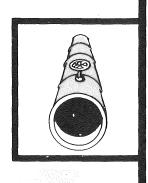


# **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT** U.S. CIVIL AND FOREIGN AVIATION **ISSUE NUMBER 7 OF 1982 ACCIDENTS** 

NTSB / AAB-83 / 09



Doc **NTSB AAB** 83 09 Issue 7



UNITED STATES GOVERNMENT

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| 15.Supplementary Notes   |   |   |

# 16.Abstract

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

File Numbers: 1201 thru 1400

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## **FOREWARD**

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

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

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

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report of 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 produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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# 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.

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## 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.

# 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.

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# Summary of 1982 Briefs of Aviation Accidents

# File Numbers 1201 Through 1400 Issue Number 7

# TYPE OF OPERATION SUMMARY

| Category               | Total Occurrences | Total Fatal Occurrences | Total Number Fatalities |
|------------------------|-------------------|-------------------------|-------------------------|
| General Aviation       | 187               | 16                      | 24                      |
| Part 135 (Air Taxi)    | 10                | 3                       | 8                       |
| Part 135 (Commuter)    | 2                 | 0                       | 0                       |
| Part 121 (Air Carrier) | 1                 | 0                       | 0                       |
|                        |                   |                         |                         |
| Totals                 | 200               | 19                      | 32                      |

# Summary of 1982 Briefs of Aviation Accidents

# File Numbers 1201 Through 1400 Issue Number 7

| Category                   | Total Occurrences | Total Fatal Occurrences | Total Number Fatalities |
|----------------------------|-------------------|-------------------------|-------------------------|
| Fixed-Wing (Single-Engine) | 161               | 16                      | 28                      |
| Fixed-Wing (Multi-Engine)  | 15                | 2                       | 2                       |
| Rotorcraft                 | 19                | 1                       | 2                       |
| Glider                     | 5                 | 0                       | 0                       |
| Balloon                    | 0                 | 0                       | 0                       |
| Blimp/Dirigible            | 0                 | 0                       | 0                       |
|                            |                   |                         |                         |
| Totals                     | 200               | 19                      | 32                      |

File Order Listing - Issue No. 7, 1982

| File<br>Number | Aircraft<br>Regist. | Date   | Location                | Aircr<br>Make | aft<br>Model | Injury<br>In <b>d</b> ex | Page |
|----------------|---------------------|--------|-------------------------|---------------|--------------|--------------------------|------|
|                |                     |        |                         |               |              |                          |      |
| 1201           | N1631R              | 053182 | CHESTERLAND, OH         | GRUMMAN       | AA 1B        | MINOR                    | 260  |
| 1202           | N126AV              | 120782 | CHANTILLY, VA           | SWEARINGEN    | SA-226TC     | NONE                     | 374  |
| 1203           | N9649Y              | 051282 | NEAR O'NEILL, NE        | CESSNA        | T210N        | SERIOUS                  | 222  |
| 1204           | N99805              | 052082 | WARREN, MN              | BLANIK        | L-13         | MINOR                    | 190  |
| 1205           | N4439ป              | 052082 | KNOBEL, AR              | CESSNA        | T188C        | NONE                     | 26   |
| 1206           | N93067              | 052082 | HARRISBURG, AR          | BELL          | 47D-1        | NONE                     | 28   |
| 1207           | N9825               | 051982 | PINE BLUFF, AR          | GRUMMAN       | G-164A       | NONE                     | 24   |
| 1208           | N7477B              | 051982 | SOUTHLAKE, TX           | CHAMPION      | 7EC          | NONE                     | 336  |
| 1209           | N55971              | 051682 | FABENS, TX              | BOEING        | A75N1        | NONE                     | 332  |
| 1210           | N734NR              | 051682 | HOUSTON, TX             | CESSNA        | 172N         | MINOR                    | 334  |
| 1211           | N12OR               | 051682 | MIDDLEFIELD, OH         | OLDFIELD      | BABY LAKES   | NONE                     | 256  |
| 1212           | N610S               | 071782 | BATTLEGROUND, WA        | MONG          | SPORT 1      | NONE                     | 380  |
| 1213           | N40416              | 061182 | SOMERVILLE, TX          | CESSNA        | 206-5        | NONE                     | 356  |
| 1214           | N38413              | 060782 | BRINKLEY, AR            | BEECH         | C23          | NONE                     | 36   |
| 1215           | N8 105K             | 060882 | BONO, AR                | GRUMMAN       | G164B        | NONE                     | 38   |
| 1216           | N6939B              | 051582 | HARRISON, MI            | PIPER         | PA-22-150    | NONE                     | 178  |
| 1217           | N16150              | 051582 | 6 NM S. OF LAKEPORT, CA | CESSNA        | 177B         | NONE                     | 52   |
| 1218           | N2 10DK             | 051482 | GALESBURG, IL           | CESSNA        | 210          | NONE                     | 114  |
| 1219           | N31765              | 052382 | STAPLES, MN             | AERONCA       | 65-TF        | FATAL                    | 192  |
| 1220           | N7843               | 051382 | ELRENO, OK              | GRUMMAN       | G-164A       | NONE                     | 272  |
| 1221           | N4608C              | 051482 | TULSA, OK               | CESSNA        | T210N        | NONE                     | 274  |
| 1222           | N629H               | 042682 | GRANGER, WY             | ENSTROM       | 280-C        | NONE                     | 392  |
| 1223           | N71DS               | 051382 | HOUMA, LA               | CESSNA        | A 185F       | NONE                     | 142  |
| 1224           | N176N               | 051582 | SEBASTIAN, TX           | NASH CASSUTT  | 111M         | MINOR                    | 330  |
| 1225           | N50994              | 051582 | KNOWLES, OK             | CESSNA        | 150          | NONE                     | 276  |
|                |                     |        |                         |               |              |                          |      |

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| File   | Aircraft |          |                       | Aircr        |            | Injury  | _    |
|--------|----------|----------|-----------------------|--------------|------------|---------|------|
| Number | Regist.  | Date<br> | Location              | Make         | Model      | Index   | Page |
| 1226   | N2048X   | 051582   | CAMERON, LA           | BELL         | 206L-1     | NONE    | 144  |
| 1227   | N6602Q   | 051582   | FARMINGTON, NM        | GRUMMAN      | G-164A     | MINOR   | 240  |
| 1228   | N4652    | 051582   | PENDLETON, IN         | PLAYMATE     | SA11A      | SERIOUS | 124  |
| 1229   | N4522E   | 051382   | BROOKVILLE, OH        | GRUMMAN      | AA5        | MINOR   | 254  |
| 1230   | N6994C   | 050882   | MEDICINE BOW, WY      | PIPER        | PA-28R-200 | NONE    | 396  |
| 1231   | N50759   | 042282   | GARY, IN              | CESSNA       | 150        | NONE    | 122  |
| 1232   | N36546   | 051382   | PINEVILLE, LA         | PIPER        | PA-32RT-30 | NONE    | 140  |
| 1233   | N2588K   | 060682   | NILES, MI             | PIPER        | PA-38      | FATAL   | 182  |
| 1234   | N757RS   | 050982   | COAHAMA, TX           | CESSNA       | 152        | NONE    | 328  |
| 1235   | N46341   | 051382   | ROMEO, MI             | CESSNA       | 152        | NONE    | 176  |
| 1236   | N6625K   | 051182   | MARVELL, AR           | GRUMMAN      | G164B      | NONE    | 22   |
| 1237   | N93616   | 052982   | FORT ATKINSON, WI     | ERCOUPE      | 415-C      | NONE    | 384  |
| 1238   | N2563E   | 053082   | GRAND HAVEN, MI       | AERONCA      | AR-58      | SERIOUS | 180  |
| 1239   | N22BF    | 070982   | HAMMONTON, NJ         | ENSTROM      | F28A       | NONE    | 236  |
| 1240   | N6 159P  | 053182   | BRIDGEVILLE, PA       | PIPER        | PA-24-250  | NONE    | 296  |
| 1241   | N1062S   | 053082   | FRITCHTON, IN         | ADAMS        | A55        | NONE    | 126  |
| 1242   | N9451E   | 062682   | PEACH BOTTOM, PA      | AERONCA      | 1 1AC      | FATAL   | 300  |
| 1243   | N2766U   | 060282   | WEST CAMERON #498, GM | BELL         | 206B-III   | NONE    | 104  |
| 1244   | N9424J   | 060782   | TRANSYLVANIA, LA      | CESSNA       | T188C      | NONE    | 148  |
| 1245   | N51842   | 061382   | EL PASO, TX           | I.C.A. BRASO | IS-28B2    | NONE    | 358  |
| 1246   | N679D    | 061382   | RYAN, OK              | BEECH        | C-35       | MINOR   | 280  |
| 1247   | N9419B   | 061382   | FORT WORTH, TX        | CESSNA       | 175        | MINOR   | 360  |
| 1248   | N2517X   | 021682   | SPRINGFIELD, KY       | PIPER        | PA-31T2    | FATAL   | 132  |
| 1249   | N4709H   | 032882   | DEVILS LAKE, ND       | PIPER -      | PA-11      | SERIOUS | 212  |
| 1250   | N96732   | 051682   | CAMP VERDE, AZ        | CESSNA       | 182Q       | SERIOUS | 44   |

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| 1251 N10225 O52482 RICHVALE, CA GRUMMAN G-164  1252 N5138H O52882 SAN CARLOS, CA CESSNA 152 | SERIOUS<br>SERIOUS<br>MINOR<br>MINOR | 54<br>58<br>160 |
|---|--------------------------------------|-----------------|
|   | SERIOUS<br>MINOR                     | 58              |
| 1252 N5138H 052882 SAN CARLOS CA CESSNA 152   | MINOR                                |                 |
| 1232 10 10011 032002 SAN ORNEDS, CA CESSIVA 132   |                                      | 160             |
| 1253 N1932W 041782 COLLEGE PARK, MD BEECH B19   | MINOR                                |                 |
| 1254 N3588S 042582 DELAPLANE, AR CESSNA 172   |                                      | 16              |
| 1255 N42050 042782 LAKE DALLAS, TX PIPER PA-23-250  | T NONE                               | 314             |
| 1256 N14OSF 040982 BARTLESVILLE, OK JURCA 3/4 SPITE   | I NONE                               | 268             |
| 1257 N7058E 042982 LATHROP WELLS, NV CESSNA 175A  | SERIOUS                              | 248             |
| 1258 N49482 O61682 TULSA, OK CESSNA 152   | MINOR                                | 284             |
| 1259 N227OT 061782 AMARILLO, TX CESSNA A185E  | MINOR                                | 362             |
| 1260 N6997L 062982 BLUFFTON, OH CESSNA 310K   | NONE                                 | 266             |
| 1261 N4907V 050782 SANTA BARBARA, CA BELLANCA 17-30   | FATAL                                | 50              |
| 1262 N141B 052082 CINCINNATI, OH BELL 47G-1   | MINOR                                | 258             |
| 1263 N4955F 050182 RACHAL, TX CESSNA TU-206A  | NONE                                 | 316             |
| 1264 N704EY 050182 HARRISON, AR CESSNA 150M   | NONE                                 | 18              |
| 1265 N319M O42282 CARLSBAD, NM TAILWIND A-M-1   | NONE                                 | 238             |
| 1266 N2002T 053082 METHUEN, MA THURSTON TEAL TSC-   | 1 FATAL                              | 150             |
| 1267 N7OTT 050282 MIDLAND, TX PIPER PA-31-350   | NONE                                 | 318             |
| 1268 N13845 O50182 ERIE, CO PIPER PA-23   | NONE                                 | 72              |
| 1269 N5186N 050182 ERICK, OK BOEING E75   | NONE                                 | 270             |
| 1270 N70939 041082 LAKE HUGHES, CA CESSNA 182M  | FATAL                                | 46              |
| 1271 N74979 O51282 RAMSEY BAY, AK PIPER 18  | FATAL                                | 6               |
| 1272 N4929Y 032782 SACATON, AZ PIPER 25   | NONE                                 | 42              |
| 1273 N714HY 060882 CAMBRIDGE, MN CESSNA 150   | MINOR                                | 194             |
| 1274 N210LV 040582 DETROIT, MI CESSNA T210L   | MINOR                                | 170             |
| 1275 N1499H 041082 HUNTSVILLE, AL PIPER PA-28-140   | NONE                                 | 12              |

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| 1276           | N4732Y              | 030182 | GRIFFIN, GA             | PIPER         | PA-25-235    | FATAL           | 94   |
| 1277           | N49789              | 072482 | NEAR WRIGHT CITY, MO    | CESSNA        | 152II        | NONE            | 200  |
| 1278           | N9937               | 050882 | WELSH, LA               | GRUMMAN       | G164A        | NONE            | 138  |
| 1279           | N47522              | 050682 | HARRISON, AR            | PIPER         | PA-34-200T   | NONE            | 20   |
| 1280           | N8230U              | 071482 | OXBOW, OR               | CESSNA        | 172F         | FATAL           | 292  |
| 1281           | N91682              | 050482 | LOVELL, WY              | CESSNA        | 182M         | NONE            | 394  |
| 1282           | N73795              | 050482 | LUBBOCK, TX             | CESSNA        | 172N         | NONE            | 326  |
| 1283           | N6746K              | 050482 | HOUSTON, TX             | GRUMMAN       | G-164B       | NONE            | 324  |
| 1284           | N7615Z              | 050382 | MARFA, TX               | PIPER         | PA-18-150    | NONE            | 320  |
| 1285           | N8981P              | 052282 | LEXINGTON, VA           | PIPER         | 24-260       | NONE            | 372  |
| 1286           | N5381N              | 051382 | PROVO, UT               | CESSNA        | 182Q         | NONE            | 368  |
| 1287           | N3893T              | 021582 | HAGERSTOWN, MD          | PIPER         | PA-28R-180   | SERIOUS         | 158  |
| 1288           | N1297U              | 040482 | WESTCLIFFE, CO          | CESSNA        | 172          | NONE            | 70   |
| 1289           | N9062T              | 061582 | IMLAYSTOWN, NJ          | CONTINENTAL   | EL TOMCAT    | NONE            | 228  |
| 1290           | N26870              | 062682 | LINCOLN PARK, NJ        | GRUMMAN       | AA-5A        | NONE            | 232  |
| 1291           | N3622Q              | 061882 | PLAINVILLE, CT          | BEECH         | A23-19       | NONE            | 84   |
| 1292           | N5017E              | 061282 | SCHELLSBURG, PA         | CESSNA        | 172N         | MINOR           | 298  |
| 1293           | N9592J              | 062682 | PRESQUE ISLE, ME        | PIPER         | PA-28-180    | MINOR           | 168  |
| 1294           | N63AL               | 030282 | HIGH ISLAND BLK 334, GM | BELL          | 206B         | FATAL           | 102  |
| 1295           | N16867              | 030782 | TRENTON, ND             | BELL          | 206B III     | SERIOUS         | 210  |
| 1296           | N1085T              | 012382 | 36 SW LARAMIE, WY       | BELL/TEXTRON  | 206 L-1      | NONE            | 390  |
| 1297           | N8005E              | 050982 | DOWAGIAC, MI            | LAKE          | LA-4         | NONE            | 174  |
| 1298           | N8454S              | 050882 | OTTAWA, IL              | CESSNA        | 182          | MINOR           | 112  |
| 1299           | N9388C              | 050882 | AURORA, IL              | CESSNA        | 180          | NONE            | 110  |
| 1300           | N15585              | 050882 | YALE, MI                | PIPER         | PA-28-180    | NONE            | 172  |

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| File<br>Number | Aircraft<br>Regist. | Date   | Location             | Aircr<br>Make | aft<br>Model | Injury<br>Index | Page |
|----------------|---------------------|--------|----------------------|---------------|--------------|-----------------|------|
|                |                     |        |                      |               |              |                 |      |
| 1301           | N52178              | 060182 | GREENVILLE, ME       | CESSNA        | 172P         | NONE            | 164  |
| 1302           | N2988W              | 060182 | NEW PHILADELPHIA, OH | BELL          | 47G-5A       | MINOR           | 262  |
| 1303           | N12AC               | 060182 | GUNNISON, CO         | CESSNA        | Т337С        | MINOR           | 74   |
| 1304           | N239Q               | 060582 | RAYLAND, OH          | ENSTROM       | 280          | SERIOUS         | 264  |
| 1305           | N86993              | 060682 | PHILIP, SD           | BELLANCA      | 8GCBC        | NONE            | 308  |
| 1306           | N3 103N             | 060682 | STEVENS POINT, WI    | CESSNA        | 140          | NONE            | 386  |
| 1307           | N3803N              | 060882 | TERRELL, TX          | BEECH         | 35           | NONE            | 354  |
| 1308           | N1023B              | 061382 | DUNCAN, OK           | CESSNA        | 172          | NONE            | 282  |
| 1309           | N4870R              | 061482 | GREENBUSH, MN        | CESSNA        | A 188B       | NONE            | 196  |
| 1310           | N9044W              | 061482 | LAKEWOOD, AR         | WEATHERLY     | 201C         | NONE            | 40   |
| 1311           | N450LR              | 061682 | PICHER, OK           | BOEING        | 75A          | NONE            | 286  |
| 1312           | N8558S              | 061882 | FORT FAIRFIELD, ME   | CESSNA        | 182H         | NONE            | 166  |
| 1313           | N2519G              | 061982 | TUSCALOOSA, AL       | CESSNA        | 182B         | MINOR           | 14   |
| 1314           | N31883              | 061982 | ATLANTA, GA          | PIPER         | PA-28-161    | MINOR           | 96   |
| 1315           | N9513K              | 061982 | RICHLAND, NY         | STINSON       | 180-2        | NONE            | 252  |
| 1316           | N166S               | 052682 | HUNTSVILLE, TX       | PITTS SPECIA  | S-1S         | NONE            | 340  |
| 1317           | N2195C              | 051882 | BACKOO, ND           | CESSNA        | 180          | NONE            | 216  |
| 1318           | N6347A              | 062482 | KENAI, AK            | CESSNA        | 182          | MINOR           | 8    |
| 1319           | N4214Y              | 062582 | FT. MEADE, MD        | BELLANCA      | 7ECA         | NONE            | 162  |
| 1320           | N1141W              | 062582 | CORCORAN, CA         | BELL          | 47J-2        | MINOR           | 66   |
| 1321           | N79831              | 062882 | PARIS, TX            | MOONEY        | M2OE         | MINOR           | 364  |
| 1322           | N737VH              | 061782 | COLORADO SPRINGS, CO | CESSNA        | 172          | NONE            | 76   |
| 1323           | N7634V              | 062082 | ROLLA, ND            | CALLAIR       | A-9B         | NONE            | 220  |
| 1324           | N6145Q              | 061882 | GRAND FORKS, ND      | CESSNA        | 152          | NONE            | 218  |
| 1325           | N3411A              | 061982 | NEAR RAWLINS, WY     | PIPER         | PA-20        | NONE            | 398  |

File Order Listing - Issue No. 7, 1982

| File<br>Number | Aircraft<br>Regist. | Date   | Location             | Aircr<br>Make | aft<br>Model | Injury<br>Index | Page |
|----------------|---------------------|--------|----------------------|---------------|--------------|-----------------|------|
| 1326           | N1506A              | 062082 | BALLWIN, MO          | BALLOON WORK  | FIRFLY 7     | NONE            | 198  |
| 1327           | N20303              | 062082 | JAMESTOWN, RI        | BELL          | 206B         | NONE            | 306  |
| 1328           | N9228W              | 062182 | NEAR RAPELJE, MT     | WEATHERLY     | 201C         | NONE            | 204  |
| 1329           | N7642               | 062482 | COLORADO SPRINGS, CO | SCHWEIZER     | SGS 1-34     | NONE            | 78   |
| 1330           | N2437K              | 062682 | FELLSMERE, FL        | PIPER         | PA-38-112    | MINOR           | 90   |
| 1331           | N97VY               | 062082 | WARREN, VT           | I.C.A. BARAS  | IS28B2       | NONE            | 376  |
| 1332           | N54488              | 051982 | LAS CRUCES, NM       | CESSNA        | 172P         | NONE            | 242  |
| 1333           | N1956H              | 010482 | NEAR LAS VEGAS, NV   | PIPER         | PA-34-200T   | FATAL           | 244  |
| 1334           | N1814U              | 020382 | PHILADELPHIA, PA     | MCDONNELL-DO  | DC-10-10     | SERIOUS         | 294  |
| 1335           | N9239F              | 050482 | TOK, AK              | HUGHES        | 369HS        | NONE            | 4    |
| 1336           | N9528S              | 061382 | INDEPENDENCE, OR     | CHAMPION      | 7GCAA        | MINOR           | 290  |
| 1337           | N5513L              | 041882 | LONG BEACH, CA       | CESSNA        | 152          | NONE            | 48   |
| 1338           | N5002X              | 052082 | GATE CITY, VA        | BELL          | 206B         | SERIOUS         | 370  |
| 1339           | N1009R              | 052882 | PALM SPRINGS, CA     | SWEARINGEN    | SA226-TC     | SERIOUS         | 56   |
| 1340           | N9824R              | 060682 | COALINGA, CA         | BEECH         | M35          | NONE            | 62   |
| 1341           | N1580Y              | 061382 | LANCASTER, CA        | CESSNA        | 172          | NONE            | 64   |
| 1342           | Ñ3577T              | 041182 | KENAI, AK            | TAYLORCRAFT   | F-19         | NONE            | 2    |
| 1343           | N6235V              | 050282 | CHICAGO, IL          | BEECH         | 56TC         | NONE            | 108  |
| 1344           | N6220C              | 032782 | PAMPA, TX            | CESSNA        | T210N        | NONE            | 312  |
| 1345           | N6615Y              | 053082 | LLANO, CA            | CESSŅA        | T210N        | NONE            | 60   |
| 1346           | N7543F              | 060982 | CENTERPOINT, IN      | BELLANCA      | 7KCAB        | FATAL           | 128  |
| 1347           | N560A               | 050282 | ADEL, IA             | STARFIRE      | JRF          | FATAL           | 106  |
| 1348           | N3723Z              | 051682 | JOILET, IL           | PIPER         | PA-22        | SERIOUS         | 116  |
| 1349           | N8943               | 042982 | DEETH, NV            | BELLANCA      | 7GCBC        | NONE            | 246  |
| 1350           | N97TR               | 081782 | BELLINGHAM, WA       | NORTH AMERIC  | AT-6C        | NONE            | 382  |

