DESTROYED		Fatal	•	Minor	None
Type of Operation -APPLYING	SEEDS, CHEMICALS, ETC		Crew	0	Serious 1 0 0	0	0
Flight Conducted Under -14 CFR 1	37	ON GROUND	Pas s	0	0	0	0
Accident Occurred During -MANEUVER	PING		Other	0	0	0	0
-Aircraft Information							
Make/Model - PIPER 25-235	Eng Make/Mo	del - LYCOMING O-	540	ELT ,	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		nes - 1			l Warning S		UNK/NR
Max Gross Wt - 2900 No. of Seats - 1	Engine Type Rated Power	- RECIPROCATI - 250 HP	NG-CARBURE	TOR Weat	ner Radar -	UNK/NR	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE				OFF AI	RPORT/STRIF	•	
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 130/008 KTS	LOCAL			Dumina	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 5000 FT		ht Plan - NONE		,	Surface -	•	
Cloud Conditions(2nd) - UNK/NR	Type of Clea	rance - NONE			Status -		
Obstructions to Vision- NONE	Type Approac	h Flown - NONE			•	.,	
Precipitation - NONE	2						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 36				MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Re Current			nt Time (H	ours) Last 24	Una	0
SE LAND			/Model-				
JE LAND	Months Since Aircraft Type	- UNK/NR Inst	rument-	75	Last 30 Last 90	Days o	20
			i-Eng - UN		2.50	Juyo	23
Instrument Rating(s) - AIRPLAN	E						
-Narrative							
1441146176		THE TOP PORTION O					

File No. - 251 6/08/82 HONDO,TX A/C Reg. No. N7344Z Time (Lc1) - 1808 CDT

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

Finding(s)

1. OBJECT - TREE(S)

2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

3. OBJECT - ELECT TOWER

----Probable Cause----

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

File No 349 1/02/82 M	IDWAY,UT .	A/C Reg. No.	N51735	т	ime (Lc1) -	1415 MST	-
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage	·		Injur	ies	
,, ,		DESTROYED		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 -TAXI			Other	0	0	0	0
Aircraft Information							
Make/Model - ENSTROM 280C	Eng Make/M	odel - LYCOMING H	110-360-E1BD	ELT	Installed/A	ctivated	- YES/YES
Landing Gear ~ SKID	Number Eng			Stal	1 Warning S	ystem - l	JNK/NR
Max Gross Wt - 2350	Engine Typ	e - RECIP - Fl	JEL INJECTED	Weat	her Radar -	NO	
No. of Seats - 3	Rated Powe						
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		ure Point		ON AIR	•		
Method - N/A	FIELD RAN	СН					
Completeness - N/A	Destination	•	А	irport D	ata		
Basic Weather - IMC	LOCAL			FIELD	RANCH		
Wind Dir/Speed- CALM				Runway	Ident -	UNK/NR	
Visibility500 SM	ATC/Airspace			Runway	Lth/Wid -	UNK/NR	
Cloud Conditions(1st) - 300 FT	OVERCAST Type of Fli	ght Plan - NONE		Runway	Surface -	SNOW	
	OVERCAST Type of Cle					SNOW - D	RY
Obstructions to Vision- BLOWING S		ch Flown - CONTAC	:T	•			
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medicai	Certificate				
Certificate(s)/Rating(s)	Biennial Flight R			Time (H	ours)		
PRIVATE			_	109	•	Hrs -	4
SE LAND	Months Since			109		Days- UN	
HELICOPTER	Aircraft Type		trument- UNK		Last 90		
HELICOPTER	All Chart Type		ti-Eng - UNK			aft - UN	
		Ma	LI-EIIG - UNK	./ INK	ROTORCI	art - UN	IN/ INK
Instrument Rating(s) - NONE							
Narrative							
THE AIRCRAFT CRASHED WHILE BEING MOVED AB	OUT 450 ET EDOM THE DA	DETNO ADEA TO A S	TOPAGE BUTLO	ING THE	DE WAS		
ABOUT 2 1/2 FT OF FRESH SNOW ON THE GROUN						PAGE	
BUILDING. HOWEVER, A SNOW CAT HAD MOVED I						NA GE	
LAND. THE PILOT REPORTED THIS MADE THE PA							
WHITE-OUT CONDITION DUE TO THE HEAVY CIRC							
A NOSE DOWN ATTITUDE.	SENTION OF SHOW AND BE	CAME DISURIENTED.	HIL AIRCRAF	LANDED	HARD IN		
A NOSE DOWN ATTITUDE.							

кеу. NO. N51735 Time (Lc1) - 1415 MST File No. - 349 1/02/82 MIDWAY, UT A/C Reg. No. N51735 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAXI - AERIAL Finding(s) 1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND 2. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE 3. TERRAIN CONDITION - SNOW COVERED 4. WEATHER CONDITION - WHITEOUT IMPROPER DECISION, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAXI - AERIAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,4,5$

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

File No 363 2/02/82 WEST	JORDAN,UT A/C R	eg. No. N12BK		ime (Lc1) -	1400 MST	
Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTAI		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 -LANDING		Other	0	0	0	0
Aircraft Information						
Make/Model - SMITH MINIPLANE BK-1	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning S		NK/NR
Max Gross Wt - 1000	Engine Type - REG		OR Weat	:her Radar -	NO	
No. of Seats - 1	Rated Power -	124 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIF	PORT		
Method - N/A	SÄLT LAKE CITY,UT					
Completeness - N/A	Destination	,	lirport [
Basic Weather - VMC	LOCAL			.AKE #2		
Wind Dir/Speed- 270/010 KTS					16	_
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
Cloud Conditions(1st) - 10000 FT OVER	CAST Type of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		Status -	DRY	
Obstructions to Vision- NONE	Type Approach Flown		T		ICE	
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 40	Medical Certificate			WAIVERS/	LIMIT
	Biennial Flight Review		: Time (F			_
COMMERCIAL	Current - YES		701	Last 24		2
SE LAND, ME LAND	Months Since - 3		2		Days- UN	
	Aircraft Type - UNK/NR			Last 90		
		Multi-Eng -	87	Rotorch	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
PILOT HAD JUST PURCHASED THE AIRCRAFT AND					G	
PAVED RUNWAY WITH PATCHES OF ICE AND WAS LAN						
NDING, THE PLANE BEGAN TO DRIFT TO THE RIGHT			KECT END	IUGH IU AVOI	ע	
NNING OFF THE RUNWAY. THE PLANE STRUCK A SNO	SUBARU AND TURNED OVER ST. T.					

File No 3	63 2/02/82	WEST JORDAN,UT	A/C Reg. I	No. N12BK	Time (Lc1) - 1400 MST
Occurrence #1 Phase of Operation		- ON GROUND			
4. IMPROPER US 5. GROUND LOOP/SWE	ON – CROSSWIND FOR WIND CONDITION E OF EQUIPMENT/AIRO RVE – INADVERTENT	S - IMPROPER - PILOT I CRAFT,LACK OF TOTAL EX	(PERIENCE IN KIND		- PILOT IN COMMAND
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 7. AIRPORT FACILIT	IES,RUNWAY/LANDING	AREA CONDITION - SNOW	VBANK		
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 3	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this ac	ccident