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|----------------|---------------------|--------|-----------------------|---------------|---------------|-----------------|------|
| 1351           | N1796               | 042582 | LAGRANGE, NY          | SPEZIO        | SPORT DAL-    | FATAL           | 250  |
| 1352           | N49532              | 070282 | BIG PINEY, WY         | AEROSPATIALE  | SA 315B       | NONE            | 400  |
| 1353           | N7 1MA              | 061882 | MARTHA'S VINEYARD, MA | SMITH         | AEROSTAR 6    | NONE            | 152  |
| 1354           | N6879B              | 062082 | SANDY HOOK BEACH. NJ  | PIPER         | PA-18-150     | SERIOUS         | 230  |
| 1355           | N6032Q              | 050182 | HANKSVILLE, UT        | MOONEY        | M2OE          | NONE            | 366  |
| 1356           | N7446V              | 041382 | CROSBY, ND            | MOONEY        | M2OF          | NONE            | 214  |
| 1357           | N7350Z              | 050382 | LUBBOCK, TX           | PIPER         | PA-25-235     | MINOR           | 322  |
| 1358           | N100TK              | 040182 | NEW ORLEANS, LA       | CESSNA        | A185E         | FATAL           | 136  |
| 1359           | N9846Z              | 031482 | MCALLEN, TX           | BEECH         | C-45H         | FATAL           | 310  |
| 1360           | N7969M              | 070582 | HUNTINGTON, WV        | BEECH         | V35           | NONE            | 388  |
| 1361           | N2147F              | 070582 | NELSON, NH            | CESSNA        | U206          | NONE            | 226  |
| 1362           | N5584B              | 070482 | MADISON, IN           | CESSNA        | 182           | MINOR           | 130  |
| 1363           | N8232P              | 070482 | CLEARWATER, FL        | PIPER         | PA-24         | NONE            | 92   |
| 1364           | N5343Y              | 070482 | LUDLOW, VT            | PIPER         | PA-23-250     | NONE            | 378  |
| 1365           | N3620Y              | 070382 | NEW LONDON, NH        | SCHWEIZER     | SGS-1-36      | NONE            | 224  |
| 1366           | N64657              | 070382 | CLEMENTON, NJ         | CESSNA        | 172P          | NONE            | 234  |
| 1367           | N1140M              | 070382 | SWAN QUARTER, NC      | MOONEY        | M2OJ          | NONE            | 208  |
| 1368           | N39050              | 070282 | WEST HAVEN, CT        | GRUMMAN       | AA-1C         | NONE            | 86   |
| 1369           | N929B               | 070282 | LOUISVILLE, KY        | BELL          | 47D1          | NONE            | 134  |
|                |                     |        |                       | GRUMMAN AMER  |               | NONE            | 156  |
| 1370           | N9657U              | 070582 | MARSTONS MILLS, MA    | CESSNA        | AA-5A<br>A188 | NONE            | 98   |
| 1371           | N3530Q              | 070682 | STATESBORO, GA        |               |               |                 |      |
| 1372           | N5693R              | 070782 | STEAMBOAT SPRINGS, CO | ENSTROM       | 280C          | NONE            | 82   |
| 1373           | N1119X              | 070882 | 51 NM ESE YAKUTAT, AK | PIPER         | PA-32-300     | MINOR           | 10   |
| 1374           | N7550J              | 070982 | CARROLLTON, GA        | PIPER         | PA-28-180R    | NONE            | 100  |
| 1375           | N6851               | 052582 | JONESBORO, AR         | BELL          | 47D1          | NONE            | 30   |

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|----------------|---------------------|--------|-------------------|-------------------|--------------|-----------------|------|
| 1376           | N2745B              | 063082 | LAS ANIMAS, CO    | CESSNA            | 340          | NONE            | 80   |
| 1377           | N5522X              | 053082 | LAKE CITY, AR     | AERO COMMAND      | S2R          | NONE            | 32   |
| 1378           | N80022              | 052882 | CANYON LAKE, TX   | CONSOLIDATED      | LA-4-200     | NONE            | 342  |
| 1379           | N3653F              | 052982 | EAKLY, OK         | AIR TRACTOR       | AT 301       | NONE            | 278  |
| 1380           | N29402              | 052982 | DALLAS, TX        | CESSNA            | 177          | NONE            | 344  |
| 1381           | N7525K              | 053182 | YAMHILL, OR       | PIPER             | PA-18        | FATAL           | 288  |
| 1382           | N25PH               | 032082 | MINNEOLA, FL      | BENSON            | B-8M         | FATAL           | 88   |
| 1383           | N2349S              | 052182 | SAN ANGELO, TX    | CESSNA            | Т337В        | FATAL           | 338  |
| 1384           | N735TR              | 070182 | SIDMAN, PA        | CESSNA            | 1820         | NONE            | 304  |
| 1385           | N75286              | 070182 | AMBLER, PA        | PIPER             | PA-28-140    | NONE            | 302  |
| 1386           | N9830U              | 070582 | DANVILLE, IL      | GRUMMAN AMER      | AA-1C        | MINOR           | 120  |
| 1387           | N211SB              | 070182 | GRAND HAVEN, MI   | CLANCY            | SKYBABY      | MINOR           | 188  |
| 1388           | N9595T              | 062882 | LOWELL, MI        | PIPER             | PA-38        | NONE            | 186  |
| 1389           | N5 180N             | 062782 | BLOOMINGTON, IL   | BOEING            | E75          | NONE            | 118  |
| 1390           | N2741C              | 062282 | FOWLERVILLE, MI   | CESSNA            | 170B         | NONE            | 184  |
| 1391           | N4346F              | 061982 | JACKSON, MT       | PIPER             | PA-28-151    | NONE            | 202  |
| 1392           | N210ZZ              | 060682 | LAFAYETTE, LA     | CESSNA            | A185E        | NONE            | 146  |
| 1393           | N5280V              | 060482 | WICHITA FALLS, TX | CESSNA            | 210L         | MINOR           | 352  |
| 1394           | N6996Z              | 060382 | JAYTON, TX        | PIPER             | PA-25-235    | NONE            | 350  |
| 1395           | N8974H              | 060182 | ANGLETON, TX      | GRUMMAN           | G-164A       | NONE            | 348  |
| 1396           | N67650              | 060182 | CLARKSVILLE, AR   | CESSNA            | 152          | NONE            | 34   |
| 1397           | N1233L              | 060182 | ROCKPORT, TX      | LAKE              | LA-4-200     | NONE            | 346  |
| 1398           | N8 100Z             | 063082 | EL CENTRO, CA     | CESSNA            | 205          | MINOR           | 68   |
| 1399           | N3901T              | 062282 | CAMERON, MT       | PIPER             | PA-28-R-18   | SERIOUS         | 206  |
| 1400           | N3601U              | 062382 | HYANNIS, MA       | S.N.I.A.S.        | SA-330J      | NONE            | 154  |

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# AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 7 OF 1982 ACCIDENTS

| File No 1342 4/11/82 KENAI,   | AK A/C  | Reg. No. N3577T                              | T  | ime (Lc1) -                               | 1214 AST                |           |
|---|---|--|--|---|-------------------------|-----------|
| Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  |   | ift Damage<br>`ANTIAL<br>Crew<br>Pass        | Fatal<br>O<br>O  | Injur<br>Serious<br>O<br>O                | ries<br>Minor<br>O<br>O | None<br>1 |
| Aircraft Information Make/Model - TAYLORCRAFT F-19 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2  |   |  | Stal   | Installed/A<br>1 Warning S<br>her Radar - | ystem - UN              |           |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/014 KTS Visibility - 50.0 SM Cloud Conditions(1st) - 10000 FT OVERO Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Poir SAME AS ACC/INC Destination LOCAL ATC/Airspace CAST Type of Flight Plar Type of Clearance Type Approach Flowr | n - NONE<br>- NONE                           | ON AIR<br>Airport D<br>KENAI<br>Runway<br>Runway<br>Runway | ata<br>Ident -<br>Lth/Wid -<br>Surface -  |                         |           |
|   | Age - 34<br>Biennial Flight Review<br>Current - UNK/N<br>Months Since - UNK/N<br>Aircraft Type - UNK/N                                      | IR Total -<br>IR Make/Model-                 | e - VALID<br>t Time (H<br>87<br>2<br>3                     | ours)<br>Last 24<br>Last 30               | l Hrs -<br>) Days- UNK  | 0         |
| Instrument Rating(s) - NONE   |   |  |  |   |                         |           |
| THE PILOT-IN-COMMAND HAD JUST PURCHASED THE AI OTHER OCCUPANT WAS AN INSTRUCTOR PILOT. WHILE THE AIRCRAFT BOUNCED AND VEERED TO THE RIGHT. OF THE BRAKE LEVER. REPORTEDLY, THIS HELD THE TO OVERCOME THE RIGHT TURNING MOTION.  | LANDING ON RUNWAY O1 WITH<br>THE PILOT-IN-COMMAND STATE   | HA WIND FROM 310 DEG<br>ED THAT SHE CAUGHT H | REES AT 1<br>ER FOOT I                                     | 4 KNOTS,<br>N FRONT                       |                         |           |

4/11/82 Time (Lc!) - 1214 AST File No. - 1342 KENAI,AK A/C Reg. No. N3577T

Occurrence

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

#### Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. RECOVERY FROM BOUNCED LANDING INITIATED PILOT IN COMMAND
- 3. FLT CONTROL SYST, RUDDER CONTROL MOVEMENT RESTRICTED
- 4. CONTROL INTERFERENCE INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1335 5/04/82 TO  | K,AK A/C Reg   | g. No. N9239F   | 1  | ime (Lc1) -   | 1600 AS                       | Т           |
|--|--|---|--|---|-------------------------------|-------------|
| Basic Information Type Operating Certificate-NONE (GENI  | ERAL AVIATION) Aircraft<br>SUBSTAN   |   | Fatal  | Injur<br>Serious  | ies<br>Minor                  | None        |
| Type of Operation -EXTERNAL ! Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  |  | Crew<br>Pass  | 0  | 0   | 0                             | 1 0         |
| Aircraft Information   |  |   |  |   |                               |             |
| Make/Model - HUGHES 369HS  | Eng Make/Model - ALLi  | ISON 250-C20  | ELT  | Installed/A   | ctivated                      | I - YES/YES |
| Landing Gear - SKID  | Number Engines - 1   |   |  | 1 Warning S   |                               | NO          |
| Max Gross Wt - 3000  | Engine Type - TURE   |   | Weat   | her Radar -   | NO                            |             |
| No. of Seats - 5   | Rated Power - 2  | 278 HP  |  |   |                               |             |
| Environment/Operations Information   |  |   |  |   |                               |             |
| Weather Data   | Itinerary  |   |  | Proximity   |                               |             |
| Wx Briefing - NO RECORD OF BRIEF:  `Method - N/A   | ING Last Departure Point MT. NEUBERGER.AK  |   | OFF Al   | RPORT/STRIP   |                               |             |
| Completeness - N/A   | Destination  |   | Airport D  | ata   |                               |             |
| Basic Weather - VMC  | TANACROSS, AK  |   |  |   |                               |             |
| Wind Dir/Speed- 190/020 KTS  | - •  |   | Runway   | / Ident -   | N/A                           |             |
| Visibility - 5.0 SM  | ATC/Airspace   |   | Runway   | / Lth/Wid -   | N/A                           |             |
| Cloud Conditions(1st) - 10000 FT S   | CATTERED Type of Flight Plan -   | NONE  | Runway   | / Surface -   | N/A                           |             |
| Cloud Conditions(2nd) - UNK/NR   | Type of Clearance -  |   | Runway   | / Status -  | N/A                           |             |
| Obstructions to Vision- NONE   | Type Approach Flown -  | NONE  |  |   |                               |             |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT  |  |   |  |   |                               |             |
|  |  |   |  | <b></b>   |                               |             |
| Personnel Information  |  |   |  | MEDIAL NO   | WATWERS                       | /,          |
| Pilot-In-Command   | _  | Medical Certifica   |  |   | WAIVERS                       | /LIMIT      |
| Certificate(s)/Rating(s)   | Biennial Flight Review   |   | ht Time (F   |   |                               | 2           |
| COMMERCIAL, CFI  | Current - YES  | Total ~<br>Make/Model-  | *  | Last 24   | Days- L                       | _           |
| SE LAND, SE SEA, ME LAND   | Months Since - 8   | Make/Model-<br>Instrument-  | 300<br>210   | Last 30<br>Last 90  | •                             | 250         |
| HELICOPTER   | Aircraft Type - UNK/NR   | Multi-Eng -   | 500  | Rotorcr   |                               | 250<br>8    |
|  |  |   |  |   |                               |             |
| Instrument Dating(s) AIDDLANG  |  | J   |  |   |                               |             |
| Instrument Rating(s) - AIRPLANE  |  |   |  |   |                               |             |
|  |  |   |  |   |                               |             |
| Narrative  |  | ER, WHILE DONATIN   | G HIS SER  | /ICES TO  |                               |             |
| Narrative THE PILOT WAS CONDUCTING A NON-REVENUE, SL   | ING-LOAD OPERATION ON MT NEUBERI   |   |  |   |                               |             |
| Narrative THE PILOT WAS CONDUCTING A NON-REVENUE, SLITOK COMMUNITY TV, INC. HE STATED THAT HE WAY NOTICED THE AUTO RELIGHT LAMP FLASH. HE STA  | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THREE EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, TH   | BOTTLES FROM A SM<br>HE ENGINE-OUT LIG  | IOW FIELD V<br>HT AND HOR  | VHEN HE<br>RN ACTIVATED   |                               |             |
| Narrative THE PILOT WAS CONDUCTING A NON-REVENUE, SL<br>TOK COMMUNITY TV, INC. HE STATED THAT HE W<br>NOTICED THE AUTO RELIGHT LAMP FLASH. HE ST<br>AND THE LOAD MAY HAVE CONTACTED THE GROUND   | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THREE EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, TH<br>. THE HELICOPTER BEGAN TO ACCELI   | BOTTLES FROM A SM<br>HE ENGINE-OUT LIG<br>ERATE FORWARD DES   | IOW FIELD W<br>HT AND HOR<br>PITE HIS A  | VHEN HE<br>RN ACTIVATED<br>AFT CYCLIC C   | ONTROL                        |             |
| Narrative THE PILOT WAS CONDUCTING A NON-REVENUE, SL TOK COMMUNITY TV, INC. HE STATED THAT HE WAND THE AUTO RELIGHT LAMP FLASH. HE STA AND THE LOAD MAY HAVE CONTACTED THE GROUND INPUT. HE STATED THAT HE PUSHED THE ELECTR   | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THREE EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, TH<br>. THE HELICOPTER BEGAN TO ACCELI<br>IC SLING RELEASE SWITCH. HOWEVER   | BOTTLES FROM A SM<br>HE ENGINE-OUT LIG<br>ERATE FORWARD DES<br>R, THE HELICOPTER  | IOW FIELD WITH AND HORE PITE HIS A   | WHEN HE<br>RN ACTIVATED<br>AFT CYCLIC C<br>D TO ACCELER                               | ONTROL<br>ATE                 |             |
| THE PILOT WAS CONDUCTING A NON-REVENUE, SL. TOK COMMUNITY TV, INC. HE STATED THAT HE WAY NOTICED THE AUTO RELIGHT LAMP FLASH. HE STAND THE LOAD MAY HAVE CONTACTED THE GROUND INPUT. HE STATED THAT HE PUSHED THE ELECTR FORWARD AND DOWN. IT HIT THE GROUND IN A VI   | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THROET EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, I<br>THE HELICOPTER BEGAN TO ACCELI<br>IC SLING RELEASE SWITCH. HOWEVE<br>ERTICLE NOSE DOWN ATTITUDE WHILI  | BOTTLES FROM A SN<br>HE ENGINE-OUT LIG<br>ERATE FORWARD DES<br>R, THE HELICOPTER<br>E HE WAS APPLYING   | OW FIELD WENT AND HORE PITE HIS AS CONTINUED AND ALMOST FUR                                | WHEN HE<br>RN ACTIVATED<br>AFT CYCLIC C<br>) TO ACCELER<br>JLL AFT CYCL               | ONTROL<br>ATE<br>IC.          |             |
| THE PILOT WAS CONDUCTING A NON-REVENUE, SLITOK COMMUNITY TV, INC. HE STATED THAT HE W. NOTICED THE AUTO RELIGHT LAMP FLASH. HE STAND THE LOAD MAY HAVE CONTACTED THE GROUND INPUT. HE STATED THAT HE PUSHED THE ELECTR FORWARD AND DOWN. IT HIT THE GROUND IN A VITHE ELEVATION WAS ABOUT 5800 FT. THE ELECT | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THREE EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, T<br>. THE HELICOPTER BEGAN TO ACCEL<br>IC SLING RELEASE SWITCH. HOWEVE<br>ERTICLE NOSE DOWN ATTITUDE WHILL<br>RIC SLING LOAD LATCH WAS FOUND                                      | BOTTLES FROM A SM<br>HE ENGINE-OUT LIG<br>ERATE FORWARD DES<br>R, THE HELICOPTER<br>E HE WAS APPLYING<br>IN THE CLOSED POS                      | OW FIELD WHIT AND HORE PITE HIS AS CONTINUED ALMOST FULL FULL FULL FULL FULL FULL FULL FUL | WHEN HE RN ACTIVATED AFT CYCLIC C D TO ACCELER JLL AFT CYCL E ENGINE WAS              | ONTROL<br>ATE<br>IC.          |             |
| Narrative THE PILOT WAS CONDUCTING A NON-REVENUE, SL. TOK COMMUNITY TV, INC. HE STATED THAT HE W. NOTICED THE AUTO RELIGHT LAMP FLASH. HE STA AND THE LOAD MAY HAVE CONTACTED THE GROUND INPUT. HE STATED THAT HE PUSHED THE ELECTR FORWARD AND DOWN. IT HIT THE GROUND IN A VI                              | ING-LOAD OPERATION ON MT NEUBERI<br>AS LIFTING THREE EMPTY PROPANE I<br>ATED THAT ALMOST IMMEDIATELY, TH<br>. THE HELICOPTER BEGAN TO ACCELI<br>IC SLING RELEASE SWITCH. HOWEVEI<br>ERTICLE NOSE DOWN ATTITUDE WHILL<br>RIC SLING LOAD LATCH WAS FOUND ALL HUNG STARTS OCCURRED AT 45 TO | BOTTLES FROM A SM<br>HE ENGINE-OUT LIG<br>ERATE FORWARD DES<br>R, THE HELICOPTER<br>E HE WAS APPLYING<br>IN THE CLOSED POS<br>D 50% UNTIL A SLI | OW FIELD WENT AND HORE PITE HIS AS CONTINUES ALMOST FURITION. THE                          | WHEN HE RN ACTIVATED AFT CYCLIC C O TO ACCELER JLL AFT CYCL E ENGINE WAS IMENT WAS MA | ONTROL<br>ATE<br>IC.<br>DE TO | ) Al        |

5/04/82 A/C Reg. No. N9239F Time (Lc1) - 1600 AST File No. - 1335 TOK, AK LOSS OF POWER Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) UNDETERMINED 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----

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

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

| File No 1271 5/12/82 RAMSE                                 | Y BAY,AK A/C                       | Reg. No. N74979    | Τ                              | ime (Lc1) - | 1730 ADT  |             |
|--|------------------------------------|--------------------|--------------------------------|-------------|-----------|-------------|
| -Basic Information Type Operating Certificate-NONE (GENERA | _ AVIATION) Aircra                 | aft Damage         |                                | Injur       | ies       |             |
|  | SUBS                               | ANTIAL             | Fata1                          |             |           | None        |
| Type of Operation -BUSINESS                                | Fire                               | Cr                 | ew 1                           | 0           | 0         | 0           |
| Flight Conducted Under -14 CFR 91                          | NONE                               | Pa                 | ass O                          | 1           | 0         | 0           |
| Accident Occurred During -MANEUVERING                      |                                    |                    |                                |             |           |             |
| -Aircraft Information                                      |                                    |                    |                                |             |           |             |
| Make/Model - PIPER 18                                      | Eng Make/Model - I                 |                    | ELT                            | Installed/A | ctivated  | - YES/YI    |
| Landing Gear - TAILWHEEL-ALL FIXED                         | Number Engines -                   | 1                  | Sta1                           | 1 Warning S | ystem - U | VK/NR       |
| Max Gross Wt - 1625  | Engine Type - I                    |                    | BURETOR Weat                   | her Radar - | UNK/NR    |             |
| No. of Seats - 2   | Rated Power -                      | 160 HP             |                                |             |           |             |
| -Environment/Operations Information                        |                                    |                    |                                |             |           |             |
| Weather Data   | Itinerary                          |                    |                                | Proximity   |           |             |
| Wx Briefing - NO RECORD OF BRIEFING                        |                                    | nt                 | OFF AI                         | RPORT/STRIP |           |             |
| Method - N/A   | SAME AS ACC/INC                    |                    |                                |             |           |             |
| Completeness - N/A   | Destination                        |                    | Airport [                      | ata         |           |             |
| Basic Weather - VMC<br>Wind Dir/Speed- UNK/NR              | LOCAL                              |                    | Dumin                          | Ident -     | N/A       |             |
| Visibility - 70.0 SM                                       | ATC/Airspace                       |                    |                                | Lth/Wid -   |           |             |
| Cloud Conditions(1st) - NONE                               | Type of Flight Pla                 | n - NONE           |                                | Surface -   |           |             |
| Cloud Conditions(2nd) - NONE                               | Type of Clearance                  |                    |                                | Status -    |           |             |
| Obstructions to Vision- NONE                               | Type Approach Flow                 |                    | •                              |             | ·         |             |
| Precipitation - NONE                                       | 2, ,,                              |                    |                                |             |           |             |
| Condition of Light - DAYLIGHT                              |                                    |                    |                                |             |           |             |
| -Personnel Information                                     |                                    |                    |                                |             |           |             |
| Pilot-In-Command   | Age - 33                           | Medical Certifi    | icate - VALIC                  | MEDICAL-NO  | WAIVERS/  | LIMIT       |
| <pre>Certificate(s)/Rating(s)</pre>                        | Age - 33<br>Biennial Flight Review | F1                 | light Time (F                  | lours)      |           |             |
| PRIVATE  | Current - UNK/I                    | NR Total -         | - 1000<br>- UNK/NR<br>- UNK/NR | Last 24     | Hrs - UN  | K/NR        |
| SE LAND, ME LAND, SE SEA                                   | Months Since - UNK/I               | NR Make/Model      | - UNK/NR                       | Last 30     | Days- UNI | K/NR        |
|  | Aircraft Type - UNK/I              | NR Instrument      | - UNK/NR                       | Last 90     | Days-     | 30<br>K /ND |
|  |                                    | Multi-Eng -        | - UNK/NR                       | Kotorcr     | aft - UN  | K/NR        |
| Instrument Rating(s) - NONE                                |                                    |                    |                                |             |           |             |
| -Nama+iva-   |                                    |                    |                                |             |           |             |
| -Narrative PILOT AND PASSENGER WERE ON A HUNTING TRI       | D AND ELEW OUT OF THE CAME         | . TO COOT EELLOW ! | JUNITEDS OF THE                | TNC A MOUNT | ATNI      |             |
| ER LOCATING THEM THE PILOT TRIED TO TURN I                 |                                    |                    |                                |             |           |             |
| N AND CRASHED.   | THE SAINTON AT LOW ALTTI           | DE AND LOW AIRSEL  | LD. THE AIRC                   | MALL SIACEL | ,         |             |
| T AITS STATELLES   |                                    |                    |                                |             |           |             |

File No. - 1271 5/12/82 RAMSEY BAY, AK A/C Reg. No. N74979 Time (Lc1) - 1730 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. STALL/SPIN INADVERTENT PILOT IN COMMAND
- 3. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 4. THROTTLE/POWER CONTROL IMPROPER PILOT IN COMMAND

Occurrence #2 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

IN FLIGHT COLLISION WITH TERRAIN

----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 1318 6/24/82 KENA   | I,AK A/C Reg           | J. No. N6347A         | Time (Lc1)      | - 0110 AD   | Г        |
|---|------------------------|-----------------------|-----------------|-------------|----------|
| Basic Information Type Operating Certificate-NONE (GENER            | AL AVIATION) Aircraft  | Damage                | Injo            | uries       |          |
|   | SUBSTAN                | TAL Fa                | ital Serious    | Minor       | None     |
| Type of Operation -PERSONAL   | Fire                   | Crew                  | 0 0             | 1           | 0        |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING | NONE                   | Pass                  | 0 0             | 3           | 0        |
| Aircraft Information  |                        |                       |                 |             |          |
| Make/Model - CESSNA 182   | Eng Make/Model - CON   |                       | ELT Installed,  |             |          |
| Landing Gear - TRICYCLE-FIXED                                       | Number Engines - 1     |                       | Stall Warning   |             | YES      |
| Max Gross Wt - 3100<br>No. of Seats - 4                             |                        | PROCATING-CARBURETOR  | Weather Radar   | - NO        |          |
|   |                        |                       |                 |             |          |
| Weather Data  | Itinerary              | Δir                   | port Proximity  |             |          |
| Wx Briefing - BRFG RCVD, SOURCE UNI                                 |                        |                       | N AIRPORT       |             |          |
| Method - TELEPHONE  | MCKINLEY PARK, AK      | •                     |                 |             |          |
| Completeness - UNK/NR   | Destination            | Airr                  | ort Data        |             |          |
| Basic Weather - VMC   | KENAI, AK              | ·                     | INDWARD PASSAGI | E           |          |
| Wind Dir/Speed- UNK/NR  | 11211112 47111         |                       | Runway Ident    | - 33        |          |
| Visibility - 30.0 SM  | ATC/Airspace           |                       | Runway Lth/Wid  |             | 50       |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan -  |                       | Runway Surface  |             |          |
| Cloud Conditions(2nd) - NONE  | Type of Clearance -    |                       | •               | - DRY       |          |
| Obstructions to Vision- NONE  | Type Approach Flown -  |                       |                 |             |          |
| Precipitation - NONE  | . yps App. sas sa      |                       |                 |             |          |
| Condition of Light - DAWN   |                        |                       |                 |             |          |
| Personnel Information   |                        |                       |                 |             | <i>.</i> |
| Pilot-In-Command  |                        | ledical Certificate - |                 | NO WAIVERS, | /LIMIT   |
| Certificate(s)/Rating(s)  | Biennial Flight Review |                       | me (Hours)      |             |          |
| PRIVATE   | Current - YES          | Total - 1121          |                 | 24 Hrs -    | 4        |
| SE LAND   | Months Since - 23      | Make/Model- UNK/NF    |                 | 30 Days-    | 0        |
|   | Aircraft Type - UNK/NR | Instrument-           | Last 9          | 90 Days-    | 17       |
| Instrument Rating(s) - NONE   |                        |                       |                 |             |          |
|   |                        |                       |                 |             |          |
| Narrative   |                        |                       |                 |             |          |
| ILE ON A FLIGHT FROM MCKINLEY PARK TO KENA                          |                        |                       |                 |             |          |
| PASSENGER COULD TAKE PICTURES. ABOUT HALF                           |                        |                       |                 |             |          |
| IPPLY BUT BELIEVED HE COULD REACH HIS DESTI                         |                        |                       |                 |             |          |
| F FUEL WHILE IT WAS ON AN EXTENDED BASE LEG                         |                        | MBLE TO GLIDE TO THE  | RUNWAY. THE     |             |          |
| ANE IMPACTED ON RISING TERRAIN JUST SHORT (                         | OF THE THRESHOLD.      |                       |                 |             |          |
|   |                        |                       |                 |             |          |
|   |                        |                       |                 |             |          |

File No. - 1318 6/24/82 KENAI,AK A/C Reg. No. N6347A Time (Lc1) - 0110 ADT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LIGHT CONDITION - DAWN 5. TERRAIN CONDITION - UPHILL ----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) 1,2,3

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

## Brief of Accident

| File No 1373 7/08/82 51 N  | M ESE YAKUTAT,AK  | A/C Reg   | . No. N1119X   | Т  | ime (Lc1) -  | 1130 YE                | T              |
|--|---|---|--|--|--|------------------------|----------------|
| Type Operating Certificate-AIR CARRIER ON-DEMAND A Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -MANEUVERING   | IR TAXI<br>OMESTIC,PASSENGER  | Aircraft<br>DESTROYE<br>Fire<br>NONE                                  |  |  | Injur<br>Serious<br>O<br>O   | ries<br>Minor<br>1     | None<br>O<br>O |
| Aircraft Information Make/Model - PIPER PA-32-300 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6   | Number Eng  | ines - 1<br>e - RECI  | MING IO-54O-K1AS<br>P - FUEL INJECTE<br>OO HP  | Stal   | Installed/A<br>l Warning S<br>her Radar -                              | ystem -                |                |
| Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 15.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - RAIN SHOWER Condition of Light - DAYLIGHT  | Itinerary Last Depart DRY BAY,A Destination HAINES,AK  ATC/Airspace Type of Fli Type of Cle   | K<br>ght Plan - '<br>arance -   | VFR<br>NONE<br>VISUAL STRAIGHT-  | OFF AI Airport D Runway Runway Runway Runway Runway              |  | UNK/NR UNK/NR ICE      | COMPACTED      |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND   | Age - 24<br>Biennial Flight R<br>Current<br>Months Since<br>Aircraft Type   | eview<br>- YES<br>- 3   | edical Certifica<br>Flig<br>Total -<br>Make/Model-<br>Instrument-<br>Multi-Eng -                   | tht Time (H  | ours)  | Hrs -<br>Days- L       | 4              |
| Instrument Rating(s) - AIRPLANE  |   |   | ,  |  |  |                        |                |
| THE PILOT REPORTED THAT DURING DEPARTURE, HE ALSEK GLACIER WHILE CLIMBING TO 6200 FT. HE INITIATED A TURN TO REVERSE COURSE. REPORTLY STATED THAT SHORTLY AFTER THAT, THE ENGINE B WERE ADVANCED, BUT THERE WAS NO INCREASE IN TANK AND TURNED ON THE BOOST PUMP. HE STATED IMPOSSIBLE DUE TO TERRAIN. HE DECIDED TO TRY WAS INSUFFICIENT ALTITUDE AND THE PLANE CRASNO DISCREPANCIES. | THEN DECIDED THAT T<br>, A LEFT TURN WAS C<br>EGAN TO LOSE POWER.<br>POWER. HE SWITCHED<br>THE PLANE CONTINUE<br>AND CROSS OVER THE | HE INTENDED OMMENCED AN HE REPORTE THE FUEL SE D TO LOSE A GLACIER AN | ROUTE WAS CLOSE D "ONE NOTCH OF D THAT THE MIXTU LECTOR FROM THE LTITUDE AND CONT D LAND ON A SOLI | D DUE TO L FLAPS SET.  RE, PROPS RIGHT TO T INUATION O D STRETCH | OW CLOUDS A " THE PILOT AND THROTTL HE LEFT MAI F THE TURN OF ICE, BUT | ND HE<br>E<br>N<br>WAS |                |

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File No. - 1373

7/08/82

51 NM ESE YAKUTAT, AK

A/C Reg. No. N1119X

Time (Lc1) - 1130 YDT

Occurrence #1

LOSS OF POWER

Phase of Operation

MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

#### Finding(s)

- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. TERRAIN CONDITION TERRAIN/RUNWAY CONDITION
- 5. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 6. TERRAIN CONDITION ICY

----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) 2,3,4,6

| <br>Basic Information   |  |                     |                |            |                 |            |           |
|---|--|---------------------|----------------|------------|-----------------|------------|-----------|
| Type Operating Certificate-NONE (GENE                         | RAL AVIATION)                            | Aircraft Damag      | ge             |            | Inju            |            | N         |
| Type of Openation -DEDSONAL                                   |  | SUBSTANTIAL<br>Fire | Crew           | Fatal<br>O | Serious<br>O    | Minor<br>O | None<br>1 |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 |  | NONE                | Pass           | ő          | 0               | ŏ          | 1         |
| Accident Occurred During -APPROACH                            |  | 110112              | 1 233          |            |                 |            |           |
| Aircraft Information  | 4  |                     |                |            |                 |            |           |
| Make/Model - PIPER PA-28-140                                  |  | del - LYCOMING      |                | ELT        | Installed/      |            |           |
| Landing Gear - TRICYCLE-FIXED                                 |  | nes - 1             |                |            | 1 Warning       |            | YES       |
| Max Gross Wt - 2150<br>No. of Seats - 4                       | Engine Type<br>Rated Power               | - RECIPROCA         |                | ur weat    | ner kadar       | - NU       |           |
| No. or Seats - 4  | kated Power                              | - 150 HI            | -<br>          |            |                 |            |           |
| Environment/Operations Information<br>Weather Data            | Itinonany                                |                     |                | Ainport    | Proximity       |            |           |
| Wx Briefing - FSS   | Itinerary<br>Last Departu                | ne Point            |                | ON AIR     |                 |            |           |
| Method - TELEPHONE  | ROANOKE, VA                              |                     |                | ON AIR     | OKI             |            |           |
| Completeness - FULL   | Destination                              |                     | Δ              | irport Da  | ata             |            |           |
| Basic Weather - VMC   | HUNTSVILLE                               | .AL                 | ·              |            | ILLE NORTH      |            |           |
| Wind Dir/Speed- 330/010 KTS                                   |  |                     |                | Runway     | Ident           | - 36       |           |
| Visibility - 7.0 SM   | ATC/Airspace                             |                     |                |            | Lth/Wid         |            |           |
| Cloud Conditions(1st) - NONE                                  | Type of Flig                             | ht Plan - VFR       |                |            | Surface         |            |           |
| Cloud Conditions(2nd) - NONE                                  |  | rance - VFR         |                |            | Status          | - DRY      |           |
| Obstructions to Vision- NONE                                  | Type Approac                             | h Flown - VISU      | AL FULL CIRCUI | Т          |                 |            |           |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT         |  |                     |                |            |                 |            |           |
|   |  |                     |                |            |                 |            |           |
| Personnel Information<br>Pilot-In-Command                     | Age - 46                                 | Medic               | al Certificate | - VALID    | MEDICAL-N       | O WAIVERS  | S/LIMIT   |
| <pre>Certificate(s)/Rating(s)</pre>                           | Biennial Flight Re                       | view                | Flight         | : Time (H  | ours)           |            |           |
| PRIVATE   | Current                                  | - YES To            | otal -         | 72         | Last 2          | 4 Hrs -    | 8         |
| SE LAND   | Current<br>Months Since<br>Aircraft Type | - 4 . Ma            | ake/Model-     | 26         | Last 3          | O Days- l  | JNK/NR    |
|   | Aircraft Type                            | - UNK/NR I          | nstrument-     | 1          | Last 9          | O Days- l  | JNK/NR    |
| Instrument Rating(s) - NONE                                   |  |                     |                |            |                 |            |           |
|   |  |                     |                |            |                 |            |           |
| Narrative<br>TLY AFTER A NORMAL TOUCHDOWN THE AIRCRA          | ET VAWED AND VEEDED T                    | O THE LEET TH       | E DIINT ELECTE | ים דח פח-  | A DOLLIND A NID | ADDED      |           |
| POWER. THE AIRCRAFT DEPARTED THE LEFT                         |  |                     |                |            |                 |            |           |
| LED INTO A PLOWED FIELD COLLAPSING THE                        |  | - COLLIDED WITE     | DANDED WIN     | ,          |                 | · · · ·    |           |

File No. - 1275 4/10/82 HUNTSVILLE, AL A/C Reg. No. N1499H Time (Lc1) - 1715 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 4. OBJECT - FENCE CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----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

| File No 1313 6/19/82 TUSC   | ALOOSA,AL A/C Re  | eg. No. N2519G  | Time (Lo   | cl) - 2134 CDT   |
|---|---|---|--|--|
| Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING  | AL AVIATION) Aircraft<br>SUBSTAN<br>Fire<br>NONE  | t Damage<br>NTIAL<br>Crew<br>Pass   | Fatal Serio  | Injuries<br>ous Minor None<br>) 1 O<br>) 1 O                               |
| Aircraft Information Make/Model - CESSNA 182B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 1  |   |   | Stall Warn<br>OR Weather Rac   | led/Activated - YES/YES<br>ing System - YES<br>dar - NO                    |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/008 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 5000 FT OVE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT (DARK)                     | SEALE, AL Destination EUTAW, AL  ATC/Airspace RCAST Type of Flight Plan Type of Clearance Type Approach Flown   | - NONE<br>- NONE  | Airport Proxima<br>OFF AIRPORT/S<br>Airport Data<br>VAN DEGRAFF<br>Runway Ident              | ity<br>STRIP<br>- 22<br>id - 6499/ 150<br>ce - ASPHALT                     |
| rPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND   | Age - 43<br>Biennial Flight Review<br>Current - YES<br>Months Since - 8<br>Aircraft Type - UNK/NR   | Total - 8<br>Make/Model- 3  | t Time (Hours)<br>3000 Las<br>2600 Las   | AL-WAIVERS/LIMIT<br>st 24 Hrs - 3<br>st 30 Days- UNK/NR<br>st 90 Days- 103 |
| Instrument Rating(s) - NONE   |   | _   |  |  |
| Narrative THE PILOT HAD FLOWN FROM EUTAW TO SEALE, AL EQUIPPED FOR PARACHUTING, IT WAS NOT USED FO JSED A DIPSTICK TO CHECK THE FUEL AND ESTIMA DID NOT CHECK THE WEATHER OR REFUEL THE AIRC RAIN SHOWERS. WHILE DEVIATING FROM HIS PLANN LOW. HE DIVERTED TO TUSCALOOSA, AL, BUT RAN FROM THE RUNWAY DURING A FORCED LANDING. NO RECEIVED ONLY MINOR INJURIES. | TO PARTICIPATE IN A PARACHUT! R THAT PURPOSE ON THAT TRIP. TED HE HAD A SUFFICIENT AMOU! RAFT. EN ROUTE, HE ENCOUNTER! ED COURSE, HE LOST TRACK OF ! OUT OF FUEL DURING HIS APPRO | E ACTIVITY. ALTHOUGH BEFORE RETURNING TO NT REMAINING FOR THE ED CLOUDS, DARKNESS HIS POSITION AND THE ACH. THE PLANE STRUC | H THE PLANE WAS D EUTAW, THE PIU E 1.1 HR RETURN , AND HEAVY E FUEL SUPPLY BE CK TREES ABOUT | LOT<br>FLIGHT. HE<br>ECAME<br>1/2 MILE                                     |

| File No 13   | 6/19/82                         | TUSCALOOSA,AL                                 | A/C Reg. No. N2519G               | Time (Lc1) - 2134 CDT |
|--|---------------------------------|---|-----------------------------------|-----------------------|
| Occurrence #1 Phase of Operation Finding(s)              | CRUISE - NORMAL                 | FER WITH WEATHER                              |                                   |                       |
| 1. LIGHT CONDITION 2. WEATHER CONDITI 3. WEATHER CONDITI | ON - CLOUDS<br>ON - RAIN        |   |                                   |                       |
| Occurrence #2<br>Phase of Operation                      | LOSS OF POWER(TOT               | TAL) - NON-MECHANICAL                         |                                   |                       |
| 6. FLUID,FUEL - EX<br>7. FLIGHT TO ALT                   | ISORIENTED - INADVE<br>HAUSTION | ERTENT - PILOT IN COM<br>- DELAYED - PILOT IN | COMMAND                           |                       |
| Occurrence #3 Phase of Operation                         | LANDING - FLARE/1               | OUCHDOWN                                      |                                   |                       |
| Occurrence #4 Phase of Operation                         |                                 |   |                                   |                       |
| Finding(s)<br>8. OBJECT - TREE(S                         |                                 |   |                                   |                       |
| Probable Cause   |                                 |   |                                   |                       |
| The National Transpois/are finding(s) 6,                 |                                 | rd determines that th                         | e Probable Cause(s) of this accid | ent                   |
| Factor(s) relating t                                     | o this accident is/             | are finding(s) 1,2,3                          | ,4,5,8                            |                       |

| Type Operating Certificate-NONE (GENE  | RAL AVIATION) Aircraf   | t Damage  |  | Injur   | ies                        |                |
|--|---|---|--|---|----------------------------|----------------|
| ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  | SUBSTA  | 9   | Fatal  | Serious   |                            | None           |
| Type of Operation -PERSONAL  | Fire  | Crew  | 0  | 0   | 0                          | 1              |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING   | NONE  | Pass  | 0  | 0   | 1                          | 0              |
| Aircraft Information   | •   |   |  |   |                            |                |
| Make/Model - CESSNA 172  | Eng Make/Model - CO   |   |  |   |                            |                |
| Landing Gear - TRICYCLE-FIXED  | Number Engines - 1  |   |  | 11 Warning S  |                            | ES             |
| Max Gross Wt - 2407  | Engine Type - RE  |   | TOR Wea  | ther Radar -  | · NO                       |                |
| No. of Seats - 4   | Rated Power -   | 145 HP  |  |   |                            |                |
| Environment/Operations Information   |   |   |  |   |                            |                |
| Weather Data   | Itinerary   |   |  | Proximity   |                            |                |
| Wx Briefing - NO RECORD OF BRIEFI  | •   |   | ON AI  | RSTRIP  |                            |                |
| Method - N/A   | CORNING, AR   |   |  | <b>5</b> - 4 -  |                            |                |
| Completeness - N/A<br>Basic Weather - VMC  | Destination   |   | Airport  |   |                            |                |
| Wind Dir/Speed- 045/004 KTS  | DELAPLANE, AR   |   | PRIVA  |   | 05                         |                |
| Visibility - 10.0 SM   | ATC/Airspace  |   |  | y Lth/Wid -   |                            | NIZ / NID      |
| Cloud Conditions(1st) - 4000 FT SC   |   | - NONE  |  | y Surface -   |                            |                |
|  | ATTERED Type OF TITIGHT FIAM  |   | Kuliwa   |   | GKA33/10                   | N I            |
| Cloud Conditions(2nd) ~ NONE   | Type of Cleanance   |   | Dunga  | v C+atue -  | . WET                      |                |
| Cloud Conditions(2nd) ~ NONE   | Type of Clearance   | - NONE  |  | y Status -  | - WET                      |                |
| Obstructions to Vision- NONE   | Type of Clearance<br>Type Approach Flown  | - NONE  |  | y Status -  | · WET                      |                |
| Obstructions to Vision- NONE<br>Precipitation - NONE   |   | - NONE  |  | y Status -  | · WET                      |                |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  |   | - NONE  |  | y Status -  | · WET                      |                |
| Obstructions to Vision- NONE<br>Precipitation - NONE   | Type Approach Flown   | - NONE - VISUAL FULL CIRCU  | )IT<br>  |   |                            | <br>LIMIT      |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Type Approach Flown   | - NONE - VISUAL FULL CIRCU  | UIT<br><br>ne - VALI<br>nt Time (              | D MEDICAL-NO  | WAIVERS/                   | <br>LIMIT      |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Type Approach Flown  Age - 44 Biennial Flight Review Current - YES  | - NONE - VISUAL FULL CIRCU Medical Certificat Fligh Total - :           | DIT<br><br>:e - VALI<br>nt Time (<br>229       | D MEDICAL-NO<br>Hours)<br>Last 24                       | ) WAIVERS/                 | <br>LIMIT<br>2 |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s)   | Type Approach Flown  Age - 44  Biennial Flight Review  Current - YES  Months Since - 21                     | - NONE - VISUAL FULL CIRCU Medical Certificat Fligh Total - Make/Model- | DIT<br><br>se - VALI<br>at Time (<br>229<br>80 | D MEDICAL-NO<br>Hours)<br>Last 24<br>Last 30            | WAIVERS/<br>Hrs -<br>Days- | 2<br>2         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Type Approach Flown  Age - 44 Biennial Flight Review Current - YES  | - NONE - VISUAL FULL CIRCU Medical Certificat Fligh Total - Make/Model- | DIT<br><br>se - VALI<br>at Time (<br>229<br>80 | D MEDICAL-NO<br>Hours)<br>Last 24<br>Last 30            | WAIVERS/<br>Hrs -<br>Days- | 2              |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Type Approach Flown  Age - 44  Biennial Flight Review  Current - YES  Months Since - 21                     | - NONE - VISUAL FULL CIRCU Medical Certificat Fligh Total - Make/Model- | DIT<br><br>se - VALI<br>at Time (<br>229<br>80 | D MEDICAL-NO<br>Hours)<br>Last 24<br>Last 30            | WAIVERS/<br>Hrs -<br>Days- | 2<br>2         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE            | Type Approach Flown  Age - 44  Biennial Flight Review  Current - YES  Months Since - 21                     | - NONE - VISUAL FULL CIRCU Medical Certificat Fligh Total - Make/Model- | DIT<br><br>se - VALI<br>at Time (<br>229<br>80 | D MEDICAL-NO<br>Hours)<br>Last 24<br>Last 30            | WAIVERS/<br>Hrs -<br>Days- | 2<br>2         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE  Narrative | Type Approach Flown  Age - 44 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR | - NONE - VISUAL FULL CIRCU  Medical Certificat                          | DIT  :e - VALI nt Time ( 229 80 4              | D MEDICAL-NO<br>Hours)<br>Last 24<br>Last 30<br>Last 90 | WAIVERS/ Hrs - Days- Days- | 2<br>2         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE            | Type Approach Flown  Age - 44 Biennial Flight Review Current - YES Months Since - 21 Aircraft Type - UNK/NR | - NONE - VISUAL FULL CIRCU  Medical Certificat                          | SE OF THE                                      | D MEDICAL-NO Hours) Last 24 Last 30 Last 90             | WAIVERS/ Hrs - Days- Days- | 2<br>2         |