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

File No 269 3/14/82 MOAB,	UT A/C R	eg. No. N6907R		Time (Lcl)	- 1430 MST	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
T	SUBSTA		Fatal	Serious		None
Type of Operation -OTHER	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		
-Aircraft Information						
Make/Model - CESSNA T210G	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			11 Warning S		ES
Max Gross Wt - 3300	Engine Type - RE		Wea	ther Radar -	NO NO	
No. of Seats - 6	Rated Power -	285 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AI	RSTRIP		
Method - N/A	UNK/NR					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	UNK/NR		ABAND	ONED STRIP		
Wind Dir/Speed- VARIABLE/005 KTS			Runwa	y Ident -	- 21	
Visibility - 5.0 SM	ATC/Airspace		Runwa	y Lth/Wid -	2500-N/A	Д
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			y Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flown	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical Certificat	e - UNK/	NR		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	t Time (Hours)		
UNK/NR	Current - UNK/NR	Total - UN	K/NR	Last 24	Hrs - UN	K/NR
	Months Since - UNK/NR		K/NR	Last 30	Days- UN	
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	
		Multi-Eng - UN	K/NR	Rotorc	aft - UN	K/NR
Instrument Rating(s) - UNK/NR						
Name 1 ive						
-Narrative AIRCRAFT WAS FOUND ON AN ABANDONED DIRT R	INIMAY NEAD DEADLODGE DOTAIT	TNIVESTIGATION THOS	CATED TH	AT THE ATDOR	DAET	
CHED DOWN LONG ON RUNWAY 21 AND COLLIDED W	JINWAT NEAK DEADHORJE POINT. Til am elevated didt doad t	THAT COUCSES THE DIM	MAY THU	AT THE ATKOR	(A)	
CHED DOWN LONG ON RONWAY 21 AND COLLIDED W E FOUND ON THE INSTRUMENT PANEL. INJURY IN		MI GROSSES THE RUN	WAT. IWU	IMPACI MARP	(3	
e emman ma ible inistribulent paniet inililov ini	JEA IS PRESUMED.					

3/14/82 File No. - 269 MOAB,UT A/C Reg. No. N6907R Time (Lc1) - 1430 MST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No 228 1/13/82	SPOKANE, WA	A/C Reg. No.	N36PB	т	ime (Lcl) -	1015 PS	Г
Basic Information Type Operating Certificate-AIR CARF	RIER ID AIR TAXI	Aircraft Damage)	Fatal	Injur Serious	ries Minor	None
Type of Operation -NON SCH		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR		NONE	Pass	Õ	Õ	ŏ	Õ
Accident Occurred During -LANDING			Other	ŏ	Ō	Ō	Ō
Aircraft Information							
Make/Model - PIPER PA-31-350		/Model - LYCOMING 1	TIO-540-J2BD		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL		ngines - 2			1 Warning S		YES
Max Gross Wt - 7000		ype - RECIP - Fl	JEL INJECTED	Weat	her Radar -	· NO	
No. of Seats - 2	Rated Po	wer - 350 HP		. 			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - BRFG RCVD, SOURCE Method - UNK/NR	UNK Last Depa SEATTLE			ON AIR	PURI		
Completeness - FULL	Destinatio	•	,	Airport D	ata		
Basic Weather - IMC	SPOKANE		•	•	FIELD		
Wind Dir/Speed- 200/007 KTS	37 3114112	• • • •				- 21	
Visibility125 SM	ATC/Airspac	e		,	Lth/Wid -	9000/	150
Cloud Conditions(1st) - 100 FT	OBSCURED Type of F	light Plan - IFR		Runway	Surface -	CONCRETE	E
Cloud Conditions(2nd) - UNK/NR	Type of C	learance - UNK/NF	₹		Status -		
Obstructions to Vision- FOG	Type Appr	oach Flown - ILS -	COMPLETE			SNOW ~ V	VET
Precipitation - UNK/NR							
Condition of Light - DAYLIGHT							
Personnel Information					MEDICAL NO	. HATVEDO	/
Pilot-In-Command	Age - 36		Certificate			WAIVERS,	/ LTW11
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		l Una	1
ATP			tal - 6 ke/Model-		Last 24	Hrs - Days- UN	
SE LAND, ME LAND	Months Sinc Aircraft Ty		ce/Model- strument-		Last 30		92
HELICOPTER	Aircraft Ty		trument- ti-Eng - (-	2225
		Ma	tr Liig .	,080	KO (OI CI	21 (2223
Instrument Rating(s) - AIRPLAN	E,HELICOPTER						
Namadina							
Narrative	I TIC WAS COMMENCED	IT WAS TERMINATED	ABOUT OOD ET	. ADOVE T	HE DECISION		
FTER ARRIVING IN THE SPOKANE AREA, A FUL EIGHT WITH A MISSED APPROACH. THE AIRCRA						•	
PPROACH, ABOUT 3/4 TO ONE INCH OF MIXED							
HE APPROACH LIGHTS AND THE ILS WAS CONTI						IF.	
JNWAY AND WAS SUBSTANTIALLY DAMAGED. ICE							
LAT PLANE, PERPENDICULAR TO THE CHORD LI						. THE	
ROCEDURE INVOLVED THE USE OF AIRCRAFT TO							
HIS PROCEDURE INCREASES THE FOG DROPLET						?E	
THE SURROUNDING AIR, AND IN CERTAIN CO							
	•						

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File No 2	28 1/13/82	SPOKANE, WA	A/C Reg.	No. N36PB	Time (Lc1) - 1015 PST
Occurrence #1 Phase of Operation			RESHOLD (IFR)		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI	DN - FOG		: 		
Occurrence #2 Phase of Operation					
Finding(s) 4. WING - ICE 5. AIRSPEED - IN 6. STALL - INADVER	TENT - PILOT IN COM	MAND			
Occurrence #3 Phase of Operation		TOUCHDOWN			
Probable Cause					
The National Transpois/are finding(s) 5	rtation Safety Boar	rd determines tha	t the Probable Cause(s) of this a	accident
Factor(s) relating t	this accident is,	are finding(s) 1	,2,3,4		

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	3/82 ORCHARDS		g. No. N2127W		Time (Lc1)		
Type Operating Certificate-	NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ıries	
		DESTROY		Fatal			None
	BUSINESS	Fire	Crew	0	1	0	0
Flight Conducted Under -		NONE	Pass	0	1	2	0
Accident Occurred During -	-LANDING		Other	0	0	0	0
-Aircraft Information							
Make/Model - BEECH C23		Eng Make/Model - LYC			Installed		
Landing Gear - TRICYCLE-FI	IXED	Number Engines - 1		Sta	ıll Warning	System - \	/ES
Max Gross Wt - 2450		Engine Type - REC		TOR Wea	ther Radar	- NO	
No. of Seats - 4		Rated Power -	180 HP				
-Environment/Operations Inform	nation						
Weather Data	•	Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point	/	OFF A	IRPORT/STR:	P	
Method - TELEPHONE		CENTRAL, WA					
Completeness - FULL		Destination	1	lirport	Data		
Basic Weather - VMC		PORTLAND, OR			COUNTY		
Wind Dir/Speed- 300/006 K					y Ident	- N/A	
Visibility - 20.0		ATC/Airspace			y Lth/Wid		
Cloud Conditions(1st) -					y Surface		
Cloud Conditions(2nd) -				Runwa	y Status	- N/A	
Obstructions to Vision- H Precipitation - N		Type Approach Flown -	NUNE				
Precipitation - N Condition of Light - D							
Condition of Light - b							
Personnel Information							
Pilot-In-Command	•		Medical Certificate			O WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	В.	iennial Flight Review	Flight	t Time (
PRIVATE	•	Current - YES	Total -			24 Hrs -	2
SE LAND, SE SEA		Months Since - 8 Aircraft Type - UNK/NR	Make/Model-	53	Last 3	30 Days- UN	NK/NR
		Aircraft Type - UNK/NR	Instrument-	1	Last	00 Days-	17
Instrument Rating(s) -	NONE						
This is different Rating(s)							
Narrative							
NG A DESCENT WITH THE CARBURE							
FICULTY WAS NOTED. HOWEVER, WH							
LOST POWER. THE PILOT WAS UNA						THE	
OT WAS CROSSING BELOW POWER LI							
	THE CHELLING	FITTINGS ON BOTH WING TA	NKS SEPARATED FROM	IMPACT			
INUITY IN THE ENGINE CONTROLS							
INUITY IN THE ENGINE CONTROLS PRAIN FROM THE AIRCRAFT. NO BL SEQUENTLY. A FUEL SYSTEM WAS I	OCKAGE, CONTAM			ND IN TH	IE FUEL SYS	EM.	