File No. - 1254 4/25/82 DELAPLANE, AR A/C Reg. No. N3588S Time (Lc1) - 1600 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - SOFT 3. UNSUITABLE TERRAIN - NOT CORRECTED - PILOT IN COMMAND 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE Occurrence #3 Phase of Operation Finding(s) 5. AIRPORT FIRE/RESCUE SERVICE - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5 Factor(s) relating to this accident is/are finding(s) 1

| -Basic Information                                |                            |                             |                      |            |                 |               |      |
|---|----------------------------|-----------------------------|----------------------|------------|-----------------|---------------|------|
| Type Operating Certificate-NONE (GENERAL          | AVIATION)                  | Aircraft Damage SUBSTANTIAL |                      | Fatal      | Inju<br>Serious | ries<br>Minor | None |
| Type of Operation -PERSONAL                       |                            | Fire                        | Crew                 | 0          | 3e/ 10us<br>0   | 0             | 1    |
| Flight Conducted Under -14 CFR 91                 |                            | NONE                        | Pass                 | Ö          | Ö               | Ō             | 1    |
| Accident Occurred During -MANEUVERING             |                            |                             |                      |            |                 |               |      |
| -Aircraft Information                             |                            |                             |                      |            |                 |               |      |
| Make/Model - CESSNA 150M                          |                            | del - CONTINENTAL           | _ 0-200-A            |            |                 |               |      |
| Landing Gear - TRICYCLE-FIXED                     | Number Engir               | nes - 1<br>- RECIPROCATI    | TNO CARRUNE          |            | 1 Warning       |               | res  |
| Max Gross Wt - 1600<br>No. of Seats - 2           |                            | - 100 HP                    | ING-CARBURE          | iok weat   | ner kadar       | - 110         |      |
| -Environment/Operations Information               |                            |                             |                      |            |                 |               |      |
| Weather Data                                      | Itinerary                  |                             |                      |            | Proximity       |               |      |
| Wx Briefing - NO RECORD OF BRIEFING               | Last Departur              |                             |                      | ON AIR     | PORT            |               |      |
| Method - N/A<br>Completeness - N/A                | SAME AS ACC<br>Destination | J/ INC                      |                      | Airport D  | ata             |               |      |
| Basic Weather - VMC                               | LOCAL                      |                             |                      |            | COUNTY          |               |      |
| Wind Dir/Speed- 250/005 KTS                       | 2007.2                     |                             |                      |            |                 | - 18          |      |
| Visibility - 8.0 SM                               | ATC/Airspace               |                             |                      |            | Lth/Wid         |               | 150  |
| Cloud Conditions(1st) - 4500 FT BROKEN            |                            |                             |                      |            | Surface         |               |      |
| Cloud Conditions(2nd) - 12000 FT OVERCA           |                            |                             |                      | Runway     | Status          | - DRY         |      |
| Obstructions to Vision- NONE Precipitation - NONE | Type Approact              | Flown - NONE                |                      |            |                 |               |      |
| Condition of Light - DAYLIGHT                     |                            |                             |                      |            |                 |               |      |
|   |                            |                             |                      |            |                 |               |      |
|   | ge - 63                    | Medical                     | Certificat           | e - VALID  | MEDICAL-W       | AIVERS/LIM    | TIN  |
|   | iennial Flight Rev         |                             |                      | nt Time (F |                 |               |      |
| PRIVATE   | Current -                  |                             | al -                 |            |                 | 4 Hrs -       | 0    |
| SE LAND   | Months Since               |                             | e/Model-             | 300        |                 | 0 Days- UN    |      |
|   | Aircraft Type              |                             | trument-<br>ti-Eng - | 22<br>10   | Last 9          | 00 Days-      | 6    |
| Instrument Rating(s) - NONE                       |                            |                             |                      |            |                 |               |      |
| -Narrative  |                            |                             |                      |            |                 |               |      |
| PILOT WAS PERFORMING A LOW, SLOW PASS TO MA       | KE A BEAN RAG DROI         | ON A TAXIWAY TA             | ARGET WHEN           | HE LOST C  | CONTROL. CO     | LLIDED        |      |
| H A DITCH AND NOSED OVER. THE AIRCRAFT FLIPF      | ED INVERTED THE            | STALL WARNING HOP           | RN WAS SOUN          | DING DURI  | NG THE MAN      | IEUVER.       |      |

| File No 12   | 64 5/01/82 HARRISON, AR   | A/C Reg. No. N704EY | Time (Lc1) - 1651 CDT |  |
|--|---|---------------------|-----------------------|--|
|  | LOSS OF CONTROL - IN FLIGHT<br>MANEUVERING - TURN TO REVERSE DIRECTION      | N                   |                       |  |
| Finding(s) 1. VMC - NOT MAINT                        | AINED - PILOT IN COMMAND  |                     |                       |  |
|  | IN FLIGHT COLLISION WITH TERRAIN<br>MANEUVERING - TURN TO REVERSE DIRECTION | N                   |                       |  |
| Finding(s)<br>2. TERRAIN CONDITI<br>3. MANEUVER - MI | DN - DITCH<br>SJUDGED - 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

| Sta<br>INJECTED Wes<br>Airpor<br>ON A                     | O O O TINStalled/Active all Warning System ather Radar - NO O O TINSTALL TO THE T  |   |
|---|--|---|
| TSIO-360E EL<br>St:<br>INJECTED Wes<br>Airpor<br>ON A     | all Warning Systemather Radar - NO  The Provinct |   |
| ON A<br>Airport   | IRPORT   |   |
| Runw:<br>Runw:<br>Runw:<br>VISORIES Runw:<br>CALIZER ONLY | : Data<br>NE COUNTY<br>vay Ident - 36<br>vay Lth/Wid - 61<br>vay Surface - MAC<br>vay Status - WET   | ADAM  |
| Flight Time<br>- 2369<br>Model- 3<br>cument- 365          | Last 24 Hrs<br>Last 30 Day   | s - 2<br>s - UNK/NR   |
| 1<br>/  | Flight Time 1 - 2369 /Model- 3 rument- 365 i-Eng - 2307  | Flight Time (Hours)<br>1 - 2369 Last 24 Hrs<br>/Model- 3 Last 30 Day<br>rument- 365 Last 90 Day |

File No. - 1279 5/06/82 HARRISON, AR A/C Reg. No. N47522 Time (Lcl) - 1915 CDT

Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN

LOSS OF CONTROL - ON GROUND

#### Finding(s)

- 1. LANDING GEAR, NOSE GEAR ASSEMBLY BUCKLED
- 2. FLARE IMPROPER PILOT IN COMMAND
- 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD DISTORTED
- 4. RECOVERY FROM BOUNCED LANDING POOR PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1236 5/11/82 MARVE                                   | _L,AR                         | A/C Reg. N      | lo. N6625K             |              | Time (Lc1) - | 0630 CI            | OT          |
|--|-------------------------------|-----------------|------------------------|--------------|--------------|--------------------|-------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA | _ AVIATION)                   | Aircraft Dan    | nage                   |              | Injur        |                    |             |
|  |                               | DESTROYED       |                        | Fatal        |              | Minor              | None        |
| Type of Operation -APPLYING SEE                              | DS, CHEMICALS, ETC            |                 | Cr                     |              | 0            | 0                  | 1           |
| Flight Conducted Under ~14 CFR 137                           |                               | NONE            | Pa                     | ss O         | 0            | 0                  | 0           |
| Accident Occurred During -MANEUVERING                        |                               |                 |                        |              |              |                    |             |
| Aircraft Information   |                               |                 |                        |              |              |                    |             |
| Make/Model - GRUMMAN G164B                                   |                               | del - P&WF      |                        |              |              |                    |             |
| Landing Gear - TAILWHEEL-ALL FIXED                           |                               | nes - 1         |                        |              | ll Warning S |                    | NO          |
| Max Gross Wt - 6075  |                               | e - RECIPRO     |                        | URETOR Wea   | ther Radar - | NO NO              |             |
| No. of Seats - 1   | Rated Power                   | - 600           | HP                     |              |              |                    |             |
| Environment/Operations Information                           |                               |                 |                        |              |              |                    |             |
| Weather Data   | Itinerary                     |                 |                        |              | Proximity    |                    |             |
| . Wx Briefing - NO RECORD OF BRIEFING                        |                               |                 |                        | OFF A        | IRPORT/STRIP | )                  |             |
| Method - N/A   | MARVELL,AR                    | ?               |                        |              |              |                    |             |
| Completeness - N/A   | Destination                   |                 |                        | Airport 1    | Data         |                    |             |
| Basic Weather - VMC  | LOCAL                         |                 |                        |              |              |                    |             |
| Wind Dir/Speed- UNK/NR                                       | 4                             |                 |                        |              |              | N/A                |             |
| Visibility - UNK/NR  | ATC/Airspace                  |                 |                        |              | / Lth/Wid -  |                    |             |
| Cloud Conditions(1st) - UNK/NR                               |                               | ht Plan - NON   |                        |              | y Surface -  |                    |             |
| Cloud Conditions(2nd) - UNK/NR                               |                               | rance - NON     |                        | Runwa        | y Status -   | N/A                |             |
| Obstructions to Vision- NONE Precipitation - UNK/NR          | Type Approac                  | h Flown - NON   | 16                     |              |              |                    |             |
| Condition of Light - DAYLIGHT                                |                               |                 |                        |              |              |                    |             |
|  |                               |                 |                        |              |              |                    |             |
| Personnel Information  |                               |                 |                        |              |              |                    |             |
| Pilot-In-Command   | Age - UNK/NR                  |                 | ical Certifi           |              |              |                    |             |
| Certificate(s)/Rating(s)                                     | Biennial Flight Re            |                 |                        | ight Time (I |              |                    | INIIZ /NID  |
| UNK/NR   | Current<br>Months Since       | - UNK/NR        | Total -<br>Make/Model- | UNK/NK       | Last 24      | Hrs - I            |             |
|  | Months Since<br>Aircraft Type |                 | Instrument-            |              |              | Days- (<br>Days- ( |             |
|  | An craft Type                 |                 | Multi-Eng -            | •            | Last 90      | , Days - 1         | JININ/ ININ |
|  |                               |                 | 3                      | ·            |              |                    |             |
| Instrument Rating(s) - UNK/NR                                |                               |                 |                        |              |              |                    |             |
| Narrative  |                               |                 |                        |              |              |                    |             |
| RING AN AERIAL APPLICATION PROCESS THE PILO                  | T ALLOWED THE ATROS           | AFT TO COLLE    | E WITH A PT            | CELEVY TH    | FATRCRAFT    |                    |             |
| S DESTROYED AND THERE WERE NO INJURIES TO T                  |                               | .a. , TO COLLIE | E WITH A KI            | OL LLV1. 111 | - AIRORAI I  |                    |             |
| NITO THERE WERE NO INCONTED TO THE                           |                               |                 |                        |              |              |                    |             |

File No. - 1236 5/11/82 MARVELL, AR A/C Reg. No. N6625K Time (Lc1) - 0630 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
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

| Make/Model - GRUMMAN G-164A   | O O O Installed/Acti l Warning Syst her Radar - NO Proximity PORT              | Ainor Noi<br>O O (<br>ivated - NO<br>tem - NO |
|---|--|---|
| Type of Operation -CROP CONTROL RELATED FLIGHT Fire Crew O Flight Conducted Under -14 CFR 137 NONE Pass O Accident Occurred During -LANDING  -Aircraft Information Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-1340-AN1 ELT Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stal Max Gross Wt - 6075 Engine Type - RECIPROCATING-CARBURETOR Weat No. of Seats - 1 Rated Power - 600 HP  -Environment/Operations Information Weather Data Itinerary Airport Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIR Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport D Basic Weather - VMC LOCAL MYHAND Wind Dir/Speed- 180/005 KTS Runway Visibility - 12.0 SM ATC/Airspace Runway Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - UNK/NR Precipitation - NONE  | Serious M 0 0 Installed/Acti l Warning Syst her Radar - NC Proximity PORT Data | Ainor Noi<br>O O (<br>ivated - NO<br>tem - NO |
| Type of Operation -CROP CONTROL RELATED FLIGHT Fire Crew O Flight Conducted Under -14 CFR 137 NONE Pass O Accident Occurred During -LANDING Aircraft Information Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-1340-AN1 ELT Number Engines - 1 Stal Engine Type - RECIPROCATING-CARBURETOR Weat No. of Seats - 1 Rated Power - 600 HP Environment/Operations Information Weather Data Itinerary Airport ON AIR Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport D Basic Weather - VMC LOCAL MYHAND Wind Dir/Speed- 180/005 KTS Runway Visibility - 12.0 SM ATC/Airspace Runway Cloud Conditions(1st) - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE  | O O O Installed/Acti l Warning Syst her Radar - No Proximity PORT Data         | 0<br>0 (                                      |
| Accident Occurred During -LANDING Aircraft Information Make/Model - GRUMMAN G-164A  | Installed/Acti l Warning Syst her Radar - NC Proximity PORT                    | ivated - NO tem - NO                          |
| Make/Model - GRUMMAN G-164A   | 1 Warning Syst ther Radar - No Proximity PORT that I Ident - 18                | tem - NO                                      |
| Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 6075  No. of Seats - 1  Environment/Operations Information Weather Data  We Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 180/005 KTS  Visibility - 12.0 SM  Cloud Conditions(1st) - NONE  Obstructions to Vision- NONE  Number Engines - 1  Stal  Engine Type - RECIPROCATING-CARBURETOR Weather and the second of | 1 Warning Syst ther Radar - No Proximity PORT that I Ident - 18                | tem - NO                                      |
| Max Gross Wt - 6075 No. of Seats - 1  Engine Type - RECIPROCATING-CARBURETOR Weat Rated Power - 600 HP  | Proximity PORT  Ident - 18   | 3   |
| Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 12.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE  Itinerary Last Departure Point ON AIR  Destination LOCAL MYHAND Airport D Destination LOCAL MYHAND ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - UNK/NR   | PORT<br>Data<br>Vident - 18  |   |
| Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIR  Method - N/A SAME AS ACC/INC  Completeness - N/A Destination Airport D.  Basic Weather - VMC LOCAL MYHAND  Wind Dir/Speed- 180/005 KTS Visibility - 12.0 SM ATC/Airspace Runway  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway  Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway  Obstructions to Vision- NONE Type Approach Flown - UNK/NR  Precipitation - NONE   | PORT<br>Data<br>Vident - 18  |   |
| Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 180/005 KTS  Visibility - 12.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  ATC/Airspace  Type of Flight Plan - NONE  Type of Clearance - NONE  Type of Clearance - NONE  Type Approach Flown - UNK/NR  | eata<br>1<br>1 Ident - 18  |   |
| Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 180/005 KTS  Visibility - 12.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  ATC/Airspace  Type of Flight Plan - NONE  Type of Clearance - NONE  Type of Clearance - NONE  Type Approach Flown - UNK/NR  | )<br>/ Ident - 18  |   |
| Basic Weather - VMC LOCAL MYHAND Wind Dir/Speed- 180/005 KTS Runway Visibility - 12.0 SM ATC/Airspace Runway Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE   | )<br>/ Ident - 18  |   |
| Wind Dir/Speed- 180/005 KTS  Visibility - 12.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation  ATC/Airspace  Type of Flight Plan - NONE  Type of Clearance - NONE  Type Approach Flown - UNK/NR  | Ident - 18   |   |
| Visibility - 12.0 SM ATC/Airspace Runway Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE   |  |   |
| Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE  | rith/wid - 2   | 7/()()/ 18()                                  |
| Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE   |  |   |
| Obstructions to Vision- NONE Type Approach Flown - UNK/NR Precipitation - NONE  | <sup>,</sup> Surface <i>-</i> GR<br><sup>,</sup> Status <i>-</i> RC            |   |
| Precipitation - NONE  | Status - Ru  | JUGH  |
|   |  |   |
| Condition of Eight - BATEIGHT   |  |   |
| -Personnel Information  |  |   |
| Pilot-In-Command Age - 53 Medical Certificate - VALID   |  | ERS/LIMIT                                     |
| Certificate(s)/Rating(s) Biennial Flight Review Flight Time (H  |  |   |
| COMMERCIAL Current - YES Total - 7000<br>SE LAND,ME LAND Months Since - 5 Make/Model- 2500  |  |   |
| SE LAND, ME LAND MONTHS SINCE - 5 MAKE/MODE! - 2500  Aircraft Type - UNK/NR Instrument - 50   | Last 90 Da   |   |
| Multi-Eng - 75  | Last 90 Da   | ays- 30                                       |
| Instrument Rating(s) - AIRPLANE   |  |   |
|   |  |   |
| ING LANDING THE RIGHT MAIN LANDING GEAR DROPPED INTO A DITCH ALONGSIDE THE RUNWAY AND THE AIRCRAF   | T NOSED OVER.  |   |

5/19/82 File No. - 1207 PINE BLUFF, AR A/C Reg. No. N9825 Time (Lc1) - 1400 CDT Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - DITCH 2. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

| File No 1205 5/20/82 KNOBE                                 | L,AR A/C                  | Reg. No. N4439J                                   | Т           | ime (Lc1) -  | 0745 CDT  |      |
|--|---------------------------|---|-------------|--------------|-----------|------|
| -Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION) Aircr         | aft Damage  |             | Injur        | ies       |      |
|  | SUBS                      | TANTIAL   | Fatal       |              | Minor     | None |
| Type of Operation -APPLYING SEE                            | DS, CHEMICALS, ETC Fire   | Cre   | w O         | 0            | 0         | 1    |
| Flight Conducted Under -14 CFR 137                         | NONE                      | Pas   | s 0         | 0            | 0         | 0    |
| Accident Occurred During -MANEUVERING                      |                           |   |             |              |           |      |
| -Aircraft Information                                      |                           |   |             |              |           |      |
| Make/Model - CESSNA T188C                                  | Eng Make/Model -          | CONTINENTAL TSI0-52                               |             |              |           |      |
| Landing Gear - TAILWHEEL-ALL FIXED                         | Number Engines -          |   | Stal        | 1 Warning Sy | ystem - Y | ES   |
| Max Gross Wt - 4400  | Engine Type -             | RECIP - FUEL INJECT                               | ED Weat     | her Radar -  | NO        |      |
| No. of Seats - 1   | Rated Power -             | 310 HP  |             |              |           |      |
| -Environment/Operations Information                        |                           |   |             |              |           |      |
| Weather Data   | Itinerary                 |   | Airport     | Proximity    |           |      |
| Wx Briefing - NO RECORD OF BRIEFING                        |                           | nt  | OFF AI      | RPORT/STRIP  |           |      |
| Method - N/A   | SAME AS ACC/INC           |   |             |              |           |      |
| Completeness - N/A   | Destination               |   | Airport D   | ata          |           |      |
| Basic Weather - VMC  | LOCAL                     |   |             |              |           |      |
| Wind Dir/Speed- 210/002 KTS                                |                           |   |             | Ident -      |           |      |
| Visibility - 16.0 SM                                       | ATC/Airspace              |   |             | Lth/Wid -    |           |      |
| Cloud Conditions(1st) - NONE                               | Type of Flight Pla        |   |             | Surface -    |           |      |
| Cloud Conditions(2nd) - NONE                               | Type of Clearance         |   | Runway      | Status -     | N/A       |      |
| Obstructions to Vision- NONE                               | Type Approach Flow        | n - NONE  |             |              |           |      |
| Precipitation - NONE                                       |                           |   |             |              |           |      |
| Condition of Light - DAYLIGHT                              |                           |   |             |              |           |      |
| -Personnel Information                                     |                           |   |             |              |           |      |
| Pilot-In-Command   | Age - 25                  | Medical Certific                                  |             |              | [VERS/LIM | ΙT   |
| Certificate(s)/Rating(s)                                   | Biennial Flight Review    | Fli   | ght Time (H |              |           |      |
| COMMERCIAL   | Current - YES             | Medical Certific<br>Fli<br>Total -<br>Make/Model- | 451         | Last 24      | Hrs -     |      |
| SE LAND  |                           | Make/Model-                                       | 62          | Last 30      | Days- UN  | K/NR |
|  | Aircraft Type - UNK/      |   | UNK/NR      | Last 90      | Days-     | 100  |
|  |                           | Multi-Eng ~                                       | UNK/NR      | Rotorcra     | aft - UN  | K/NR |
| Instrument Rating(s) - NONE                                |                           |   |             |              |           |      |
| -Narrative   |                           |   |             |              |           |      |
| PILOT STATED THAT DURING HIS SWATH RUN TH                  | E ENGINE SEEMED TO HESITA | TE. WHILE CHECKING                                | THE ENGINE  | THE PILOT CO | DLLIDED   |      |
| H A LEVEE AND THE LANDING GEAR SEPARATED F                 |                           |   |             |              |           |      |
|  |                           |   |             |              |           |      |
| LD.  |                           |   |             |              |           |      |

File No. - 1205 5/20/82 KNOBEL, AR A/C Reg. No. N4439J Time (Lc1) - 0745 CDT IN FLIGHT COLLISION WITH TERRAIN Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. TERRAIN CONDITION - DIRT BANK 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 3. LANDING GEAR - OVERLOAD 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) 2

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

| Type Operating Certificate-NONE (GENER                            | AL AVIATION)                  |                                 |           |            | Injur                         |          |               |
|---|-------------------------------|---------------------------------|-----------|------------|-------------------------------|----------|---------------|
| T   |                               | SUBSTANTIAL                     |           | Fatal      | Serious                       | Minor    | None          |
| Type of Operation -APPLYING SE Flight Conducted Under -14 CFR 137 | EDS, CHEMICALS, ETC           | Fire                            | Crew      | 0<br>0     | 0                             | 0        | 1             |
| Accident Occurred During -MANEUVERING                             |                               | NOINE                           | rass      | O          | O                             | O        | Ü             |
| Aircraft Information  |                               |                                 |           |            |                               |          |               |
| Make/Model - BELL 47D-1   |                               | del - FRANKLIN 6V4              |           | ELT 1      | [nstalled/A                   | ctivated | - NO -N       |
| Landing Gear - SKID   |                               | nes - 1                         |           |            | l Warning S                   |          | <b>N</b> D    |
| Max Gross Wt - 2850   |                               | - RECIPROCATING                 | -CARBURE  | IOR Weatr  | ner Radar -                   | NO       |               |
| No. of Seats - 3  | Rated Power                   | - 210 HP                        |           |            |                               |          |               |
| Environment/Operations Information                                | T 4 5                         |                                 |           | 4:mm==4 5  |                               |          |               |
| Weather Data .Wx Briefing - NO RECORD OF BRIEFIN                  | Itinerary<br>G Last Departu   | ino Doint                       |           |            | Proximity<br>RPORT/STRIP      |          |               |
| Method - N/A  | SAME AS AC                    |                                 |           | OFF AIR    | RPURI/SIRIP                   |          |               |
| Completeness - N/A  | Destination                   | 70, 1140                        |           | Airport Da | ata                           |          |               |
| Basic Weather - VMC   | LOCAL                         |                                 |           |            | _                             |          |               |
| Wind Dir/Speed- UNK/NR  |                               |                                 |           |            | Ident -                       |          |               |
| Visibility - UNK/NR   | ATC/Airspace                  |                                 |           |            | Lth/Wid -                     |          |               |
| Cloud Conditions(1st) - NONE                                      | Type of Flig                  |                                 |           |            | Surface -                     |          |               |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE      |                               | rance - NONE<br>ch Flown - NONE |           | Runway     | Status -                      | N/A      |               |
| Precipitation - NONE  | Type Approac                  | IN FIOWN - NUME                 |           |            |                               |          |               |
| Condition of Light - DAYLIGHT                                     |                               |                                 |           |            |                               |          |               |
| Personnel Information   |                               |                                 |           |            |                               |          |               |
| Pilot-In-Command  | Age - 26                      | Medical Ce<br>eview             | rtificat  | e - VALID  | MEDICAL-WA                    | IVERS/LI | MIT           |
| Certificate(s)/Rating(s)  |                               | eview                           | Fligh     | t Time (Ho | ours)                         |          | _             |
| COMMERCIAL  | Current                       | - UNK/NR Total                  | - ·       | 938        | Last 24<br>Last 30<br>Last 90 | Hrs -    | 6<br>\\\ /\\D |
| SE LAND<br>HELICOPTER   | Months Since<br>Aircraft Type | - UNK/NR Make/N                 | mont-     | 633<br>10  | Last 30                       | Days- U  | 72            |
| HELICOPTER  | Afficiant Type                | Multi-                          | Fna -     | 5          | Rotoror                       | aft -    | 635           |
|   |                               | Marti                           | Ling      | Ü          | 1,010,0                       | <u> </u> | 000           |
| Instrument Rating(s) - NONE                                       |                               |                                 |           |            |                               |          |               |
| Narrative   |                               |                                 |           |            |                               |          |               |
| NATTATIVE<br>NG AN AGRICULTURAL SPRAYING OPERATION TH             | E DILOT TUDNED DOWN           | THE TATE DO                     | TOP STOLL | CK A RICE  | DIKE THE                      |          |               |
| T LOST CONTROL AND THE AIRCRAFT LANDED H                          |                               |                                 |           |            |                               |          |               |

5/20/82 HARRISBURG, AR File No. - 1206 A/C Reg. No. N93067 Time (Lc1) - 0800 CDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. TERRAIN CONDITION - DIRT BANK 2. MANEUVER - MISJUDGED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLARE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #5 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. ROTOR SYSTEM, MAIN ROTOR BLADE - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

| Basic Information Type Operating Certificate-NONE (GENERAL  |  |                              |   |   |                               |                |
|---|--|------------------------------|---|---|-------------------------------|----------------|
| Type of Operation -CROP CONTROL R Flight Conducted Under -14 CFR 137  | DEST<br>ELATED FLIGHT Fire   | aft Damage<br>ROYED<br>ROUND | Fatal<br>Crew O<br>Pass O                         | Injur<br>Serious<br>O<br>O                  | ies<br>Minor<br>O             | None<br>1<br>0 |
| Accident Occurred During -TAKEOFF   |  |                              |   |   |                               |                |
| Aircraft Information Make/Model - BELL 47D1 Landing Gear - SKID Max Gross Wt - 2200 No. of Seats - 3  | Eng Make/Model -<br>Number Engines -<br>Engine Type -<br>Rated Power -   | 1                            | Stal  | Installed/Ad<br>1 Warning Sy<br>her Radar - | ystem - N                     |                |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Poi SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Pla Type of Clearance Type Approach Flow | n - NONE<br>- NONE           | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway | Ident -<br>Lth/Wid -<br>Surface -           |                               |                |
|   | ge - 44<br>iennial Flight Review<br>Current - YES<br>Months Since - 7<br>Aircraft Type - UNK/  | Total<br>Make/Mode           | nt- 200   | ours)                                       | Hrs - Ul<br>Days- Ul<br>Days- | NK/NR<br>NK/NR |

File No. - 1375 5/25/82 JONESBORO, AR A/C Reg. No. N6851 Time (Lc1) - 1300 CDT IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND 5. TERRAIN CONDITION - CROP 6. RUN ON LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF Finding(s) 7. SPRAY/DUSTING EQUIPMENT - OVERLOAD ----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) 5

| Basic Information Type Operating Certificate-NONE (GENERA             | L AVIATION) /                           | ircraft Damag             |                                |                          | Iniu                    | ries                |          |
|---|---|---------------------------|--------------------------------|--------------------------|-------------------------|---------------------|----------|
| Type operating certificate None (GENERA                               |   | DESTROYED                 | Injuries<br>Fatal Serious Mine |                          |                         | nor None            |          |
| Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137    | RELATED FLIGHT F                        | ire                       | Crew                           | -                        | 0                       | 0                   | 1        |
| Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF  |   | ON GROUND                 | Pass                           | 0                        | 0                       | 0 -                 | 0        |
| Aircraft Information  |   |                           |                                |                          |                         |                     |          |
| Make/Model - AERO COMMANDER S2R<br>Landing Gear - TAILWHEEL-ALL FIXED |   | e] - P & W R-1:<br>es - 1 |                                |                          | Installed/<br>l Warning |                     |          |
| Max Gross Wt - 6000   |   | - RECIPROCA               |                                |                          |                         |                     | INN/ INN |
| No. of Seats - 1  | Rated Power                             |                           |                                |                          |                         |                     |          |
| Environment/Operations Information                                    |   |                           |                                |                          |                         |                     |          |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING                      | Itinerary                               | Daint                     |                                |                          | Proximity               | <b>D</b>            |          |
| Method - N/A  | Last Departure<br>SAME AS ACC           |                           |                                | UFF AI                   | RPORT/STRI              | Ρ                   |          |
| Completeness - N/A  | Destination                             | TNC                       |                                | Airport D                | ata                     |                     |          |
| Basic Weather - VMC   | LOCAL                                   |                           |                                | ,,,,,po,,,,              |                         |                     |          |
| Wind Dir/Speed- 190/010 KTS   |   |                           |                                |                          |                         | - UNK/NR            |          |
| Visibility - 9.0 SM   | ATC/Airspace                            |                           |                                |                          | Lth/Wid                 |                     |          |
| Cloud Conditions(1st) - NONE<br>Cloud Conditions(2nd) - NONE          | Type of Flight<br>Type of Cleara        |                           |                                |                          | Surface<br>Status       | - GRASS/IU<br>- DRY | RF.      |
| Obstructions to Vision- NONE  | Type Approach                           |                           |                                | Rullway                  | Status                  | UKI                 |          |
| Precipitation - NONE  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                           |                                |                          |                         |                     |          |
| Condition of Light - DAYLIGHT   |   |                           |                                |                          |                         |                     |          |
| Personnel Information   | 4                                       | <b>.</b>                  | 1 0 1 1 6 1                    |                          | MEDICAL                 | O MATUEDS /         |          |
| Pilot-In-Command Certificate(s)/Rating(s)                             | Age - 29<br>Biennial Flight Revi        |                           | l Certifica                    | te - VALID<br>nt Time (H |                         | O WAIVERS/          | LIMII    |
| COMMERCIAL  | Cunnent -                               | VES TO                    | tal -                          |                          |                         | 4 Hrs -             | 10       |
| SE LAND, ME LAND  | Months Since -                          | 17 Mal                    | ke/Model-                      |                          |                         | O Days- UN          |          |
|   | Aircraft Type -                         | UNK/NR In:                | strument-<br>lti-Eng -         |                          | Last 9                  | Days-               | 150      |
| Instrument Rating(s) - AIRPLANE                                       |   |                           |                                |                          |                         |                     |          |
| Narrative   |   |                           |                                |                          |                         |                     |          |
| AIRCRAFT DEPARTED FROM A SOFT PRIVATE AG                              | STRIP WITH A HEAVY LO                   | AD AND WOULD I            | NOT CLIMB H                    | IGH ENOUGH               | TO GET AB               | DVE                 |          |
| T IN A FIELD OFF THE END OF THE RUNWAY. T                             |   |                           |                                |                          |                         |                     |          |

File No. - 1377

5/30/82

LAKE CITY, AR

A/C Reg. No. N5522X

Time (Lc1) - 1430 CDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT OBTAINED PILOT IN COMMAND
- 4. TERRAIN CONDITION CROP

----Probable Cause----

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

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

| File No 1396 6/01/82 CLARKS   | SVILLE, AR   | A/C Reg.  | No. N67650   | T   | ime (Lc1)   | - 1240 CDT           |           |
|---|--|---|--|---|---|----------------------|-----------|
| Basic Information Type Operating Certificate-NONE (GENERAL  | _ AVIATION)  | Aircraft [<br>SUBSTANT]   |  | Fatal   |   | ries<br>Minor        | None      |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE  |  | Fire<br>NONE  | Cre<br>Pas   | -   | 0   | 0                    | 1<br>O    |
| Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 No. of Seats - 2   |  | gines - 1<br>pe - RECIF   | ING 0-235-L2C<br>ROCATING-CARBU  | Stal  | 1 Warning   | 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- 135/008 KTS Visibility - 25.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT                                       | Type of Cl   | LLE,AR  | IONE   | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway                     | / Ident<br>/ Lth/Wid<br>/ Surface                           | - UNK/NR<br>- UNK/NR | RF        |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   | Age - 72<br>Biennial Flight  <br>Current<br>Months Since<br>Aircraft Type                        | Review<br>- YES<br>- 5  | Total -<br>Make/Model-   | ght Time (F<br>231<br>77  | lours)<br>Last 2<br>Last 3                                  | 4 Hrs -              | 3<br>K/NR |
| Instrument Rating(s) - NONE   |  |   |  |   |   |                      |           |
| THE PILOT REPORTED THAT AFTER LANDING AT OZARI FUEL AT CLARKSVILLE, AR, A DISTANCE OF ABOUT LEVELED AT ABOUT 600 FT, AND REDUCED POWER IN LOCATING CLARKSVILLE AND THE AIRPORT ON THE SIFULL POWER WAS APPLIED, BUT THE SINK CONTINUEL PILOT HAD NOT SEEN PRIOR TO IMPACT. AFTER HIT WHERE THE NOSE GEAR SHEARED OFF. THE PILOT STATERAIN AND IN ITS ASSOCIATED TURBULENCE. | 15 MILES. AFTER T<br>ORDER TO REDUCE<br>ECTIONAL CHART.<br>D. SUBSEQUENTLY,<br>FING THE LINES, A | AKEOFF, HE EN<br>THE BOUNCING.<br>AS HE WAS DOI<br>THE AIRCRAFT<br>FORCED LANDI | ICOUNTERED MODE<br>HE THEN PREOC<br>ING THIS, HE FE<br>STRUCK TRANSMI<br>ING WAS MADE ON | RATE TURBUL<br>CUPIED HIMS<br>LT THE AIRC<br>SSION LINES<br>A HIGHWAY | LENCE,<br>SELF WITH<br>CRAFT SINK.<br>S WHICH THE<br>MEDIAN |                      |           |

| File No 139  | 6 6/01/82   | CLARKSVILLE, AR                                 | A/C Reg. No. N67650               | Time (Lc1) - 1240 CDT |
|--|---|---|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation  |   | ION WITH OBJECT                                 |                                   |                       |
| <ol> <li>IMPROPER USE</li> <li>OBJECT - WIRE,TR</li> <li>VISUAL LOOKOUT</li> </ol> | N - DOWNDRAFT N - MOUNTAINOUS/H MAINTAINED - PIL OF EQUIPMENT/AIR ANSMISSION - INADEQUATE - P | ILLY<br>OT IN COMMAND<br>CRAFT,LACK OF FAMILIAR | RITY WITH GEOGRAPHIC AREA - PILOT | IN COMMAND            |
| Occurrence #2<br>Phase of Operation  | FORCED LANDING<br>LANDING - FLARE/  |   |                                   |                       |
| Occurrence #3<br>Phase of Operation  | NOSE GEAR COLLAP<br>LANDING - ROLL  | SED   |                                   |                       |
| Finding(s) 9. LANDING GEAR,NOS   |   |   |                                   |                       |
| Probable Cause   |   |   |                                   |                       |
| The National Transporis/are finding(s) 4,7   |   | rd determines that the                          | Probable Cause(s) of this accid   | ent                   |

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

| Type Operating Certificate-NONE (GENER               |                        | Aircraft D     | amage                                    |              | Injur             | ·ies       |   |
|--|------------------------|----------------|--|--------------|-------------------|------------|---|
|  | THE ATTAILENT,         | DESTROYED      |  | Fatal        | -                 | Minor      | None                                    |
| Type of Operation -BUSINESS                          |                        | Fire           | Crew                                     | 0            | 0                 | 0          | 1                                       |
| Flight Conducted Under -14 CFR 91                    |                        | NONE           | Pass                                     | 0            | 0                 | 0          | 2                                       |
| Accident Occurred During -TAKEOFF                    |                        |                |  |              |                   |            |   |
| ircraft Information                                  |                        |                |  |              |                   |            |   |
| Make/Model - BEECH C23                               |                        |                | IING 0-320-A2G                           |              |                   |            |   |
| Landing Gear - TRICYCLE-FIXED                        |                        |                |  |              | 1 Warning S       |            | NK/NR                                   |
| Max Gross Wt - 2450                                  | Engine T               | ype - RECIP    | ROCATING-CARBURE                         | TOR Weat     | her Radar -       | · NO       |   |
| No. of Seats - 4                                     | Rated Po               | wer - 18       | O HP                                     |              |                   |            |   |
| nvironment/Operations Information                    |                        |                |  |              |                   |            |   |
| leather Data   | Itinerary              |                |  |              | Proximity         |            |   |
| Wx Briefing - NO RECORD OF BRIEFI                    |                        | rture Point    |  | ON AIR       | STRIP             |            |   |
| Method - N/A   |                        | ACC/INC        |  |              | - • -             |            |   |
| Completeness - N/A<br>Basic Weather - VMC            | Destination            |                |  | Airport D    | ata<br>E AG STRIP |            |   |
| Wind Dir/Speed- 225/010 KTS                          | PALISTI                | NE, AK         |  |              | Ident -           | - 10       |   |
| Visibility - UNK/NR                                  | ATC/Airspace           | _              |  |              | Lth/Wid -         |            | NK/NR                                   |
| Cloud Conditions(1st) - UNK/NR                       |                        | light Plan - N | IONE                                     |              | Surface -         |            | , |
| Cloud Conditions(2nd) - UNK/NR                       |                        | learance - N   |  |              | Status -          |            |   |
| Obstructions to Vision- UNK/NR                       | Type Appr              | oach Flown - N | ONE                                      |              |                   |            |   |
| Precipitation - NONE                                 |                        |                |  |              |                   |            |   |
| Condition of Light - DAYLIGHT                        |                        |                |  |              |                   |            |   |
| Personnel Information                                |                        |                |  |              |                   |            |   |
| Pilot-In-Command                                     | Age - 34               |                | dical Certificat                         |              |                   | ) WAIVERS/ | LIMIT                                   |
| Certificate(s)/Rating(s)                             | Biennial Flight        |                | Fligh                                    | nt Time (H   | lours)            | 4 11       | 4                                       |
| PRIVATE<br>SE LAND                                   | Current<br>Months Sinc | - YES          | Total -<br>Make/Model- UN<br>Instrument- | 69<br>IV /ND | Last 24           | ) Dave- UN | 4<br>IV / NID                           |
| SE LAND  |                        | pe - UNK/NR    | Instrument-                              | 1            | Last 30           | ) Days- UN | 4                                       |
|  | AllClait Ty            | DE ONK/ NK     | Tris traillerit                          | •            | Last 50           | , bays     | 7                                       |
| Instrument Rating(s) - NONE                          |                        |                |  |              |                   |            |   |
|  |                        |                |  |              |                   |            |   |
| narrative<br>NG A SHORT FIELD TAKEOFF THE PILOT ABRU | DTIV DATCED THE NO     | CE OF THE ATOC | DAET THE ATROPA                          | ET DDIETE    | ים דה דאב פי      | I CHT      |   |

| File No 12   | 14 6/07/82          | BRINKLEY, AR                            | A/C Reg. No. N38413                | Time (Lc1) - 1500 CDT |
|--|---------------------|---|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                |                     |   |                                    |                       |
| Finding(s)  1. AIRCRAFT PERFOR  2. FLIGHT CONTROLS |                     | SILITY - EXCEEDED<br>- PILOT IN COMMAND |                                    |                       |
| Occurrence #2<br>Phase of Operation                |                     | ON WITH TERRAIN                         |                                    |                       |
| Finding(s) 3. TERRAIN CONDITI                      |                     |   |                                    |                       |
| Occurrence #3<br>Phase of Operation                |                     |   |                                    |                       |
| Probable Cause                                     |                     |   |                                    |                       |
| The National Transpois/are finding(s) 1,           | -                   | rd determines that th                   | ne Probable Cause(s) of this accid | dent                  |
| Factor(s) relating t                               | o this accident is/ | are finding(s) 3                        |                                    |                       |

|  | St<br>RBURETOR We<br>Airpor<br>OFF<br>Airport<br>Runw<br>Runw | Serious 0 0  | Activated System - 1 - NO   | UNK/NR   |
|--|---|--|---|--|
| UND P W R-1340 CCIPROCATING-CAR 600 HP | Crew O Pass O  EL St RBURETOR We  Airport  Airport  Runw Runw | O O O O O O O O O O O O O O O O O O O  | Activated System - 1 - NO   | 1<br>O<br><br>- NO -N,<br>UNK/NR   |
| CIPROCATING-CAR<br>600 HP              | St<br>RBURETOR We<br>Airpor<br>OFF<br>Airport<br>Runw<br>Runw | all Warning eather Radar  The Proximity AIRPORT/STRI  Data  Vay Ident                              | System - 6<br>- NO<br><br>IP<br>- O9  | UNK/NR   |
| CIPROCATING-CAR<br>600 HP              | St<br>RBURETOR We<br>Airpor<br>OFF<br>Airport<br>Runw<br>Runw | all Warning eather Radar  The Proximity AIRPORT/STRI  Data  Vay Ident                              | System - 6<br>- NO<br><br>IP<br>- O9  | UNK/NR   |
|  | OFF<br>Airport<br>Runw<br>Runw                                | AIRPORT/STRI<br>Data<br>vay Ident  | - O <b>9</b>  |  |
|  | OFF<br>Airport<br>Runw<br>Runw                                | AIRPORT/STRI<br>Data<br>vay Ident  | - O <b>9</b>  |  |
| - NONE                                 | Runw<br>Runw  | ay Ident   |   |  |
| - NONE                                 | Runw  |  |   |  |
| - NONE<br>- NONE                       |   | vay Lth/Wid<br>vay Surface<br>vay Status   | - GRASS/TI<br>- DRY   |  |
|  |   |  |   |  |
|  |   |  | WAIVERS/LI  | MIT  |
| Total<br>Make/Model<br>Instrument      | - 1355<br>- 278<br>:- 16                                      | Last 2<br>Last 3   | 30 Days- U  | NK/NR  |
|  |   |  |   |  |
|  | F<br>Total<br>Make/Model<br>Instrument<br>Multi-Eng           | Flight Time Total - 1355 Make/Model- 278 Instrument- 16 Multi-Eng - 89  F FUEL. THE AIRCRAFT WOULD | Flight Time (Hours) Total - 1355 Last : Make/Model- 278 Last : Instrument- 16 Last : Multi-Eng - 89 | Total - 1355 Last 24 Hrs - U<br>Make/Model - 278 Last 30 Days - U<br>Instrument - 16 Last 90 Days -<br>Multi-Eng - 89<br>F FUEL. THE AIRCRAFT WOULD NOT CLIMB OUT OF |