File No 2	O2 1/18/82 ORCHARDS,WA	A/C Reg. No. N2127W	Time (Lcl) - 1215 PST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI			
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - FENCE			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the I	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2,3,4		

File No 234 1/30/82 SINCL	AIR ISLAND, WA	A/C Reg. N	o. N53294		Time (Lc1) -	1200 PS	T
Basic Information Type Operating Certificate-AIR CARRIER	·	Aircraft Dam	age		Injur	ies	
ON-DEMAND AI	R TAXI	SUBSTANTIAL	J	Fatal	Serious		None
Type of Operation -NON SCHED, DOI	MESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			Other	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172P	Eng Make/Mo	del - LYCOMIN	G 0-320-D2J	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED		nes - 1			1 Warning S		
Max Gross Wt - 2400	Engine Type	- RECIPRO	CATING-CARBURE				
No. of Seats - 4		- 160					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point		ON AIR	•		
Method - N/A	ANACORTES,						
Completeness - N/A	Destination			Airport D)ata	ě	
Basic Weather - IMC	SINCLAIR I	SLAND WA	•		IR ISLAND		
Wind Dir/Speed- 170/005 KTS	JINOEAIN I	SCAND, WA			/ Ident -	23	
Visibility - 5.0 SM	ATC/Airspace				/ Lth/Wid -		80
Cloud Conditions(1st) - 600 FT BROK		h+ Dlan MON	r		/ Surface -		
Cloud Conditions(1st) - 800 FT BROK	CAST Type of Clea						UKF
					Status -		
Obstructions to Vision- NONE	Type Approac	u Flown - ATP	UAL STRAIGHT-I	N		SOFT	
Precipitation - RAIN SHOWER							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 24	Medi	cal Certificate			WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re			t Time (F			
COMMERCIAL, CFI	Current	- YES	Total -		Last 24		5
SE LAND, ME LAND	Months Since	- 6	Make/Mode1-	515	Last 30	Days-	70
	Aircraft Type	- C-182	Instrument-	25	Last 90	Days-	172
			Multi-Eng -	25 12	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE							
THE AIRPORT WAS A PRIVATELY OWNED STRIP APPROX WAS ANGLED APPROXIMATELY 30 DEGREES TO THE RIG MADE TO THE NORTH/NORTHWEST AND TAKEOFFS MADE THE NORTH END WHILE THE SOUTH END WAS ESSENTING TO STOP ON THE WET, GRASS RUNWAY WHILE LANDING RUNWAY, SLID THROUGH A FENCE AND STOPPED ON A	GHT. TTH RUNWAY WAS TO THE SOUTH/SOUTH ALLY UNOBSTRUCTED W G WITH A 5 KNOT TAI	CONSIDERED U EAST. TREES U ITH AN OVERWA	NIDIRECTIONAL \ P TO 50 FT TAL! TER APPROACH.	VITH LAND . WERE LO THE PILOT	DINGS NORMAL DCATED AT WAS UNABLE		

File No 2	34 1/30/82	SINCLAIR ISLAND, WA	A/C Reg. No. N53294	Time (Lc1) - 1200 PST	
Occurrence #1 Phase of Operation					
	DN - HIGH OBSTRUC ¹ IES,RUNWAY/LANDING	TION(S) G AREA CONDITION - WET - PILOT IN COMMAND			- -
Occurrence #2 Phase of Operation		SION WITH OBJECT			
Finding(s) 5. OBJECT - FENCE					
Probable Cause					
The National Transpo is/are finding(s) 4	rtation Safety Boa	ard determines that the P	robable Cause(s) of this accid	ent	
Factor(s) relating t	o this accident is	s/are finding(s) 1,2,3,5			

-Basic Information				·			Time (Lc1) - 1705 PST			
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	ge		Injur	ies				
		SUBSTANTIAL	_	Fatal	Serious	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			
-Aircraft Information										
Make/Model - CE\$SNA U206G		Model - CONTINEN	TAL IO-520-F9		Installed/					
Landing Gear - TRICYCLE-FIXED		gines - 1			1 Warning S		YES			
Max Gross Wt - 3600		oe - RECIP -) Weat	her Radar -	· NO				
No. of Seats - 6	Rated Pow	er - 285 H	P							
-Environment/Operations Information										
Weather Data	Itinerary				Proximity					
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depar	ture Point		ON AIF	STRIP					
Method - N/A	SAME AS	ACC/INC								
Completeness - N/A	Destination			Airport D						
Basic Weather - VMC	LOCAL			PRIVAT	E STRIP					
Wind Dir/Speed- 240/006 KTS						27				
Visibility - 99.0 SM	ATC/Airspace			Runway	Lth/Wid -	2000/	60			
Cloud Conditions(1st) - 10000 FT BR		ight Plan - NONE			Surface -	DIRT				
Cloud Conditions(2nd) - 20000 FT BR	OKEN Type of Cl	earance ~ NONE		Runway	Status -	· WET				
Obstructions to Vision- NONE	Type Appro	ach Flown - VISU	AL FULL CIRCL	IT		SOFT				
Precipitation - NONE										
Condition of Light - DAYLIGHT		·		-						
-Personnel Information										
Pilot-In-Command	Age - 53	Medic	al Certificat	e - NON-V	ALID MEDICA	\L				
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review		it Time (F						
PRIVATE	Current		otal -		Last 24		2			
SE LAND	Months Since	- 12 M = - UNK/NR I	ake/Model-	900	Last 30	Days- UN	NK/NR			
	Aircraft Typ	e - UNK/NR I	nstrument- UN	IK/NR	Last 90	Days-	9			
Instrument Rating(s) - NONE										
Narrative										
NAPPATIVETTE PILOT STATED THAT HE ENCOUNTERED A FREAL	CHIST OF WIND DUDI	NO THE LANDING	THE DIANE TOU	ICHED DOWN	ON THE					
THE STATED THAT HE ENCOUNTERED A FREAT THE SIDE OF THE RUNWAY IN AN AREA OF SOFT						· n				
EARTHEN DRAINAGE DITCH. THE DITCH WAS 12					MITMOED IN	U				
AKIMEN DKAINAGE DIICH. IME DIICH WAS 12	THE ID FEEL DEEP AND	J KAN PAKALEEL II	U IME KUNWAY.							

File No 229 2/02/82 MOSES LAKE, WA	A/C Reg. No. N756GF	Time (Lc1) - 1705 PST	
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN			
Finding(s) 1. WEATHER CONDITION - GUSTS 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAN 3. TERRAIN CONDITION - WET 4. TERRAIN CONDITION - SOFT 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COM			
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL			
Finding(s) 6. TERRAIN CONDITION - DITCH			
Probable Cause			
The National Transportation Safety Board determines that t is/are finding(s) 2.5	he Probable Cause(s) of this accide	ent	
Factor(s) relating to this accident is/are finding(s) 1,3,	4,6		

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	amage	Ea+a1		ries	None
Type of Operation -PERSONAL		Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	-	ő	ő	i
Accident Occurred During -LANDING			Othe		Ö	Ō	Ó
-Aircraft Information							
Make/Model - ROCKWELL INTL 114			NG IO-540-T4A5		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng		51151 TN 15075		II Warning		/ES
Max Gross Wt - 3140 No. of Seats - 4	Engine Typ Rated Powe		- FUEL INJECTE) HP	D wear	ther Radar	- NU	
							·
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart			ON AIF			
Method - TELEPHONE	SAME AS A	•					
Completeness - FULL	Destination			Airport [
Basic Weather - VMC Wind Dir/Speed- 330/010 KTS	LOCAL			PAINE		00	
Visibility - 40.0 SM	ATC/Airspace				/ Ident / Lth/Wid	- 29 - 4949/	75
Cloud Conditions(1st) - NONE		ight Plan - NO	NE		Surface		, 3
Cloud Conditions(2nd) - NONE		earance - TO				- DRY	
Obstructions to Vision- NONE	Type Approa	ach Flown - VI	SUAL FULL CIRC	JIT (
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 65	Mos	lical Certifica	+o - VALTE	MEDICAL -W	ATVEDC/LTM	1 T T
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (F		AIVEKS/ LIN	11.
PRIVATE	Current	- YES	Total -	237		4 Hrs -	1
SE LAND	Months Since			94	Last 3		17
	Aircraft Type	e - RC-114	Instrument-	5	Last 9	O Days-	31
Instrument Rating(s) - NONE							
-Narrative	DODAFT VEEDED TO T	IE DIOLIT - EEO	ME ATDRODNE 4	ND THEN Y	- FRER		
RTLY AFTER TOUCHDOWN ON RUNWAY 29, THE AI RPLY TO THE LEFT. THE PASSENGER STATED TH							
ER, PULLED THE NOSE UP TO A HIGH ATTITUDE							
N SEVERAL TIMES AND THEN FELL OFF TO THE					OI AIID		

File No 2	31 3/07/82	EVERETT,WA	A/C Reg. No. N1924J	Time (Lcl) - 1715 MST
Occurrence #1 Phase of Operation		ON GROUND		
	TROL - NOT MAINTAIN RVE - INADVERTENT -	PILOT IN COMMAND	AND	
Occurrence #2 Phase of Operation		IN FLIGHT		
4. AIRSPEED – NOT 5. STALL – INADVER	TIATED - PILOT IN C MAINTAINED - PILOT TENT - PILOT IN COM	IN COMMAND MAND		
Occurrence #3 Phase of Operation		ON WITH OBJECT		
Finding(s) 6. OBJECT - AIRCRA 7. OBJECT - UTILIT				
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that	the Probable Cause(s) of this acci	ident

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is/are finding(s) 1,4

Type Operating Certificate-NONE (GENE	ERAL AVIATION)	Aircraft Dama	age		Inj	uries	
.,,	,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	-	0	1	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			0ther	0	0		0
Aircraft Information		,					
Make/Model - PIPER PA-18-135		Model - LYCOMIN	G 0-290-D2			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1	CATTNO CARRUDE			System -	NU
Max Gross Wt - 1500 No. of Seats - 2		/pe - RECIPRO ver - 135 N		iuk weat	ner kadar	- NU	
NO. Of Seats - 2	Rated Pov	ver - 135 i	7P 				
Environment/Operations Information	• • • • • • • • • • • • • • • • • • • •				B		
Weather Data	Itinerary			Airport ON AIR	Proximity		
Wx Briefing - NWS Method - TELEVISION	Last Depar SAME AS			UN AIR	PURI		
Completeness - PARTIAL, LMTD BY FCS				Airport D	2+2		
Basic Weather - VMC	LOCAL	'		RICHLA			
Wind Dir/Speed- 002/002 KTS	20072	,			Ident	- 01	
Visibility - 30.0 SM	ATC/Airspace	•				- 4000/	100
Cloud Conditions(1st) - 5000 FT BF						- CONCRET	
Cloud Conditions(2nd) - 10000 FT 0		earance - NON		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Appro	ach Flown - TOU	CH AND GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A 50	Manda	cal Certificat	- 1/41.70	MEDICAL	NO WATVEDO	/! TMTT
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 50 Biennial Flight			t Time (F		NO WALVERS	/ LIMII
PRIVATE	Current	- YES		3025		24 Hrs -	0
SE LAND	Months Since		Make/Model-			30 Davs-	1
	Aircraft Typ	oe - BE-T34B	Instrument-	536		90 Days-	4
			Multi-Eng -	636		•	
Instrument Rating(s) - NONE							
Narrative PILOT WAS PRACTICING SHORT FIELD LANDIN	ICC ON THIS APPROA	NU HE ADDED DOW	ED TO ADDECT 4	UTCU CT4	L DATE		
2 1 1 1 1 WAS DDACTICING SMODI FIFILI LANDIE	NGS. UN IHIS APPRUAL	ON, ME ADDED POWI	THE ENGINE WA	. urau 21v	K KAIE,		

File No	209 3/14/82	RICHLAND, WA		A/C Reg. No.	N1578P	Time (Lc1) - 1010 PST
Occurrence #1 Phase of Operation		PATTERN - FINAL APP	ROACH			
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation		/TOUCHDOWN				
Finding(s) 2. LEVEL OFF - IM	PROPER - PILOT IN	COMMAND				
Probable Cause-						
The Netional Transp	ontotion Cofot: Do	and datamaina that	Aba Duabab	1- 0-11-0(-)	as which accident	

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

File No 294 3/20/82	BLAINE, WA	A/C Reg. No	. N2623K	Т	ime (Lc1)	- 1400 PST	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ge		Inju	ries	
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -PERSONA		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 - LUSCOMBE 8E			TAL C-85-12		Installed/		
Landing Gear - TAILWHEEL-ALL FIXE					1 Warning		10
Max Gross Wt - 1400			ATING-CARBURETO	R Weat	her Radar	- NO	
No. of Seats - 2	Rated Powe	r - 85 H	P				
-Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - FSS	Last Depart			ON AIR	PORT		
Method - TELEPHONE	PORT ANGE	LES,WA					
Completeness - FULL	Destination		Αi	rport D	ata		
Basic Weather - VMC	BLAINE, WA			BLAINE	MUNICIPAL		
Wind Dir/Speed- 230/007 KTS				Runway	Ident	- 32	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		26
Cloud Conditions(1st) - 2000 FT	SCATTERED Type of Flig	ght Plan - NONE		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clea	arance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approa	ch Flown - VISU	AL FULL CIRCUIT				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 61	Medic	al Certificate	- VALID	MEDICAL-W	AIVERS/LIM	IT.
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	eview	Flight	Time (H	ours)		
PRIVATE	Current	- YES T	otal - 2	16	Last 2	4 Hrs -	2
SE LAND	Months Since	- 11 M	ake/Model- 1	97	Last 3	O Days-	6
	Aircraft Type	- L-8E I	otal - 2 ake/Model- 1 nstrument-	1	Last 9	O Days-	14
Instrument Rating(s) NONE							
This is different Rating(3) . None		· 		-			
	TO RE 90 DEGREES TO THE	F PIINWAY WITH A	N ESTIMATED VEL	OCITY O	F 5 TO 7 K	NOTS	
	ANDING ON RUNWAY 32. D	JRING THE ROLLO					

. File No. - 294 3/20/82 BLAINE, WA A/C Reg. No. N2623K Time (Lc1) - 1400 PST 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 3. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