| File No 12                              | 15 6/08/82 BO                                | NO,AR            | A/C Reg.          | No. N8105K       | Time (Lc1) - | 1400 CDT |
|---|--|------------------|-------------------|------------------|--------------|----------|
|   | LOSS OF CONTROL - IN<br>TAKEOFF - INITIAL CL |                  |                   |                  |              |          |
| Finding(s) 1. UNDETERMINED              |  |                  |                   |                  |              |          |
| Occurrence #2 Phase of Operation        | FORCED LANDING<br>LANDING - FLARE/TOUC       |                  |                   |                  |              |          |
|   | IN FLIGHT COLLISION<br>LANDING - FLARE/TOUC  |                  |                   |                  |              |          |
| Finding(s) 2. TERRAIN CONDITI           |  |                  |                   |                  |              |          |
| Occurrence #4<br>Phase of Operation     | NOSE OVER<br>LANDING - FLARE/TOUC            |                  |                   |                  |              |          |
| Probable Cause                          |  |                  |                   |                  |              |          |
| The National Transpois/are finding(s) 1 | rtation Safety Board d                       | etermines that t | he Probable Cause | (s) of this acci | dent         |          |
| Factor(s) relating t                    | o this accident is/are                       | finding(s) 2     |                   |                  |              |          |

|  |  |  |                     | ,                        |                    |  |                |
|--|--|--|---------------------|--------------------------|--------------------|--|----------------|
| Type Operating Certificate-NONE (GENER   | AL AVIATION)                             | Aircraft Damage<br>SUBSTANTIAL                         | •                   | Fatal                    | Inj<br>Serious     | uries<br>Minor                         | None           |
| Type of Operation -CROP CONTRO Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF  | L RELATED FLIGHT                         |  | Crew<br>Pass        | 0                        | 0                  | 0                                      | 1              |
| -Aircraft Information<br>Make/Model - WEATHERLY 201C<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - UNK/NR<br>No. of Seats - 1  | Number Eng                               | Model - P&W R-985<br>gines - 1<br>De - RECIPROCAT      |                     | ELT<br>Stal              | Installed          | /Activated                             |                |
| Environment/Operations Information   |  |  |                     |                          |                    |  |                |
| Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A   | Itinerary<br>G Last Depart<br>SAME AS A  |  |                     | Airport<br>ON AIR        | Proximity<br>STRIP |  |                |
| Completeness - N/A   | Destination                              |  |                     | Airport D                |                    |  |                |
| Basic Weather - VMC  | LOCAL                                    |  |                     |                          | AIRSTRIP           | - 00                                   |                |
| Wind Dir/Speed- UNK/NR Visibility - 5.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT | Type of Cle                              | ight Plan - NONE<br>earance - NONE<br>ach Flown - NONE |                     | Runway<br>Runway         | Surface            | - 09<br>- 2600 -<br>- GRASS/1<br>- DRY |                |
| Personnel Information  |  |  |                     |                          |                    |  |                |
| <pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>  | Age - 52<br>Biennial Flight F            |  | Certifica<br>  Flig | te - VALIC<br>ht Time (H |                    | WAIVERS/LI                             | MIT            |
| COMMERCIAL SE LAND, ME LAND, SE SEA  | Current<br>Months Since<br>Aircraft Type | - YES Tot<br>- 18 Mak<br>- UNK/NR Ins                  | tal -<br>ke/Model-  | 13005                    | Last<br>Last       | 24 Hrs -<br>30 Days-<br>90 Days-       | 6<br>65<br>200 |
| Instrument Rating(s) - NONE  |  |  |                     |                          |                    |  |                |
|  | URING THE TAKEOFF I                      | ROLL. THE PILOT ST                                     | TATED THAT          | THE GEAR F               | AILED AFT          | ER                                     |                |

| File No 1                    | 310 6/14/82         | LAKEWOOD, AR          | A/C Reg. No. N9044W                 | Time (Lc1) - 1715 CDT |  |
|------------------------------|---------------------|-----------------------|-------------------------------------|-----------------------|--|
| Occurrence                   | MAIN GEAR COLLAF    |                       |                                     |                       |  |
| Phase of Operation           | TAKEOFF - GROUND    | RUN                   |                                     |                       |  |
| Finding(s) 1. LANDING GEAR,M | AIN GEAR - FAILURE, | TOTAL                 |                                     |                       |  |
| Probable Cause-              |                     |                       |                                     |                       |  |
| The National Transp          | ortation Safety Boa | ırd determines that t | ne Probable Cause(s) of this accide | nt                    |  |

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

|   | CATON, AZ<br>                 | A/C Reg. No. N49          |              |                 | me (Lc1) -  |         |              |
|---|-------------------------------|---------------------------|--------------|-----------------|-------------|---------|--------------|
| -Basic Information Type Operating Certificate-NONE (GEN   | ERAL AVIATION)                | Aircraft Damage           |              |                 | Injur       |         |              |
| Toronto Constitution APPLYTHO   | 5555 OUENTON 5 570            | SUBSTANTIAL               | 0            | Fatal           |             |         | None         |
| Type of Operation -APPLYING Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING |                               | NONE                      | Crew<br>Pass | 0               | 0           | 0       | 0            |
| -Aircraft Information   |                               |                           |              |                 |             |         |              |
| Make/Model - PIPER 25   |                               | del - LYCOMING 0-54       |              |                 | installed/A |         |              |
| Landing Gear - TAILWHEEL-ALL FIXED  |                               | nes - 1                   |              |                 | Warning S   |         | UNK/NR       |
| Max Gross Wt - 2900   |                               | - RECIPROCATING           | I-CARBURE I  | UR Weatr        | ner Radar - | UNK/NR  |              |
| No. of Seats - 1  | Rated Power                   | - 250 HP                  |              |                 |             |         |              |
| -Environment/Operations Information   |                               |                           |              | • • · · · · · · |             |         |              |
| Weather Data  | Itinerary                     | a Batal                   |              |                 | roximity    | •       |              |
| Wx Briefing - NO RECORD OF BRIEF Method - N/A   | ING Last Departur SAME AS ACC |                           |              | OFF AIR         | RPORT/STRIP | •       |              |
| Completeness - N/A  | Destination                   | Z/ INC                    | ٨            | irport Da       | ata         |         |              |
| Basic Weather - VMC   | LOCAL                         |                           | _            | 111 por c be    |             |         |              |
| Wind Dir/Speed- UNK/NR  | 200///2                       |                           |              | Runway          | Ident -     | UNK/NR  |              |
| Visibility - 60.0 SM  | ATC/Airspace                  |                           |              | Runway          | Lth/Wid -   | UNK/NR  |              |
| Cloud Conditions(1st) - NONE  | Type of Flig                  |                           |              |                 | Surface -   |         |              |
| Cloud Conditions(2nd) - NONE  |                               | rance - NONE              |              | Runway          | Status -    | ROUGH   |              |
| Obstructions to Vision- NONE  | Type Approac                  | n Flown - NONE            |              |                 |             |         |              |
| Precipitation - NONE  |                               |                           |              |                 |             |         |              |
| Condition of Light - DAYLIGHT   |                               |                           |              |                 |             |         |              |
| -Personnel Information Pilot-In-Command   | Age - 31                      | Medical Ce                | ntificato    | VALTO           | MEDICAL -NO | WATVED  | :/I TMTT     |
| Certificate(s)/Rating(s)  | Biennial Flight Re            |                           | Flight       | : Time (Ho      |             | WAIVER. | 3/ [ [ [ ] ] |
| COMMERCIAL  | _                             |                           |              | 885             | Last 24     | Hrs -   | 4            |
| SE LAND   | Months Since                  | - YES Total<br>- 5 Make/N | lode 1 -     | 376             | Last 30     | Days-   | JNK/NR       |
|   | Aircraft Type                 |                           | ıment-       | 50              | Last 90     | Days-   | 66           |
|   |                               | Multi-                    | Eng -        | 1               |             |         |              |
| Instrument Rating(s) - AIRPLANE   |                               |                           |              |                 |             |         |              |
| -Narrative  |                               |                           |              |                 |             |         |              |
| ING AN AERIAL APPLICATION PROCEDURE TUR   | N THE AIRCRAFT'S ENGIN        | QUIT. THE AIRCRAF         | T WAS CRA    | SH LANDE        | IN A FIEL   | D AND   |              |
| SUBSTANTIALLY DAMAGED. EXAMINATION OF   |                               |                           |              |                 |             |         |              |
| TABLESPOON OF FUEL IN THE FUEL SUMP. N  |                               |                           |              |                 |             |         |              |
| •   | •                             |                           |              |                 |             |         |              |

3/27/82 A/C Reg. No. N4929Y Time (Lc1) - 1430 MST File No. - 1272 SACATON.AZ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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| Basic Information<br>Type Operating Certificate-NONE (GENER | AL AVIATION) A                   | inanaft Domago              |          |                         | Injur        | ios       |            |
|---|----------------------------------|-----------------------------|----------|-------------------------|--------------|-----------|------------|
| Type operating certificate-None (GENER                      |                                  | ircraft Damage<br>DESTROYED |          | Fatal                   | Serious      |           | None       |
| Type of Operation -PERSONAL                                 |                                  | ire                         | Crew     | 0                       | 0            | 0         | 1          |
| Flight Conducted Under -14 CFR 91                           |                                  | NONE                        | Pass     | 0                       | 1            | 1         | 0          |
| Accident Occurred During -LANDING                           |                                  |                             |          |                         |              |           |            |
| Aircraft Information  |                                  |                             |          |                         |              |           |            |
| Make/Model - CESSNA 182Q                                    |                                  | 1 - CONTINENTAL C           |          |                         |              |           |            |
| Landing Gear - TRICYCLE-FIXED                               |                                  | s - 1                       |          | Stal                    | 1 Warning S  | ystem - Y | ES         |
| Max Gross Wt - 2800<br>No. of Seats - 4                     | Engine Type<br>Rated Power       | - RECIPROCATING<br>- 265 HP | -CARBURE | TOR Weath               | ner Radar -  | NO        |            |
| No. of Seats - 4  | Rated Power                      | - 265 MP                    |          |                         |              |           |            |
| Environment/Operations Information                          |                                  |                             |          |                         |              |           |            |
| Weather Data  | Itinerary                        |                             |          | •                       | Proximity    |           |            |
| Wx Briefing - NO RECORD OF BRIEFIN                          | ·                                |                             |          | ON AIRE                 | ואטפ         |           |            |
| Method - N/A<br>Completeness - N/A                          | FLAGSTAFF,AZ<br>Destination      |                             |          | Airport Da              | a+a          |           |            |
| Basic Weather - VMC   | LOCAL                            |                             |          |                         | BURBUCHER (  | PRIVATE)  |            |
| Wind Dir/Speed- CALM  | EUCAL                            |                             |          |                         |              | 35        |            |
| Visibility - 50.0 SM  | ATC/Airspace                     |                             |          |                         | Lth/Wid -    | 2100 -U   | NK/NR      |
| Cloud Conditions(1st) - 12000 FT OVE                        |                                  |                             |          |                         | Surface -    |           |            |
| Cloud Conditions(2nd) - NONE                                | Type of Cleara                   |                             |          | Runway                  | Status -     | DRY       |            |
| Obstructions to Vision- NONE                                | Type Approach                    | Flown - NONE                |          |                         |              |           |            |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT       |                                  |                             |          |                         |              |           |            |
| Condition of Eight - DATEIGHT                               |                                  |                             |          |                         |              |           |            |
| Personnel Information                                       |                                  |                             |          |                         |              | ****      | <b>.</b> - |
| <pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>     | Age - 52<br>Biennial Flight Revi |                             |          | e - VALID<br>t Time (Ho | MEDICAL-WA   | IVERS/LIM | 11         |
| PRIVATE   | _                                |                             |          |                         | Last 24      | Hrs -     | 1          |
| SE LAND   | Months Since -                   | 23 Make/M                   | lode 1 - | 34                      | Last 30      | Days- UN  |            |
|   | Aircraft Type -                  |                             |          | 4                       | Last 90      |           | 5          |
|   | <b>71</b>                        | •                           |          |                         |              | ,         |            |
| Instrument Rating(s) - NONE                                 |                                  |                             |          |                         |              |           |            |
| -Narrative  |                                  |                             |          |                         |              |           |            |
| FINAL APPROACH THE PILOT ALLOWED THE AIRC                   | RAFT TO DESCEND INTO B           | USHES AT THE END            | OF THE R | UNWAY. THE              | E PILOT LAN  | DED       |            |
| D. THE NOSE WHEEL COLLAPSED AND THE AIRCR                   |                                  |                             |          |                         | <del>-</del> | =         |            |

5/16/82 CAMP VERDE, AZ File No. - 1250 A/C Reg. No. N96732 Time (Lc1) - 1200 MST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

| File No 1270 4/10/82 LAK   | E HUGHES,CA A/C Reg             | . No. N70939        | Tir       | me (Lc1) - | 2245 PS | ST       |
|--|---------------------------------|---------------------|-----------|------------|---------|----------|
| Basic Information Type Operating Certificate-NONE (GENE            |                                 |                     |           | Injur      | ies     |          |
|  | DESTROYE                        | D                   | Fatal     | Serious    | Minor   | None     |
| Type of Operation -OTHER   | Fire                            | Crew                | 1         | 0          | 0       | 0        |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE | NONE                            | Pass                | 2         | 0          | 0       | 0        |
|  |                                 |                     |           |            |         |          |
| Aircraft Information   | 5. W. L. /W. L. J               |                     | F. T. T.  |            |         | - VEC/NC |
| Make/Model - CESSNA 182M   | Eng Make/Model - CONT           | INENTAL U-470-R     |           | nstalled/A |         |          |
| Landing Gear - TRICYCLE-FIXED                                      | Number Engines - 1              | PROCATING-CARBURET  |           | Warning S  |         | YES      |
| Max Gross Wt - 2800  | <b>3</b> ),                     |                     | uk weath  | er kadar - | NU      |          |
| No. of Seats - 4   | Rated Power - 2                 | 30 HP               |           |            |         |          |
| Environment/Operations Information                                 | ·                               |                     |           |            |         |          |
| Weather Data   | Itinerary                       |                     | Airport P |            |         |          |
| Wx Briefing - FSS  | Last Departure Point            |                     | OFF AIR   | PORT/STRIP |         |          |
| Method - IN PERSON   | BAKERSFIELD, CA                 |                     | innont De | • •        |         |          |
| Completeness - PARTIAL, LMTD BY PIL                                |                                 | А                   | irport Da | ta         |         |          |
| Basic Weather - UNK/NR Wind Dir/Speed- 270/010 KTS                 | HAWTHORNE, CA                   |                     | Runway    | Idont -    | N/A     |          |
| Visibility - UNK/NR  | ATC/Airspace                    |                     |           | Lth/Wid -  |         |          |
| Cloud Conditions(1st) - 3000 FT SC                                 |                                 | NONE                |           | Surface -  |         |          |
| Cloud Conditions(1st) = 3000 FT SC                                 |                                 |                     | Runway    |            | N/A     |          |
| Obstructions to Vision- NONE                                       | Type Approach Flown -           |                     | Kariway   | Juana      | 11/ 5   |          |
| Precipitation - NONE   | Type Approach Trout             | 110112              |           |            |         |          |
| Condition of Light - NIGHT (DARK                                   | )                               |                     |           |            |         |          |
|  |                                 |                     |           |            |         |          |
| Pilot-In-Command   | Age - 49 M                      | dedical Certificate | - VALTO   | MEDICAL-NO | WATVER  | S/LIMIT  |
| Certificate(s)/Rating(s)   | Biennial Flight Review          |                     | Time (Ho  |            | WAITEN  | 5/ LIMI  |
| PRIVATE  | Current - YES                   |                     | 404       | Last 24    | Hrs - I | INK/NR   |
| SE LAND  | Months Since - 5                | Make/Model-         |           | Last 30    | Davs-   | JNK/NR   |
| SE EARL  | Aircraft Type - CESSNA          |                     | 0         | Last 90    | Days-   | JNK/NR   |
| Instrument Rating(s) - NONE  | ATTOTALL TYPE CESSIVA           | This craimetre      | Ŭ         |            | bayo .  |          |
| Narrative  |                                 |                     |           |            |         |          |
| E PILOT REQUESTED THE EN ROUTE WEATHER CO                          | NDITIONS AT 1545 1625 1732 AM   | ID 2150 PST FROM TH | E BAKERSE | IELD ESS   | THE     |          |
| LOT WAS INFORMED, ON EACH OCCASION, THAT                           | VER FLIGHT WAS NOT RECOMMENDED. | HOWEVER, AT 2213    | THE PILOT | DEPARTED   |         |          |
| KERSFIELD. NO FLIGHT PLAN WAS FILED AND T                          |                                 |                     |           |            |         |          |
| E AIRCRAFT WRECKAGE WAS LOCATED 48 MILES                           |                                 |                     |           |            | STIGATI | NC       |
|  |                                 |                     |           |            |         |          |
| VEALED THE WEATHER FORECAST FOR THE PILOT                          |                                 |                     |           |            |         |          |

File No. - 1270 4/10/82 LAKE HUGHES,CA A/C Rég. No. N70939 Time (Lc1) - 2245 PST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

#### Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 3. WEATHER CONDITION OBSCURATION
- 4. FLIGHT INTO KNOWN ADVERSE WEATHER DISREGARDED PILOT IN COMMAND
- 5. LIGHT CONDITION DARK NIGHT
- 6. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1337 4/18/82 LONG   | BEACH, CA  | A/C Reg. No.   | N5513L   | τ  | ime (Lc1) -   | 0920 PS1          | -     |
|---|--|--|--|--|---|-------------------|-------|
| Basic Information Type Operating Certificate-NONE (GENER  | AL AVIATION)   | Aircraft Damage  | •  | Fatal  | Injur<br>Serious  |                   | None  |
| Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | AL - SOLO  | Fire<br>NONE   | Crew<br>Pass   | 0  | 0   | 0                 | 1 0   |
| Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1507 No. of Seats - 2   | Number E<br>Engine T   | /Model - LYCOMING ( ngines - 1 ype - RECIPROCAT wer - 115 HP |  | Stal<br>OR Weat  |   | ystem - Y<br>NO   | rES . |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/003 KTS Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | SAME AS Destinatio LOCAL  ATC/Airspac Type of F Type of C            | rture Point<br>ACC/INC<br>n                                  |  | Airport<br>ON AIR<br>Airport D<br>LONG B<br>Runway<br>Runway<br>Runway | Proximity<br>PORT<br>ata<br>EACH<br>Ident -<br>Lth/Wid -<br>Surface - | 25<br>5000/       |       |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>STUDENT  | Age - 24<br>Biennial Flight<br>Current<br>Months Sinc<br>Aircraft Ty | : Review<br>- N/A To<br>:e - N/A Mak                         | l Certificate<br>Flight<br>tal -<br>ke/Model-<br>strument- | : Time (H<br>13<br>13  | ours)<br>Last 24  | Hrs -<br>Days- UN | 0     |
| Instrument Rating(s) - NONE   |  |  |  |  |   |                   |       |
| Narrative DURING THE LANDING ROLL, THE NOSE GEAR COLLA A WITNESS STATED THAT THE GEAR COLLASPED AFT THERE WAS SUBSTANTIAL DAMAGE TO THE ENGINE M NOSEWHEEL STEERING RODS WERE BROKEN.   | ER A NORMAL LANDI  | NG. THE NOSEWHEEL  | TIRE HAD UNEV  | /EN WEAR   | CHARACERICS   |                   |       |
|   |  |  |  |  |   |                   |       |

File No. - 1337 4/18/82 LONG BEACH, CA A/C Reg. No. N5513L Reg. No. N5513L Time (Lc1) - 0920 PST Occurrence #1 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TIRE - WORN 2. LANDING GEAR, NOSE GEAR - UNDETERMINED 3. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

| File No 1261 5  | /07/82 SANTA BA   | ARBARA,CA  | A/C Reg.  | No. N4907V  | Т  | ime (Lc1)  | - 1745 PD  | Т                |
|---|---|--|---|---|--|--|--|------------------|
| Basic Information<br>Type Operating Certifica   | te-NONE (GENERAL /  | AVIATION)  | Aircraft D<br>DESTROYED   |   | Fatal  | Inju<br>Serious  | ries<br>Minor  | None             |
| Type of Operation<br>Flight Conducted Under<br>Accident Occurred During   | -PERSONAL<br>-14 CFR 91<br>-APPROACH  |  | Fire<br>NONE  | Crew<br>Pass  | 1  | 0<br>0   | 0<br>0   | 0<br>0           |
| Aircraft Information<br>Make/Model - BELLANCA<br>Landing Gear - TRICYCLE<br>Max Gross Wt - 3000<br>No. of Seats - 4   |   |  | ingines - 1<br>Type - RECIP   | NENTAL IO-52O-D<br>- FUEL INJECTE<br>O HP   | Sta1   | Installed/<br>l Warning<br>her Radar                           | System -   | - YES/YES<br>YES |
| Cloud Conditions(1st)<br>Cloud Conditions(2nd)<br>Obstructions to Vision  | SON<br>L,LMTD BY PILOT<br>8 KTS<br>SM<br>- 500 FT SCATTER<br>- 1200 FT OVERCAS<br>- HAZE<br>- NONE              | FRESNO, Destination SANTA E  ATC/Airspace RED Type of F ST Type of C                 | on<br>BARBARA,CA<br>se<br>Blight Plan - N   | ADAR ADVISORIES   | OFF AI Airport D SANTA Runway Runway Runway                    | BARBARA<br>Ident<br>Lth/Wid<br>Surface                         | - 25<br>- 6054/  | 150              |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s - PRIVATE SE LAND  |   | ge - 55<br>iennial Flight<br>Current<br>Months Sinc<br>Aircraft Ty                   | : Review<br>- YES   | Total -<br>Make/Model-  | ht Time (H<br>1208   | lours)<br>Last 2<br>Last 3                                     | MAIVERS/LI<br>24 Hrs -<br>30 Days-<br>90 Days-             | 0<br>6<br>12     |
| Instrument Rating(s)  | - AIRPLANE  |  |   |   |  |  |  |                  |
| THE PILOT VISITED FRESNO FSS FOR FLIGHT WAS NOT RECOMMENDED WEATHER WAS AS BAD AS FORECES WITH ONE PASSENGER AND PROBLEM OF THE PROACH BY SANT TO THE FLIGHT CONTACTED TO PROACH PROCEDURE AND CONTACT STABLISHED. N4907V WAS FOUND RANSMISSION FROM THE AIRCRAFT | . THE PILOT THEN SAST. HE ALSO SAID OCEEDED TO SANTA EA BARBARA APPROACHE TOWER AND ADVISTED ON MAY 8 AT AN ELE | SAID HE WOULD HE DID NOT NE BARBARA. HE WA H CONTROL AND SED THAT THEY L. THE FLIGHT | GO VFR AND MAKED A COMPLETE S DESCENDED TO TOLD TO SWITCH WERE LOST. TOW WAS HEARD ON D | E AN INSTRUMENT<br>WEATHER BRIEFIN<br>2300 FEET APPR<br>TO TOWER FREQU<br>ER ADVISED THE<br>EPARTURE FREQUE | APPROACH G. HE DEPA OACHING HI ENCY. ABOU FLIGHT TO NCY BUT NO | AT SANTA E RTED FRESM S FINAL FI IT 30 SECOM EXECUTE A CONTACT | BARBARA<br>IO AT<br>IX FOR A<br>IDS LATER<br>MISSED<br>/AS |                  |