A A A A A A A A A A A A A A A A A A A	/C Reg. No. N8063	S 	Ti	me (LCI)	- 1130 PST	. -
-						None
	=		•	•		0
NO	INE		-	-		1
		Other 	0	0	0	0
		00-A				
			Stall	Warning	System - L	INK/NR
Engine Type	- RECIPROCATING-C	ARBURETOR	Weath	er Radar	- NO	
Rated Power	- 100 HP					
Itinerary		Air	port P	roximity		
ING Last Departure P	oint	0	N AIRP	ORT		
SAME AS ACC/IN	IC					
Destination		Airp	ort Da	ta		
LOCAL		B	OWERMA	N FIELD		
		R	unway	Ident	- 06	
ATC/Airspace		R	unway	Lth/Wid	- 5000 -L	INK/NR
/ERCAST Type of Flight P	lan - NONE	R	unway	Surface	- ASPHALT	
Type of Clearanc	e - NONE	R	unway	Status	- DRY	
Type Approach F1	own - VISUAL FULL	CIRCUIT	•			
Age - 36	Medical Cert	ificate -	VALID	MEDICAL-N	O WAIVERS	LIMIT
3					,	
Current - YE		- 172	•	-	24 Hrs -	1
Months Since - 6					30 Days- UN	-
	K/NR Instrume				00 Days-	9
Aircraft Type - UN						
Aircraft Type - UN	21,21, 4,1,0				,.	
	Eng Make/Model Number Engines Engine Type Rated Power Itinerary ING Last Departure P SAME AS ACC/IN Destination LOCAL ATC/Airspace /ERCAST Type of Flight P Type of Clearand Type Approach Fl Age - 36 Biennial Flight Review	SUBSTANTIAL Fire NONE Eng Make/Model - CONTINENTAL 0-20 Number Engines - 1 Engine Type - RECIPROCATING-C Rated Power - 100 HP Itinerary ING Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace /ERCAST Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL Age - 36 Medical Cert Biennial Flight Review	SUBSTANTIAL Fire Crew NONE Pass Other Eng Make/Model - CONTINENTAL 0-200-A Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP Itinerary Air ING Last Departure Point 0 SAME AS ACC/INC Destination Airp LOCAL B ATC/Airspace R /ERCAST Type of Flight Plan - NONE R Type of Clearance - NONE R Type Approach Flown - VISUAL FULL CIRCUIT Age - 36 Medical Certificate - Biennial Flight Review Flight Ti	SUBSTANTIAL Fire Crew O NONE Pass O Other O Eng Make/Model - CONTINENTAL O-200-A ELT I Number Engines - 1 Stall Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 100 HP Itinerary Airport P SAME AS ACC/INC Destination Airport Da LOCAL BOWERMA ATC/Airspace Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - VISUAL FULL CIRCUIT Age - 36 Medical Certificate - VALID Biennial Flight Review Flight Time (Ho	SUBSTANTIAL Fatal Serious Fire Crew 0 0 NONE Pass 0 0 Other 0 0 Other 0 0 Eng Make/Model - CONTINENTAL 0-200-A ELT Installed, Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar Rated Power - 100 HP Itinerary Airport Proximity ON AIRPORT SAME AS ACC/INC Destination Airport Data LOCAL BOWERMAN FIELD Runway Ident ATC/Airspace Runway Lth/Wid ATC/Airspace Runway Surface Type of Clearance - NONE Runway Status Type Approach Flown - VISUAL FULL CIRCUIT Age - 36 Medical Certificate - VALID MEDICAL-N Biennial Flight Review Flight Time (Hours)	SUBSTANTIAL Fire Crew O O O O O O O O O O O O O O O O O O O

File No. - 220

3/27/82

HOQUIAM, WA

A/C Reg. No. N8063S

Time (Lcl) - 1130 PST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND

2. WEATHER CONDITION - TURBULENCE, CLEAR AIR

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

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

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

Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION) Airce	aft Damage			Inju	ıries	
Type operating berith toate none (deneral a	· · · · · · · · · · · · · · · · · · ·	STANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0		1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -LANDING			Other	. 0	0	0	0
Aircraft Information							
Make/Model - CESSNA 150H	Eng Make/Model -				Installed/	'Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		Stal	1 Warning	System - Y	'ES
Max Gross Wt - 1600	Engine Type -		IG-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	Last Departure Poi	nt		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC			4 1	- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata F CAMAS		
Wind Dir/Speed- 290/008 KTS	LUCAL				_	- 25	
Visibility - 15.0 SM	ATC/Airspace					- 2600/	100
Cloud Conditions(1st) - 3000 FT SCATTER		n - NONE				- GRASS/TU	
Cloud Conditions(2nd) - 25000 FT OVERCAS					Status	- DRY	
Obstructions to Vision- UNK/NR	Type Approach Flow				• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	,	VISUAL F	ULL CIRCL	IT			
Condition of Light - DAYLIGHT							
Personnel Information							
	e - 54	Medical (Certificat			VAIVERS/LIM	IIT
	ennial Flight Review		Fligh	nt Time (H			
STUDENT	Current - N/A		-		Last 2		1
	Months Since - N/A	Make/	Model-	120	Last 3	BO Days-	5
	Aircraft Type - N/A	Instr	ument-	1	Last 9	00 Days-	5
Instrument Rating(s) - NONE							
Narrative	•						

File No 296	3/29/82	CAMAS, WA	A/C Reg. No. N22609	Time (Lc1) - 1730 PST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PA	ATTERN - FINAL APPR	DACH	
Finding(s) 1. DISTANCE - MISJUE 2. ALTITUDE - MISJUE 3. TOUCH AND GO LANG	OGED - PILOT IN CO	DMMAND		
Occurrence #2 Phase of Operation			DACH	
Finding(s) 4. OBJECT - TREE(S)				
Probable Cause	-			
The National Transportis/are finding(s) 1,2	tation Safety Boar	rd determines that	the Probable Cause(s) of this accider	nt
Factor(s) relating to	this accident is/	are finding(s) 3,4		

File No 352 4/05/82 EUR	EKA, WA	A/C Reg. No	o. N8471V	Т	ime (Lcl)	- 0830 PS	T
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama			•	ries	
Type of Operation -APPLYING S	EEDS CHEMICALS ETC	SUBSTANTIAL	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 137		NONE	Pass	-	0	0	Ö
Accident Occurred During -MANEUVERIN		140142	0the	-	ŏ	ŏ	ŏ
-Aircraft Information Make/Model - ROCKWELL INTL. S-2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Number Engi	- RECIPROC	CATING-CARBUR	Stal	Installed/ l Warning her Radar	System -	
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A	Itinerary NG Last Departu TOUCHET.WA	re Point			Proximity RPORT/STRI	Р	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		•	Airport D	ata		
Wind Dir/Speed- 090/002 KTS						- N/A	
Visibility - 30.0 SM	ATC/Airspace		_		Lth/Wid		
Cloud Conditions(1st) - 6000 FT SC					Surface Status		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clear Type Approact			Runway	Status	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Approact	T I TOWN	•				
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 42 Biennial Flight Rev		cal Certifica	te - VALID ht Time (H		IO WAIVERS	/LIMII
COMMERCIAL, CFI, ATP			rotal -	44000	i + 0	4 Hrs -	1
SE LAND, ME LAND	Months Since		Make/Model-	5500	Last 2 Last 3	O Days-	30
	Aircraft Type		nstrument-	,	Last 9	O Days-	190
•		N	Multi-Eng -	640			
Instrument Rating(s) - AIRPLANE							
-Narrative ER SPRAYING MOST OF HIS LOAD, THE PILOT CK THE DRIFT OF THE AIR RELATIVE TO A SU RE, THE PILOT MADE A 180 DEGREE TURN AND	SCEPTIBLE CROP EAST OF	F THE FIELD BE THE SAME AREA	ING SPRAYED. A. HE REPORTE	AFTER DRO D THAT HE	PPING THE ENCOUNTERE		