A/C Reg. No. N4907V File No. - 1261 5/07/82 SANTA BARBARA,CA Time (Lc1) - 1745 PDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - MISSED APPROACH (IFR)

#### Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 4. WEATHER CONDITION LOW CEILING
- 5. FLIGHT INTO KNOWN ADVERSE WEATHER INTENTIONAL PILOT IN COMMAND
- 6. IFR PROCEDURE NOT FOLLOWED PILOT IN COMMAND
- 7. WEATHER EVALUATION INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

| <ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul> | _ AVIATION)                | Aircraft Damage                |              |          | Inju                    | uries     |            |
|--|----------------------------|--------------------------------|--------------|----------|-------------------------|-----------|------------|
|  |                            | SUBSTANTIAL                    |              | Fatal    |                         |           |            |
| Type of Operation -PERSONAL  |                            | Fire                           | Crew         | 0        | 0                       | 0         | 1          |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                   |                            | NONE                           | Pass         | 0        | 0                       | 0         | 3          |
| -Aircraft Information  |                            |                                |              |          |                         |           |            |
| Make/Model - CESSNA 177B   |                            | del - LYCOMING O-              |              |          |                         |           | d - YES/YE |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2500                                     | Number Engi<br>Engine Type | nes - 1<br>- RECIPROCATII      | NO-CARRURETO | Stal     | Warning                 |           | YES        |
| No. of Seats - 4   | Rated Power                |                                | NG-CARBORETO | ik weati | ier kadar               | - 140     |            |
| -Environment/Operations Information  |                            |                                |              |          |                         |           |            |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING   | Itinerary                  | D-:                            | Δ            |          | Proximity<br>RPORT/STR: |           |            |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A   | Last Departu<br>LAKEPORT.C |                                |              | UFF AII  | RPURI/SIR               | 11        |            |
| Completeness - N/A   | Destination                | 4                              | Αi           | rport Da | ata                     |           |            |
| Basic Weather - VMC  | LOCAL                      |                                |              |          |                         |           |            |
| Wind Dir/Speed- 350/003 KTS  |                            |                                |              |          | Ident                   | - N/A     |            |
| Visibility - 10.0 SM   | ATC/Airspace               |                                |              |          | Lth/Wid                 |           |            |
| Cloud Conditions(1st) - 25000 FT BROK  |                            | ht Plan - NONE                 |              |          | Surface                 |           |            |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE                             |                            | rance - NONE<br>h Flown - NONE |              | Runway   | Status                  | - N/A     |            |
| Precipitation - NONE   | Type Approac               | IT FIOWIT NOIL                 |              |          |                         |           |            |
| Condition of Light - DUSK  |                            |                                |              |          |                         |           |            |
| -Personnel Information Pilot-In-Command  | Age - 30                   | Madinal                        | Certificate  | VALTO    | MEDICAL                 | NO WATVE  | ic/LIMIT   |
| Certificate(s)/Rating(s)   | Biennial Flight Re         | Medical (<br>view              | Flight       | Time (H  |                         | NO WALVER | .S/CIMII   |
| PRIVATE  | Current                    | - YFS Tota                     | 1 - 2        | 23       | Last                    | 24 Hrs -  | 1          |
| SE LAND  | Months Since               | - 11 Make,                     | /Model-      | 1        | Last :                  | 30 Days-  | UNK/NR     |
|  | Aircraft Type              | - AA5B Inst                    | rument-      | 4        | Last                    | 90 Days-  | 9          |
| Instrument Rating(s) - NONE  |                            |                                |              |          |                         |           |            |
| Manager  |                            |                                |              |          |                         |           |            |
| -Narrative<br>PILOT STATED THAT WHEN HE PERFORMED HIS P                                  | DEELICHT OF THE ATO        | CDAET THE VICILAL A            | האברע חב דשם | ELIEL T  | ANKS THRE               | CATED     |            |
| L TO THE BOTTOM OF THE TABS. TWENTY TWO MI   |                            |                                |              |          |                         | OATED     |            |
| AIRCRAFT COLLIDED WITH A DITCH COLLAPSING  |                            |                                |              |          |                         | s         |            |
| PILOT EXAMINED THE FUEL TANKS AND FOUND THE  | HEM EMPTY, A SUBSEQ        | UENT EXAMINATION               | OF THE ENGIN | IE REVEA | LED NO                  |           |            |

A/C Reg. No. N16150 File No. - 1217 5/15/82 6 NM S. OF LAKEPORT, CA Time (Lc1) - 2052 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - WIRE, TRANSMISSION GEAR COLLAPSED Occurrence #4 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

| /IATION)  CHEMICALS, ETC   | Aircraft Da<br>_DESTROYED  | •  | Fatal  | Injur<br>Serious  |   |                                    |
|----------------------------|--|--|--|---|---|------------------------------------|
| •                          | DESTROYED  | •  | Fatal  |   |   |                                    |
| CHEMICALS FIC              |  |  |  | 301 1003  | MILIOL  | None                               |
| OHLEMI ONLO, LIO           |  | Crew<br>Pass   | 0  | 1   | 0   | 0                                  |
|                            | ON GROUND  | Pass   | 0  | 0   | 0   | О                                  |
|                            |  |  |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
| Eng Make/Mod               | del - CONTIN   | ENTAL W-670  | ELT  | Installed/  | ctivated  | - NO -N/                           |
| Number Engi                | nes - 1  |  | Stal   | l Warning S   | System - I  | UNK/NR                             |
|                            |  |  | TUR Weat   | ner Radar -   | - UNK/NR  |                                    |
| Rated Power                | - 250<br>  | HP<br>   |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
|                            |  |  | UFF AI   | KPUKI/SIKI  | ,   |                                    |
|                            | J/ INC   |  | Airport D  | a+a   |   |                                    |
|                            |  |  | Allport  | ata   |   |                                    |
| LOOAL                      |  |  | Runwa∨   | Ident -   | - N/A   |                                    |
| ATC/Airspace               |  |  |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
|                            |  |  | Runway   | Status -  | - N/A   |                                    |
| Type Approact              | h Flown - NO   | NE   |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
|                            |  |  |  |   |   |                                    |
|                            |  |  |  | WEST 641 416  |   | /                                  |
| e - 24<br>Spriel Elight Do | Mea  | ical Certificat  |  |   | J WAIVERS   | / LIMII                            |
| Current                    | VIEW<br>- VFS  | Total -  |  |   | 1 Hrs -   | 7                                  |
| Months Since               | - 19   | Make/Model-  | 650  | Last 30   | Davs- U   | NK/NR                              |
| Aircraft Type              | - UNK/NR   |  | 40   | Last 90   | Days-   | 260                                |
|                            | Number Engine Engine Type Rated Power  Itinerary Last Departure SAME AS ACCE Destination LOCAL  ATC/Airspace Type of Fligity Type of Cleated Type Approacted Type Approacted Type Approacted Type Type Approacted Type Approac | Eng Make/Model - CONTIN Number Engines - 1 Engine Type - RECIPR Rated Power - 250  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NO Type of Clearance - NO Type Approach Flown - NO | Eng Make/Model - CONTINENTAL W-670 Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 250 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE  Type Approach Flown - NONE  Engine Approach Flown - NONE  Medical Certificate Current - YES Total - Months Since - 19 Make/Model- | Eng Make/Model - CONTINENTAL W-670 ELT Number Engines - 1 Stal Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 250 HP  Itinerary Airport Last Departure Point OFF AIL SAME AS ACC/INC Destination Airport Destination Airport Destination LOCAL Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Approach Flown - NONE Engine Type Approach Flown - NONE Engine Type Approach Flown - NONE Engine Type Approach Flown - NONE  Section 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Eng Make/Model - CONTINENTAL W-670 ELT Installed/A Number Engines - 1 Stall Warning S Engine Type - RECIPROCATING-CARBURETOR Weather Radar - Rated Power - 250 HP  Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIF SAME AS ACC/INC Destination Airport Data LOCAL Runway Ident ATC/Airspace Runway Lth/Wid Type of Flight Plan - NONE Runway Surface Type of Clearance - NONE Runway Status Type Approach Flown - NONE  Section 24 Medical Certificate - VALID MEDICAL-NO Ennial Flight Review Flight Time (Hours) Current - YES Total - 1200 Last 24 Months Since - 19 Make/Model - 650 Last 30 | Eng Make/Model - CONTINENTAL W-670 |

| File No 1251 5/24/82 RICHVALE,CA   | A/C Reg. No. N10225             | Time (Lc1) - 1100 PDT |
|--|---------------------------------|-----------------------|
| Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION | N                               |                       |
| Finding(s) 1. LOW PASS - MISJUDGED - PILOT IN COMMAND  |                                 |                       |
| Occurrence #2 Phase of Operation   |                                 | •                     |
| Finding(s) 2. OBJECT - WIRE,TRANSMISSION(MARKED) 3. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND      |                                 |                       |
| Occurrence #3 Phase of Operation   |                                 |                       |
| Finding(s) 4. TERRAIN CONDITION - OPEN FIELD   |                                 |                       |
| Probable Cause   |                                 |                       |
| The National Transportation Safety Board determines that the is/are finding(s) $1,3$                 | Probable Cause(s) of this accid | lent                  |
| Factor(s) relating to this accident is/are finding(s) 2,4  |                                 |                       |

| -Basic Information   |                     |                              | A/C Reg. No. N1009R |             |           | Time (Lc1) - 2040 PDT                   |        |  |  |
|--|---------------------|------------------------------|---------------------|-------------|-----------|---|--------|--|--|
| Type Operating Certificate-AIR CARRI   | ER                  | Aircraft Da                  | amage               |             | Inj       | uries                                   |        |  |  |
| COMMMUTER  |                     | MINOR                        | •                   | Fatal       | Serious   | Minor                                   | None   |  |  |
| Type of Operation -SCHEDULED   | ,DOMESTIC,PASSENGER | Fire                         | Cre                 | w 0         | 0         | 0                                       | 2      |  |  |
| Flight Conducted Under -14 CFR 13  | 5                   | NONE                         | Pas                 | -           | 0         | 0                                       | 3      |  |  |
| Accident Occurred During -STANDING   |                     |                              | 0th                 | er 0<br>    | 1         | 0                                       |        |  |  |
| -Aircraft Information  |                     |                              |                     |             |           |   |        |  |  |
| Make/Model - SWEARINGEN SA226-TC   |                     | odel - TPE33                 | 31                  |             |           | /Activated                              |        |  |  |
| Landing Gear - TRICYCLE-RETRACTABLE  | Number Eng          |                              |                     |             |           | System -                                | UNK/NR |  |  |
| Max Gross Wt - 10062   | Engine_Typ          |                              |                     | Weat        | her Radar | - UNK/NR                                |        |  |  |
| No. of Seats - 6   | Rated Powe          | r - 1000                     | ) HP<br>            |             |           |   |        |  |  |
| -Environment/Operations Information  |                     |                              |                     |             |           |   |        |  |  |
| Weather Data   | Itinerary           |                              |                     |             | Proximity |   |        |  |  |
| Wx Briefing - NO RECORD OF BRIEF   |                     |                              |                     | ON AIR      | PORT      |   |        |  |  |
| Method - N/A   | SAME AS A           | CC/INC                       |                     |             |           |   |        |  |  |
| Completeness - N/A   | Destination         |                              |                     | Airport D   |           |   |        |  |  |
| Basic Weather - VMC  | YUMA, AZ            |                              |                     |             | PRINGS    | 111111111111111111111111111111111111111 |        |  |  |
| Wind Dir/Speed- CALM   | ATC/Airspace        |                              |                     |             |           | UNK/NR                                  |        |  |  |
| Visibility - 20.0 SM<br>Cloud Conditions(1st) - NONE   | ·                   | ght Plan - NC                | NIE                 |             |           | - UNK/NR<br>- ASPHALT                   |        |  |  |
| Cloud Conditions(1st) - NONE   |                     | gnt Plan - NC<br>arance - NC |                     |             |           | - DRY                                   |        |  |  |
| Obstructions to Vision- NONE   |                     | ch Flown - NO                |                     | Runway      | Status    | - DK1                                   |        |  |  |
| Precipitation - NONE   | туре ярргоа         | CITTOWIT                     | /INC                |             |           |   |        |  |  |
| Condition of Light - NIGHT (DAR  | <b>k</b> )          |                              |                     |             |           |   |        |  |  |
|  |                     |                              |                     |             |           |   |        |  |  |
| -Personnel Information<br>Pilot-In-Command   | Age - 23            | Med                          | dical Certific      | ate - VALID | MEDICAL-  | NO WAIVERS                              | /LIMIT |  |  |
| <pre>Certificate(s)/Rating(s)</pre>  | Biennial Flight R   | eview                        | Fli                 | ght Time (F | ours)     |   |        |  |  |
| ATP  | Current             | - YES                        | Total -             | 3150        |           | 24 Hrs -                                | 6      |  |  |
| SE LAND, ME LAND   | Months Since        |                              | Make/Model-         |             |           | 30 Days- U                              | NK/NR  |  |  |
|  | Aircraft Type       | - UNK/NR                     | Instrument-         |             | Last      | 90 Days-                                | 260    |  |  |
|  |                     |                              | Multi-Eng -         | 1500        |           |   |        |  |  |
| Instrument Rating(s) - AIRPLANE  |                     |                              |                     |             |           |   |        |  |  |
|  |                     |                              |                     |             |           |   |        |  |  |
| ER STARTING THE ENGINES AT NIGHT, A SIG<br>EMPTING TO DISCONNECT THE APU, THE LINE<br>SERIOUSLY INJURED. |                     |                              |                     |             |           | LE                                      |        |  |  |

File No. - 1339 5/28/82 PALM SPRINGS,CA A/C Reg. No. N1009R Time (Lc1) - 2040 PDT

Occurrence PROPELLER/ROTOR CONTACT 
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION - INATTENTIVE - GROUND PERSONNEL

----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 (GENERAI             | _ AVIATION) Airo                                     | craft Damage                |                            | Injur        | ies       |       |
|--|--|-----------------------------|----------------------------|--------------|-----------|-------|
| _  |  | BSTANTIAL                   | Fatal                      |              |           | None  |
| Type of Operation -PERSONAL  | Fire   |                             |                            | 1            | 0         | 0     |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING | . NON  | NE Pa                       | ss O                       | 0            | 0         | 0     |
| Aircraft Information   |  |                             |                            |              |           |       |
| Make/Model - CESSNA 152  |  | LYCOMING 0-235              |                            | Installed/A  |           |       |
| Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670                      |  | · 1<br>· RECIPROCATING-CARB |                            | ll Warning S |           | IK/NR |
| No. of Seats - 2   | Rated Power -  |                             | URETUR Wea                 | ther Ragar - | UNK/NK    |       |
| Environment/Operations Information                                     |  |                             |                            |              |           |       |
| Weather Data   | Itinerary  |                             | •                          | Proximity    |           |       |
| Wx Briefing - NO RECORD OF BRIEFING                                    | Last Departure Po                                    |                             | ON AI                      | RPORT        |           |       |
| Method - N/A<br>Completeness - N/A                                     | SAME AS ACC/INC<br>Destination                       | ;                           | Airport                    | Data         |           |       |
| Basic Weather - VMC  | LOCAL  |                             | SAN C                      |              |           |       |
| Wind Dir/Speed- 300/008 KTS  | COOAL  |                             |                            |              | 30        |       |
| Visibility - 5.0 SM  | ATC/Airspace   |                             |                            | y Lth/Wid -  |           | IK/NR |
| Cloud Conditions(1st) - NONE   | Type of Flight Pl                                    | an - NONE                   | Runwa                      | y Surface -  | ASPHALT   | •     |
| Cloud Conditions(2nd) - NONE   | Type of Clearance                                    |                             | Runwa                      | y Status -   | DRY       |       |
| Obstructions to Vision- HAZE   | Type Approach Flo                                    | own - NONE                  |                            |              |           |       |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT                  |  |                             |                            |              |           |       |
| Personnel Information  |  |                             |                            |              |           |       |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                           | Age - 53<br>Biennial Flight Review                   | Medical Certifi<br>Fl       | cate - VALI<br>ight Time ( |              | WAIVERS/L | IMIT  |
| STUDENT  | Current - N/A  | A Total -                   | 91                         | Last 24      |           | 1     |
|  | Months Since - N/A                                   |                             |                            | , Last 30    |           |       |
|  | Aircraft Type - N/A                                  | Instrument-                 | 0                          | Last 90      | Days-     | 5     |
| Instrument Rating(s) - NONE  |  | ,                           |                            | •            |           |       |
|  |  |                             |                            |              |           |       |
| Narrative<br>STUDENT PILOT WAS PRACTICING SHORT FIELD                  | AND THE CON ETHIAL THE                               | THOT LOWERED THE NO         | CE OF THE A                | TOCOACT AND  |           |       |
|  | LANDINGS. UN FINAL THE F<br>RUNWAY CALLAPSING THE NO |                             | SE UF IME A                | TKCKALI AND  |           |       |

File No. - 1252 5/28/82 SAN CARLOS,CA A/C Reg. No. N5138H Time (Lc1) - 1706 PDT

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

Finding(s)

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

2. FLARE - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

| File No 1345 5/30/82 LLAN   | O,CA A  | /C Reg. No. N66  | 15Y  | Tin   | me (Lc1) -   | 1830 PDT              | •              |
|---|---|--|--|---|--|-----------------------|----------------|
| Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING   | SU<br>Fir   | craft Damage<br>BBSTANTIAL<br>ee<br>NNE  | F:<br>Crew<br>Pass   | atal<br>O<br>O  | Injur<br>Serious<br>O<br>O   | ries<br>Minor<br>O    | None<br>1<br>0 |
| Aircraft Information  Make/Model - CESSNA T210N  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 4000  No. of Seats - 6   | Number Engines<br>Engine Type   | - CONTINENTAL TS - 1 - RECIP - FUEL 1 - 285 HP   |  | Stall   | nstalled/A<br>Warning S<br>er Radar -                                      | System - Y            |                |
| Environment/Operations Information Weather Data- Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Itinerary  G Last Departure P SAME AS ACC/IN Destination LOCAL  ATC/Airspace Type of Flight P Type of Clearand Type Approach Fl   | IC<br>Plan - NONE<br>ce - NONE   | Air<br> <br>   | DN AIRPO<br>port Dat<br>CRYSTAL<br>Runway I<br>Runway I<br>Runway S           | ta   | ASPHALT               | 350            |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND   | Age - 58<br>Biennial Flight Review<br>Current - YE<br>Months Since - 18<br>Aircraft Type - UN   | S Total<br>Make/Mo   | Flight T<br>- 503°   | ime (Hou<br>9<br>9  |  | l Hrs -<br>) Days- UN | 3              |
| Instrument Rating(s) - NONE   |   |  |  |   |  |                       |                |
| THE PILOT STATED THAT WHEN HE ATTEMPTED TO ESTATED THAT WHEN HE ATTEMPTED TO ESTATED THAT HE CYCLED THE GEAR HANDLE 4 OR SECONDERS OF THE GEAR WITH THE HAND PUMP BUT IT DURING A WHEELS-UP LANDING, THE PROPELLER THE THAT AFTER THE LANDING, METAL FILINGS AND SHEEPORTEDLY, HE AND TWO OTHER PERSONS HAD EXTHE INVESTIGATOR FOUND NO DISCREPANCIES WITH THE WERE BEING HELD IN THE WHEEL WELL BY TOUND ON THE TIRES. THE INVESTIGATOR TRIED, | TIMES AND CHECKED THE C<br>WAS JAMMED. ABRUPT MANE<br>PS, BELLY SKIN, AND NOSE<br>AVING WERE FOUND IN THE<br>ENDED THE HANDLE WITH SC<br>THE NORMAL OR EMERGENCY<br>HE TIRES RESTING ON THE | IRCUIT BREAKERS UVERS WERE ALSO GEAR DOORS WERE TELESCOPING PAR ME DIFFICULTY BE GEAR SYSTEMS. H GROUND. PERPEND | . REPORTEDL TRIED, BUT E DAMAGED. T OF THE EM EFORE THE II HE NOTED TH ICULAR SCUF | Y, HE TE<br>TO NO A<br>THE PILO<br>ERGENCY<br>NVESTIGA<br>AT THE T<br>F MARKS | RIED<br>AVAIL.<br>OT STATED<br>GEAR HAND<br>ATOR ARRIV<br>TWO MAIN<br>WERE | /ED.                  |                |

File No. - 1345 5/30/82 LLANO,CA A/C Reg. No. N6615Y Time (Lc1) - 1830 PDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