File No 3	52 4/05/82	EUREKA, WA	A/C Reg. No. N8471V	Time (Lc1) - 0830 PST	
Occurrence #1 Phase of Operation	VORTEX TURBULENC MANEUVERING - AEI				
Finding(s) i. IN-FLIGHT PLANN	ING/DECISION - IMP	ROPER - PILOT IN COMMA	ND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS MANEUVERING - AER				
Finding(s) 2. TERRAIN CONDITI	ON - MOUNTAINOUS/H	ILLY			
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	nt	
Factor(s) relating t	o this accident is,	/are finding(s) 2			

ENERAL AVIATION) Aircraft Dama		Injuries	
SUBSTANTIAL			None
Fire	Crew O	0 0	2
31 NONE			0
	Utner O	0 0	o
	St	all Warning System -	YES
		ather Radar - NO	
Rated Power - 180 H	HP 		
- -			
	OFF	AIRPORT/STRIP	
· · · · · · · · · · · · · · · · · · ·			
	Airport	Data	
SPOKANE, WA	5	T =1 == 1	
ATO /A !			÷
		ay Status - N/A	
Type Approach Flown VIS	JAL SIRAIGIII IN		
RIGHT)			
Age - 28 Media	1 0+:5:+-	ID MEDICAL WAIVEDS /LI	4 T T
		ID MEDICAL-WAIVERS/LI	MII
	Eliabt Timo		
Biennial Flight Review	Flight Time	[3c+ 7/ Ure -	٥
Biennial Flight Review Current - YES	Fotal - 3100	Last 24 Hrs -	8 17
Biennial Flight Review Current - YES Months Since - 7	Fotal - 3100 Make/Model- 40	Last 30 Days-	17
Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Fotal - 3100 Make/Model- 40 Instrument- 151		
Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Fotal - 3100 Make/Model- 40	Last 30 Days-	17
	Eng Make/Model - LYCOMING Number Engines - 1 Engine Type - RECIPROG Rated Power - 180 H Last Departure Point ROCK SPRINGS, WY Destination SPOKANE, WA ATC/Airspace SCATTERED Type of Flight Plan - VFR SCATTERED Type of Clearance - VFR Type Approach Flown - VISI	Eng Make/Model - LYCOMING 0-360-A4M EL Number Engines - 1 St Engine Type - RECIPROCATING-CARBURETOR We Rated Power - 180 HP Itinerary Airport Last Departure Point OFF ROCK SPRINGS, WY Destination Airport SPOKANE, WA ATC/Airspace Runw SCATTERED Type of Flight Plan - VFR Runw Type Approach Flown - VISUAL STRAIGHT-IN	Eng Make/Model - LYCOMING 0-360-A4M ELT Installed/Activated Number Engines - 1 Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 180 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP ROCK SPRINGS, WY Destination Airport Data SPOKANE, WA ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Lth/Wid - N/A SCATTERED Type of Flight Plan - VFR Runway Surface - N/A Type Approach Flown - VISUAL STRAIGHT-IN

File No 26	60 4/08/82	SPOKANE, WA	A/C Reg. No. N80769	Time (Lc1) - 1800 PST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICA	AL .	
Finding(s) 1. CREW/GROUP COORD 2. ENGINE INSTRUMEN 3. FLUID, FUEL - EXH 4. FUEL CONSUMPTI	ITS,FUEL QUANTITY G NAUSTION	GAUGE - FALSE INDICA	IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/T	OUCHDOWN		·
Occurrence #3 Phase of Operation		ON WITH OBJECT		
Finding(s) 5. OBJECT - OBJECT				
Occurrence #4 Phase of Operation		SED		
Finding(s) 6. LANDING GEAR,MAI				
Probable Cause				
The National Transporis/are finding(s) 3,4	•	d determines that t	the Probable Cause(s) of this acci	dent

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

-Basic Information					• • •		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries Serious M	: linor	None
	OS, CHEMICALS, ETC		Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE .	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			Other	0	0	0	0
-Aircraft Information							
Make/Model - BELL 47G-2A		del - LYCOMING VO-	435-A1D		Installed/Acti		
Landing Gear - SKID	Number Engi				1 Warning Syst		7 0
Max Gross Wt - 2450		- RECIPROCATIN	G-CARBURE	TOR Weat	her Radar - NC	i	
No. of Seats - 3	Rated Power	- 260 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	2	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				OFF AI	RPORT/STRIP		
Completeness - N/A	SAME AS AC Destination	C/ INC		Airport Da	2+2		
Basic Weather - VMC	LOCAL			A II POI L D	ata		
Wind Dir/Speed- CALM	20052			Runwav	Ident - N/	Α	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid - N/		
Cloud Conditions(1st) - NONE	Type of Flig	ht Plan - NONE			Surface - N/		
Cloud Conditions(2nd) - NDNE		rance - NONE		Runway	Status - N/	Α	
Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34				MEDICAL-NO WA	IVERS,	/LIMIT
Certificate(s)/Rating(s)	Bienhial Flight Re			t Time (H		_	_
COMMERCIAL,CFI,PRIVATE SE LAND	Current Months Since			2892			3
HELICOPTER	Aircraft Type	- RELI Instru	mont-	162	Last 30 Da Last 90 Da	ys-	21 95
THE I GOT TEN	Arrelare Type			4	Rotorcraft		2536
			9	·			
Instrument Rating(s) - HELICOPTER							
-Narrative							
ING TAKEOFF WITH A LOAD OF FERTILIZER, INS	JFFICIENT POWER WAS	AVAILABLE TO MAIN	TAIN ENGI	NE AND RO	TOR RPM AND		
TAIN FLIGHT. THE PILOT DUMPED THE LOAD, B	JT WAS UNABLE TO AV	OID GROUND CONTACT	. THE TA	IL ROTOR S	STRUCK		
ST AND SEPARATED FROM THE AIRCRAFT. THE D	ENSITY ALTITUDE WAS	APPROXIMATELY 2800	FT. NO	MECHANIC	AL FAILURES		

File No. - 316

4/09/82

LYLE, WA

A/C Reg. No. N11VH

Time (Lc1) - 1630 PST

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE

- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. LOAD JETTISON PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

File No 386 5/02/82 LISAB	JELLA, WA	A/C Reg. No. N54569			Time (Lc1) - 1450 PDT			
Basic Information Type Operating Certificate-NONE (GENERA)	_ AVIATION)	Aircraft Dama	ıge		Inju	ıries		
	•	SUBSTANTIAL	3	Fatal	Serious		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	Eng Make/M	lodel - LYCOMING	0-320-D2J	ELT	Installed/	'Activated	- YES/Y	
Landing Gear - TRICYCLE-FIXED		Number Engines - 1 Stall Warning System - YES				ES		
Max Gross Wt - 1424	Engine Typ	e - RECIPROC	ATING-CARBURET	OR Weat	her Radar	- NO		
No. of Seats - 4	Rated Powe							
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		ON AIF	PORT			
Method - N/A	SEATTLE.W							
Completeness - N/A	Destination		А	irport [ata			
Basic Weather - VMC	LISABUELL	A.WA		WAX OF				
Wind Dir/Speed- 270/010 KTS						- 36		
Visibility - 20.0 SM	ATC/Airspace					- 2200 -U	NK/NR	
Cloud Conditions(1st) - 2000 FT BROKE		ght Plan - NONE				- GRASS/TU		
Cloud Conditions(2nd) - UNK/NR	, ,,	arance - NONE				- WET		
Obstructions to Vision- NONE		ch Flown - VISL			Status	WC1		
Precipitation - NONE	Type Appi Oa	CII I IOWII - VI3C	AL FULL CIRCUI	•				
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 23	Modia	al Certificate	- VALTE	MEDICAL -N	IO WATVERS /	TMTT	
	Biennial Flight R			Time (F		WAIVERS/	CIMII	
PRIVATE			_	75	•	d Una	^	
SE LAND	Current Months Since		otal - lake/Model-	75 20	Last 2	:4 Hrs - :0 Days- UN	0	
SE LAND				20	Last 3	Days- UN		
	Aircraft Type	- UNK/NR I	nstrument-	2	Last 9	o bays-	18	
Instrument Rating(s) - NONE								
Narrative E PILOT LANDED ON A FRESHLY MOWED, GRASS RUN	IWAY. HE REPORTED	THAT HE HAD A I	FET CROSSWIND	AT 10 GL	ISTING 15			
DTS. THE AIRCRAFT TOUCHED DOWN AT ABOUT 1/3								
BRAKES WERE APPLIED. HOWEVER, THE AIRCRAFT								
. Didited were directed, nowever, the alkohal i								
ATED THAT THE PLANE LANDED DOWNWIND AND BOUN	ICED AND PROPOTSED	DOWN THE DINIMA	γ					

File No 38	5/02/82	LISABUELLA,WA	A/C Reg. No. N54569	Time (Lc1) - 1450 PDT	
Occurrence #1 Phase of Operation					
6. GO-AROUND - NOT	N - GUSTS DGED - PILOT IN C DGED - PILOT IN C DUNCED LANDING - D PERFORMED - PILOT	COMMAND COMMAND DELAYED - PILOT IN COM			
Occurrence #2 Phase of Operation		SION WITH OBJECT			
Finding(s) 8. OBJECT - TREE(S) 9. OBJECT - TREE(S)					
Probable Cause	·				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4.6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7,8,9

File No 218 3/05/82 MILWA	UKEE,WI	A/C Reg. No. N6125B		Time (Lc1) - 1500 CST			
-Basic Information Type Operating Certificate-NONE (GENERA	. AVIATION)	Aircraft Damage			Tni	uries	
Topo speracing our en route home (demend	L ATTAILON,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L - 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/Model - CESSNA 152		/Model - LYCOMING 0-2	235-L2C			'Activated	
Landing Gear - TRICYCLE-FIXED		umber Engines - 1 Stall Warning System - YES					YES
Max Gross Wt - 1670		ype - RECIPROCATIN	NG-CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 2	Rated Po	wer - 110 HP					
Environment/Operations Information							
Weather Data		•			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	PORT		
Method - N/A		ACC/INC	_				
Completeness - N/A	Destinatio	n	Δ	irport D			
Basic Weather - VMC	LOCAL				MAN FIELD	20	
Wind Dir/Speed- 280/010 KTS Visibility - 15.0 SM	ATC / A / m = m = m	_			Ident	- 33	75
	ATC/Airspac					- 4200/	
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE		light Plan - NONE learance - TOWER				- ASPHALT - SNOW -	
Obstructions to Vision- NONE		oach Flown - TOUCH AN	ND CO	Runway	Status	- SNOW -	COMPACTE
Precipitation - NONE	туре дррг	oach Flown - Touch Ar	ND GO				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 40	Modical (Certificate	VALTO	MEDICAL	MATVEDS/IT	MIT
Certificate(s)/Rating(s)	Biennial Flight			: Time (H		MIVENS/ LI	(7) 4 1
STUDENT	Current		1 -	40	•	24 Hrs -	0
STODEMI	Months Sinc		/ /Model-		Last		9
	Aircraft Tv		rument-	2	Last 9	O Days	9
	Andraitiy	pe 11/3 11/3 11	dilerre	-	2001	o buyo	J
Instrument Rating(s) - NONE							
-Narrative			. 				
STUDENT WAS PRACTICING TOUCH AND GO LANDI			APPLYING PC	IWER FOR	TAKEOFF D	JRING	
THIRD TOUCH AND GO, THE AIRCRAFT VEERED L	FFT AND HIT A SN	ITWR A NIV					

3/05/82 A/C Reg. No. N6125B Time (Lc1) - 1500 CST File No. - 218 MILWAUKEE,WI Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 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) 3

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

File No 281 3/20/82 GRANTS	BURG, WI	A/C Reg. No. N5252E			Time (Lc1) - 0850 CST			
-Basic Information								
Type Operating Certificate-NONE (GENERAL		craft Damage			Injur			
The second secon		JBSTANTIAL	0	Fatal	Serious	Minor	None	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fir	`e DNE	Crew Pass	0	0	0	1 O	
Accident Occurred During -LANDING	NC	JINE .	Other		0	0	0	
Accident occurred buring -LANDING			other					
-Aircraft Information								
Make/Model - CESSNA 210	Eng Make/Model		0-470E		Installed/			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				1 Warning S		ES	
Max Gross Wt - 3000	Engine Type		INJECTED	Weat	her Radar	- NO		
No. of Seats - 6	Rated Power	- 260 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - FSS	Last Departure F	oint		ON AIR	PORT			
Method - IN PERSON								
Completeness - FULL	Destination			Airport D				
Basic Weather - IMC	·			GRANTS				
Wind Dir/Speed- 350/015 KTS					Ident ·			
Visibility ~ 5.0 SM	ATC/Airspace				Lth/Wid		50	
Cloud Conditions(1st) - 1200 FT OVERO					Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance			Runway	Status	- SNOW - C	OMPACIED	
Obstructions to Vision- BLOWING SNOW	Type Approach F1	own - VUR/IVUR						
Precipitation - SNOW								
Condition of Light - DAYLIGHT								
Personnel Information						_		
	Age - 52	Medical Ce) WAIVERS/	LIMIT	
	Biennial Flight Review			t Time (H				
COMMERCIAL				1460	Last 2	1 Hrs -	1	
SE LAND	Months Since - 21 Aircraft Type - UN	Make/N		921	Last 30	Days- UN	K/NR	
'	Aircraft Type - UN	NK/NR Instru	ment- UN	K/NR	Last 90	Days-	37	
Instrument Rating(s) - AIRPLANE								
That different Rating(s) ATRELANC								
Narrative RING LANDING ROLL THE AIRCRAFT STRUCK A WIND		HE RUNWAY. THE F	ILOT STA	TED THAT	THE WINDS			
E OUT OF 350 DEGREES AT 15 KNOTS GUSTING TO	30.							
							•	

File No 281	3/20/82	GRANTSBURG, WI	A/C Reg.	No. N5252E	Time (Lc1) - 0850 CST
Occurrence #1 Phase of Operation		- ON GROUND			
7. AIRPORT FACILITIE	- TAILWIND - HIGH WIND - GUSTS - UNFAVORABLE W R - PILOT IN COM S,RUNWAY/LANDING TROL - NOT MAINT	MAND AREA CONDITION - SNOV AINED - PILOT IN COMM			
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 10. AIRPORT FACILITIE	S.RUNWAY/LANDING	AREA CONDITION - SNOW	WBANK		
Probable Cause					
The National Transport is/are finding(s) 6	ation Safety Boa	rd determines that the	e Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 1,2,3	,4,5,7,8,10		

File No 373 3/24	/82 DODGEVILLE,WI	A/C Reg.	No. N3060E		Time (Lc1) -	1210 CST	
Basic Information Type Operating Certificate-	NONE (GENERAL AVIATION				Injur	ies	
		SUBSTANTI		Fatal		Minor	None
	INSTRUCTIONAL - DUAL	Fire	Crew	0	. 0	1	1
Flight Conducted Under - Accident Occurred During -		NONE	Pass Other	0	0 0	0 0	1 0
Aircraft Information							
Make/Model - PIPER PA-28 Landing Gear - TRICYCLE-FI		g Make/Model - LYCOM mber Engines - 1			Installed/A Il Warning S		
Max Gross Wt - 2900	Fo	mber Engines - 1 gine Type - RECIP	DOCATING-CADRIDE	TOD West	ther Padar -	ystem - r	L 3
No. of Seats - 4			B5 HP	TOR WELL	ther Radar	140	
Environment/Operations Inform							
Weather Data Wx Briefing - UNK/NR	Itine				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		t Departure Point TERLING ROCKFACES,IL		ON AIR	RPURT		
Completeness - UNK/NR		ination		Airport [Data		
Basic Weather - VMC		ODGEVILLE, WI			/ILLE MUNICI	PAL	
Wind Dir/Speed- 250/010 K					/ Ident -		
Visibility - 25.0		irspace			/ Lth/Wid -		100
Cloud Conditions(1st) -					/ Surface -		
Cloud Conditions(2nd) - U Obstructions to Vision- N		e of Clearance - N e Approach Flown - C		Runway	/ Status -	DRY	•
Precipitation - N		e approach Flown - C	JUNIACI				
Condition of Light - D	AYLIGHT						
Pilot-In-Command	Age -	37 Me	edical Certificat	e - VALI	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>		Fliaht Review	Fligh	t Time (Hours)		
COMMERCIAL, CFI	Curre	· - · · · · · · · · · · · · · · · · · ·	Total -	708	Last 24	Hrs -	3
SE LAND, ME LAND		s Since - 15	Make/Model-		Last 30		
	Aircra	aft Type - UNK/NR		89 5	Last 90	Days-	28
Instrument Rating(s) -	AIRPLANE						
STUDENT PILOT WAS AT THE CONT	ROLS DURING THE LANDING	S APPROACH THE APPR	POACH WAS TO AN I	PSLOPING	RUNWAY BUT		
H A TAILWIND COMPONENT. THE AI							
H A TAILWIND COMPONENT. THE AINTH A DITCH. THE INSTRUCTOR REPO	RTED TAKING CONTROL OF	THE AIRCRAFT DURING					
H A TAILWIND COMPONENT. THE AI	RTED TAKING CONTROL OF UNABLE TO SEE THE END	THE AIRCRAFT DURING					

File No. - 373 3/24/82 A/C Reg. No. N3060E Time (Lc1) - 1210 CST DODGEVILLE, WI Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - TERRAIN/RUNWAY CONDITION 3. AIRSPEED - MISJUDGED - DUAL STUDENT 4. DISTANCE - MISJUDGED - DUAL STUDENT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft [Jamade		Inju	ries	
Type operating certificate None (d	ENERAL AVIATION)	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONA	L	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF			0the	r 0	0	0	0
Aircraft Information							
Make/Model - ÇESSNA 182P			INENTAL 0-470-R		Installed/		
Landing Gear - TRICYCLE-FIXED		Engines - 1			1 Warning		UNK/NR
Max Gross Wt - 2950			PROCATING-CARBUR	ETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated	Power - 20	30 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		parture Point		ON AIF	PORT		
Method - N/A		AS ACC/INC		4 4 a.u. 4 . F			
Completeness - N/A Basic Weather - VMC	Destinat			Airport [
Wind Dir/Speed- 320/009 KTS	LOCAL					- 30	
Visibility - 15.0 SM	ATC/Airsp	300			Lth/Wid		HNK/ND
Cloud Conditions(1st) - 10000 FT			NONE		Surface		
Cloud Conditions(2nd) - 20000 FT						- DRY	_
Obstructions to Vision- NONE		proach Flown - N		· · · · · · · · · · · · · · · · · · ·	o ca cao	J,	
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Me	edical Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flig			ht Time (H			
STUDENT		- N/A	Total -	505	Last 2 Last 3	4 Hrs - L	INK/NR
		nce - N/A					
	Aircraft	Type - N/A	Instrument-	2	Last 9	O Days- L	INK/NR
Instrument Rating(s) - NONE							
Varrative	AFTED LIFTOFF AT A	OUT THE 0500 50	OF BOTHT BOUNT	IE DUNIUAY	AT ADDDOVE	MATELY	
Narrative RDING TO THE PILOT THE ENGINE FAILED FEET AGL. THE RUNWAY HAS 1000 FEET O							

File No 2	75 3/14/82	HUNTINGTON, WV	A/C Reg. No. N7154Q	Time (Lc1) - 1340 EST
Occurrence #1 Phase of Operation	•	TAL) - NON-MECHANICAL L CLIMB		
Finding(s) 1. FLUID,FUEL - WA 2. PREFLIGHT PLA		- INADEQUATE - PILOT	IN COMMAND	·
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accide	ent

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VIATION) Aircraft SUBSTAN Fire NONE Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	TIAL Crew Pass Other	ELT :	Injur Serious O O O	Minor O O O	None 1 2 0
Fire NONE Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	Crew Pass Other OMING 0-320-H2AD	0 0 0 ELT 1	0 0 0	0 0 0	2
NONE Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	Pass Other OMING 0-320-H2AD	O O 	0 0	0	2
Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	Other OMING 0-320-H2AD	O ELT :	Ŏ 	0	
Number Engines - 1 Engine Type - REC	OMING 0-320-H2AD	ELT :			0
Number Engines - 1 Engine Type - REC	OMING 0-320-H2AD	ELT 1	installed/A		
Number Engines - 1 Engine Type - REC	OMING 0-320-H2AD	ELT .	Tnetalled/A		
Engine Type - REC				Activated	
O ,,			1 Warning S		ES
		OR Weath	ner Radar -	· NO	
Rated Power -	160 HP				
• • • • • • • • • • • • • • • • • • • •		ON AIRE	ORT		
	•				
BUCKHANNON, WV					
ATO / A 1					4.0
	NONE				40
Type of Flight Plan -	NUNE	,			
Type of Crearance -	NUNE	Runway	Status -	DRY	
Type Approach Flown -	UNK/ NK				
ne - 18	Medical Certificate	e - VALID	MEDICAL-NO) WAIVERS/	LIMIT
				↓ Hrs -	10
Months Since - 10					K/NR
Aircraft Type - UNK/NR	Instrument-	6	Last 90	Davs-	. 8
	Type of Clearance - Type Approach Flown - e - 18 ennial Flight Review Current - YES Months Since - 10	Last Departure Point CHARLESTON, WV Destination BUCKHANNON, WV ATC/Airspace ED Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR e - 18 Medical Certificate ennial Flight Review Current - YES Total - Months Since - 10 Make/Model-	Last Departure Point CHARLESTON, WV Destination BUCKHANNON, WV ATC/Airspace ED Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR e - 18 Medical Certificate - VALID ennial Flight Review Current - YES Total - 114 Months Since - 10 Make/Model - 52	Last Departure Point CHARLESTON, WV Destination BUCKHANNON, WV ATC/Airspace ED Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR Medical Certificate - VALID MEDICAL-NO Ennial Flight Review Current - YES Total - 114 Last 24 Months Since - 10 Mirport Data Airport Data LEWIS FIELD Runway Ident - Runway Lth/Wid - Runway Starts - Runway Status - Runway Status - Type Approach Flown - UNK/NR	Last Departure Point CHARLESTON, WV Destination BUCKHANNON, WV Airport Data EWIS FIELD Runway Ident - 26 Runway Lth/Wid - 2670/ ED Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR

File No 3	69 4/22/82	BUCKHANNON, WV	A/C Reg. No. N3155E	Time (Lc1) - 1430 EST
Occurrence #1 Phase of Operation		- ON GROUND		
4. IMPROPER DE	ON - GUSTS ERNATE DESTINATION CISION,OVER CONFID TROL - NOT MAINTAI	NED - PILOT IN COMM.	ABILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 7. OBJECT - FENCE			•	
Probable Cause				
The National Transpo		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,2	,4,7	



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