UNDETERMINED

2. ONDETERMINED

----Probable Cause----

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

| File No 1340 6/06/82 COALI                                   | ile No 1340           |                               |            | C Reg. No. N9824R Time ( |                  |              |           |
|--|-----------------------|-------------------------------|------------|--------------------------|------------------|--------------|-----------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA |                       | ircraft Damage<br>SUBSTANTIAL |            | Fatal                    | Injur<br>Serious | ies<br>Minor | None      |
| Type of Operation -PERSONAL                                  |                       | ire                           | Crew       | 7 a ta i                 | 5er 10us<br>0    | MITTOT.      | none<br>1 |
| Flight Conducted Under -14 CFR 91                            |                       | VONE                          | Pass       | 0                        | 0                | 0            | 0         |
| Accident Occurred During -LANDING                            | '                     | NOINE                         | Pass       | U                        | O                | O            | O         |
| -Aircraft Information  |                       |                               |            |                          |                  |              |           |
| Make/Mode1 - BEECH M35                                       |                       | 1 - CONTINENTAL               | IO-470     |                          | Installed/A      |              |           |
| Landing Gear - TRICYCLE-RETRACTABLE                          | Number Engines        |                               |            |                          | 1 Warning S      |              | YES       |
| Max Gross Wt - 2950  |                       | - RECIP - FUEL                | L INJECTED | ) Weat                   | her Radar -      | NO           |           |
| No. of Seats - 5   | Rated Power           | - 260 HP                      |            |                          |                  |              |           |
| Environment/Operations Information                           |                       |                               |            |                          | <b></b>          |              |           |
| Weather Data   | Itinerary             |                               |            | •                        | Proximity        |              |           |
| Wx Briefing - NO RECORD OF BRIEFING                          |                       | Point                         |            | ON AIR                   | PORT             |              |           |
| Method - N/A   | FRESNO, CA            |                               |            |                          |                  |              |           |
| Completeness - N/A   | Destination           |                               |            | Airport D                |                  |              |           |
| Basic Weather - VMC  | COALINGA, CA          |                               |            |                          | RANCH            |              |           |
| Wind Dir/Speed- 350/003 KTS                                  |                       |                               |            |                          |                  | 32           |           |
| Visibility - 15.0 SM   | ATC/Airspace          |                               |            |                          | Lth/Wid -        |              | 30        |
| Cloud Conditions(1st) - NONE                                 | Type of Flight        |                               |            |                          | Surface -        |              |           |
| Cloud Conditions(2nd) - NONE                                 | Type of Cleara        |                               |            |                          | Status -         | DRY          |           |
| Obstructions to Vision- NONE                                 | Type Approach I       | Flown - VISUAL S              | STRAIGHT-1 | [N                       |                  |              |           |
| Precipitation - NONE   |                       |                               |            |                          |                  |              |           |
| Condition of Light - DAYLIGHT                                |                       |                               |            |                          |                  |              |           |
| -Personnel Information                                       |                       |                               |            |                          |                  |              |           |
| Pilot-In-Command   | Age - 32              |                               |            |                          | MEDICAL-NO       | WAIVERS,     | /LIMIT    |
| Certificate(s)/Rating(s)                                     | Biennial Flight Revie |                               |            | nt Time (H               |                  |              |           |
| PRIVATE  |                       | YES Total                     |            | 300                      | Last 24          |              | 0         |
| SE LAND  | Months Since -        |                               | /Mode1-    | 80                       | Last 30          | ,            | 12        |
|  | Aircraft Type - E     | 3E-35 Instr                   | rument-    | 0                        | Last 90          | Days-        | 20        |
| Instrument Rating(s) - NONE                                  | 1                     |                               |            |                          |                  |              |           |
|  |                       |                               |            |                          |                  |              |           |
| -Narrative   | 1                     |                               |            |                          |                  |              |           |
| THE PILOT WAS ARRIVING TO AN UNCONTROLLED                    |                       |                               |            |                          |                  |              |           |
| PROACH END OF THE RUNWAY. AS HE CONTINUED W                  |                       |                               |            |                          |                  |              |           |
| TRANSMISSIONS FROM THE DEPARTING PLANES. W                   |                       |                               |            |                          |                  | •            |           |
| SSEQUENTLY, HE LANDED WITH HIS GEAR RETRACT                  |                       | T, HE LEARN THER              | RE WERE MA | ANY OLDER                | MODEL            |              |           |
| RCRAFT AT THE AIRPORT THAT WERE RETURNING F                  | RUM AN AIRSHOW.       |                               |            |                          |                  |              |           |
|  |                       |                               |            |                          |                  |              |           |
|  |                       |                               |            |                          |                  |              |           |

| A/C Reg. No. N9824R | Time (Lc1) - 1400 PDT |
|---------------------|-----------------------|
|                     |                       |
|                     |                       |
|                     |                       |
|                     |                       |
| IN COMMAND          |                       |
|                     |                       |
|                     |                       |

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

| SUBSTA<br>Fire<br>NONE<br><br>Eng Make/Model - CO<br>Number Engines - 1                                     | Crew<br>Pass<br><br>NTINENTAL 0-300-C   | Fatal<br>O<br>O  | 0<br>0  |  | None<br>1<br>0  |
|---|---|--|---|--|---|
| Number Engines - 1  |   | FI T   |   |  |   |
|   | CIPROCATING-CARBURET<br>145 HP  | Stal   | 1 Warning   | System - \   | - YES/YES<br>'ES  |
| MOJAVE,CA Destination LANCASTER,CA  ATC/Airspace Type of Flight Plan Type of Clearance                      | - NONE<br>- NONE  | OFF AI<br>irport Da<br>GEN. W<br>Runway<br>Runway<br>Runway  | RPORT/STŔI<br>ata<br>ILLIAM J.<br>Ident<br>Lth/Wid<br>Surface   | FOX<br>- N/A<br>- N/A<br>- N/A   |   |
| e - 24<br>ennial Flight Review<br>Current - N/A<br>Months Since - N/A<br>Aircraft Type - N/A                | Flight<br>Total -<br>Make/Model-  | Time (Ho<br>95<br>20   | ours)<br>Last 2<br>Last 3   | 4 Hrs -<br>O Days-   | 'LIMIT<br>3<br>4<br>12  |
|   |   |  |   |  |   |
| RT DIRECTORY INDICATED T<br>IRCRAFT AND BELIEVED HE<br>LANCASTER, THE PILOT ELE<br>HE ENGINE LOST POWER. SU | HE FIELD WAS ATTENDE<br>HAD ENOUGH FUEL TO F<br>CTED TO MAKE A 360 D<br>BSEQUENTLY, A CROSSW  | D AND FUI<br>LY FROM I<br>EGREE TUI<br>'IND LAND   | EL SHOULD<br>MOJAVE TO<br>RN TO GET<br>ING WAS  | D,   |   |
| 2   | Last Departure Point MOJAVE,CA Destination LANCASTER,CA  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown  e - 24 ennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A  REFUEL. HOWEVER, THE FU RT DIRECTORY INDICATED T IRCRAFT AND BELIEVED HE LANCASTER, THE PILOT ELE HE ENGINE LOST POWER. SU | Last Departure Point MOJAVE,CA Destination LANCASTER,CA  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR  e - 24 Medical Certificate Ennial Flight Review Current - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A  REFUEL. HOWEVER, THE FUEL TRUCKS WERE LOCKE RT DIRECTORY INDICATED THE FIELD WAS ATTENDE IRCRAFT AND BELIEVED HE HAD ENOUGH FUEL TO FLANCASTER, THE PILOT ELECTED TO MAKE A 360 DHE ENGINE LOST POWER. SUBSEQUENTLY, A CROSSW | Last Departure Point  MOJAVE,CA  Destination  LANCASTER,CA  GEN. W  ATC/Airspace  Type of Flight Plan - NONE  Type of Clearance - NONE  Type Approach Flown - UNK/NR   Medical Certificate - VALID  Pennial Flight Review  Current - N/A  Current - N/A  Months Since - N/A  Aircraft Type - N/A  REFUEL. HOWEVER, THE FUEL TRUCKS WERE LOCKED UP AND  RET DIRECTORY INDICATED THE FIELD WAS ATTENDED AND FU  IRCRAFT AND BELIEVED HE HAD ENOUGH FUEL TO FLY FROM I  LANCASTER, THE PILOT ELECTED TO MAKE A 360 DEGREE TU  HE ENGINE LOST POWER. SUBSEQUENTLY, A CROSSWIND LAND | Last Departure Point  MOJAVE,CA  Destination  LANCASTER,CA  Airport Data  GEN. WILLIAM J.  Runway Ident  Runway Lth/Wid  Type of Flight Plan - NONE  Type of Clearance - NONE  Type Approach Flown - UNK/NR  Medical Certificate - VALID MEDICAL-NI  Pennial Flight Review  Flight Time (Hours)  Current - N/A  Months Since - N/A  Make/Model - 20  Last 30  Aircraft Type - N/A  Instrument - O  Last 90  REFUEL. HOWEVER, THE FUEL TRUCKS WERE LOCKED UP AND NO ONE  REFUEL. HOWEVER, THE FIELD WAS ATTENDED AND FUEL SHOULD  IRCRAFT AND BELIEVED HE HAD ENOUGH FUEL TO FLY FROM MOJAVE TO  LANCASTER, THE PILOT ELECTED TO MAKE A 360 DEGREE TURN TO GET  HE ENGINE LOST POWER. SUBSEQUENTLY, A CROSSWIND LANDING WAS | Last Départure Point MOJAVE,CA  Destination LANCASTER,CA  Airport Data GEN. WILLIAM J. FOX Runway Ident - N/A Runway Ident - N/A Runway Lth/Wid - N/A Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - UNK/NR  A Medical Certificate - VALID MEDICAL-NO WAIVERS/ Ennial Flight Review Flight Time (Hours) Current - N/A Months Since - N/A Make/Model - 20 Last 30 Days- Aircraft Type - N/A Instrument - O Last 90 Days-  REFUEL. HOWEVER, THE FUEL TRUCKS WERE LOCKED UP AND NO ONE REFUEL HOWEVER, THE FUEL TRUCKS WERE LOCKED UP AND FUEL SHOULD IRCRAFT AND BELIEVED HE HAD ENOUGH FUEL TO FLY FROM MOJAVE TO LANCASTER, THE PILOT ELECTED TO MAKE A 360 DEGREE TURN TO GET |

File No. - 1341 6/13/82 LANCASTER,CA A/C Reg. No. N1580Y Time (Lc1) - 1800 PDT

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

Finding(s)

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

2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

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

Occurrence #3 NOSE OVER
LANDING - ROLL

#### Finding(s)

- 4. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 5. WEATHER CONDITION CROSSWIND
- 6. TERRAIN CONDITION ROUGH/UNEVEN

----Probable Cause----

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

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

| File No 1320 6/25/82 CORC   | ORAN, CA   | A/C Reg. N                    | lo. N1141W                             | Т                        | ime (Lc1) -                               | 1101 PDT   |       |
|---|--|-------------------------------|--|--------------------------|---|------------|-------|
| Basic Information Type Operating Certificate-NONE (GENER  | AL AVIATION)   | Aircraft Dam                  | age                                    |                          | Injur                                     |            |       |
| Toronto Commentation and Commentation   |  | DESTROYED                     |  | Fatal                    |   |            | None  |
| Type of Operation -CROP CONTRO Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF   | L RELATED FLIGHT   | Fire<br>ON GROUND             | Crew<br>Pass                           | 0                        | 0<br>0                                    | 1          | 0     |
| Aircraft Information  |  |                               |  |                          |   |            |       |
| Make/Model - BELL 47J-2<br>Landing Gear - SKID<br>Max Gross Wt - 2850<br>No. of Seats - 2   | Eng Make/Mo<br>Number Engi<br>Engine Type<br>Rated Power | nes - 1<br>- RECIPRO          | IG VO-540-B1B3<br>CATING-CARBURI<br>HP | Stal                     | Installed/A<br>1 Warning S<br>her Radar - | System - N |       |
| Environment/Operations Information  |  |                               |  |                          |   |            |       |
| Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A  | Itinerary<br>G Last Departu<br>CORCORAN.C                |                               |  | Airport<br>ON AIR        | Proximity<br>PORT                         |            |       |
| Completeness - N/A  | Destination  | •                             |  | Airport D                | ata                                       |            |       |
| Basic Weather - VMC   | LOCAL  |                               |  | EL RIC                   |   |            |       |
| Wind Dir/Speed- CALM  |  |                               |  |                          |   | - 31       |       |
| Visibility - 20.0 SM  | ATC/Airspace   |                               |  |                          | Lth/Wid -                                 |            | 60    |
| Cloud Conditions(1st) - NONE  | Type of Fligh  |                               |  |                          | Surface -                                 |            |       |
| Cloud Conditions(2nd) - NONE  | Type of Clear  |                               |  | Runway                   | Status -                                  | DRY        |       |
| Obstructions to Vision- HAZE Precipitation - NONE   | Type Approact  | n Flown - NUN                 | it.                                    |                          |   |            |       |
| Condition of Light - DAYLIGHT   |  |                               |  |                          |   |            |       |
| Personnel Information   |  |                               |  |                          |   |            |       |
| Pilot-In-Command  | Age - 36   | Medi                          | cal Certifica                          | - VALID                  | MEDICAL-NO                                | WATVEDS/   | ITMIT |
| Certificate(s)/Rating(s)  | Biennial Flight Re                                       |                               |  | nt Time (H               |   | , 44112437 | LIMI! |
| COMMERCIAL  |  |                               | Total -                                | •                        | Last 24                                   | Hrs -      | 4     |
|   | Months Since   | - 18                          | Make/Mode! -                           |                          |   | Days- UN   | K/NR  |
| HELICOPTER  | Aircraft Type  | - UNK/NR                      | Instrument-                            | 0                        | Last 90                                   | Days-      | 80    |
|   |  |                               |  |                          | Rotorc                                    | aft -      | 1820  |
| Instrument Rating(s) - NONE   |  |                               |  |                          |   |            |       |
| Narrative   |  |                               |  |                          |   |            |       |
| DURING TAKEOFF FROM A LANDING DOLLY, THE PIL<br>RIGHT. HE REALIZED THAT HE HAD A TAIL ROTOR<br>TOWARD A JET RANGER AND A FUEL SYSTEM. HE ST | FAILURE, BUT REPORTEI<br>ATED THAT HE PULLED I           | D THAT HE WAS<br>BACK INSTEAD | HALF OVER THE<br>OF CHOPPING TH        | E DOLLY AN<br>HE THROTTL | ID HEADED<br>.E, BUT THEN                 |            |       |
| THE HELICOPTER TURNED TOWARD A HANGER. SUBSE EQUIPMENT. THE HELICOPTER BEGAN BURNING, BUT   |  |                               |  |                          |   |            |       |
|   |  |                               |  |                          |   |            |       |

File No. - 1320 6/25/82 CORCORAN.CA A/C Reg. No. N1141W Time (Lc1) - 1101 PDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. VERTICAL TAKEOFF - PERFORMED - PILOT IN COMMAND 2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - AIRCRAFT PARKED 5. OBJECT - BUILDING(NONRESIDENTIAL) 6. MANEUVER - ATTEMPTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

| File No 1398 6/30/82 EL CE   | NTRO,CA A/C R              | RO,CA A/C Reg. No. N8100Z           |            |                  | Time (Lc1) - 1235 PDT |             |  |  |
|--|----------------------------|-------------------------------------|------------|------------------|-----------------------|-------------|--|--|
| -Basic Information<br>Type Operating Certificate-NONE (GENERA          |                            |                                     |            |                  |                       |             |  |  |
| T 5 0  | DESTRO                     |                                     | Fatal      | Serious          |                       |             |  |  |
| Type of Operation -PERSONAL  | Fire                       | Crew                                |            | 0                | 1                     | 0           |  |  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING | NONE                       | Pass                                | O          | O                | 1                     | 0           |  |  |
| -Aircraft Information  |                            |                                     |            |                  |                       |             |  |  |
| Make/Model - CESSNA 205  | Eng Make/Model - CO        | NTINENTAL IO-470-S                  | ELT        | Installed/       | Activate              | d - YES/N   |  |  |
| Landing Gear - TRICYCLE-RETRACTABLE                                    | Number Engines - 1         |                                     |            | l Warning        |                       | YES         |  |  |
| Max Gross Wt - 3300  |                            | Engine Type - RECIP - FUEL INJECTED |            |                  | - NO                  |             |  |  |
| No. of Seats - 6   | Rated Power -              | 260 HP                              |            |                  |                       |             |  |  |
| -Environment/Operations Information                                    |                            |                                     |            |                  |                       |             |  |  |
| Weather Data   | Itinerary                  |                                     | •          | Proximity        |                       |             |  |  |
| Wx Briefing - NO RECORD OF BRIEFING                                    |                            |                                     | ON AIR     | STRIP            |                       |             |  |  |
| Method - N/A   | EL CENTRO,CA               |                                     |            |                  |                       |             |  |  |
| Completeness - N/A   | Destination                |                                     | Airport D  |                  |                       |             |  |  |
| Basic Weather - VMC  | MEXICALI, MX               |                                     |            | TT STRIP         |                       |             |  |  |
| Wind Dir/Speed- 320/005 KTS  |                            |                                     |            |                  | - 08                  |             |  |  |
| Visibility - 50.0 SM   | ATC/Airspace               |                                     |            | Lth/Wid          |                       | ′ 50        |  |  |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan        |                                     | ,          |                  | - DIRT                |             |  |  |
| Cloud Conditions(2nd) - NONE   | Type of Clearance          |                                     | Runway     | Status           | - DRY                 |             |  |  |
| Obstructions to Vision- NONE   | Type Approach Flown        | - NONE                              |            |                  |                       |             |  |  |
| Precipitation - NONE   |                            |                                     |            |                  |                       |             |  |  |
| Condition of Light - DAYLIGHT  |                            |                                     |            |                  |                       |             |  |  |
| -Personnel Information   |                            |                                     |            |                  |                       |             |  |  |
| Pilot-In-Command   | Age - 47                   | Medical Certifica                   |            |                  | O WALVER              | RS/LIMIT    |  |  |
| Certificate(s)/Rating(s)   | Biennial Flight Review     |                                     | ht Time (F |                  | 4 11                  | LINIIZ /NID |  |  |
| COMMERCIAL<br>SE LAND  |                            |                                     | 300        | Last 2           | 4 Hrs -               | UNK/NR      |  |  |
| HELICOPTER   | Months Since - 7           | Make/Model-<br>Instrument-          |            | Last 3<br>Last 9 | O Days-               | 40          |  |  |
| HELICOPTER   | Aircraft Type - UNK/NR     | Instrument-                         | 0          | Last 9           | O Days-               | 40          |  |  |
| Instrument Rating(s) - NONE  |                            |                                     |            |                  |                       |             |  |  |
|  |                            |                                     |            |                  |                       |             |  |  |
| PILOT REPORTED THAT THE ENGINE LOST POWER                              |                            |                                     |            | HIT A DITC       | H AND                 |             |  |  |
| SUBSTANTIALLY DAMAGED. AN ENGINE TEARDOWN                              | REVEALED NO PREIMPACT MALE | UNCTION OR FAILURE                  | _          |                  |                       |             |  |  |

| File No 13                                  | 98 6/30/82                         | EL CENTRO,CA         | A/C Reg. No. N8100Z                | Time (Lc1) - 1235 PDT |
|---|------------------------------------|----------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation         |                                    | _ CLIMB              |                                    |                       |
| Finding(s) 1. UNDETERMINED                  |                                    |                      |                                    |                       |
| Occurrence #2 Phase of Operation            | FORCED LANDING<br>LANDING - FLARE/ | TOUCHDOWN            |                                    |                       |
| Occurrence #3<br>Phase of Operation         |                                    | ION WITH TERRAIN     |                                    |                       |
| Finding(s)<br>2. TERRAIN CONDITI            | ON - DITCH                         |                      |                                    |                       |
| Probable Cause                              |                                    |                      |                                    |                       |
| The National Transpo<br>is/are finding(s) 1 | rtation Safety Boa                 | rd determines that t | he Probable Cause(s) of this accid | ent                   |
| Factor(s) relating t                        | o this accident is,                | are finding(s) 2     |                                    |                       |

| File No 1288 4/04/82 WESTC                                   | FFE,CD A/C Reg. No. N1297U |                        |             | Time (Lcl) - 1145 MST |                  |           |       |  |
|--|----------------------------|------------------------|-------------|-----------------------|------------------|-----------|-------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA | L AVIATION)                | Aircraft Damage        |             |                       | Inju             | ries      |       |  |
| •  |                            | SUBSTANTIAL            |             | Fatal                 | Serious          | Minor     | None  |  |
| Type of Operation -BUSINESS                                  |                            | Fire                   | Crew        | 0                     | 0                | 0         | 1     |  |
| Flight Conducted Under -14 CFR 91                            |                            | NONE                   | Pass        | s 0 0 0               |                  |           |       |  |
| Accident Occurred During -TAXI                               |                            |                        |             |                       |                  |           |       |  |
| Aircraft Information   | •                          |                        |             |                       |                  |           |       |  |
| Make/Model - CESSNA 172                                      | Eng Make/Mo                | del - LYCOMING O-      | 320-E2D     |                       |                  |           |       |  |
| Landing Gear - TRICYCLE-FIXED                                | Number Engi                | nes - 1                |             |                       | 1 Warning        |           | YES   |  |
| Max Gross Wt - 2407  |                            | - RECIPROCATI          | NG-CARBURET | OR Weat               | her Radar        | - NO      |       |  |
| No. of Seats - 4   | Rated Power                | - 160 HP               |             |                       |                  |           |       |  |
| Environment/Operations Information                           |                            |                        |             |                       |                  |           |       |  |
| Weather Data   | Itinerary                  |                        |             | •                     | Proximity        |           |       |  |
| Wx Briefing - NO RECORD OF BRIEFING                          |                            |                        |             | ON AIR                | PORT             |           |       |  |
| Method - N/A   | SAME AS AC                 | C/INC                  | _           |                       |                  |           |       |  |
| Completeness - N/A   | Destination                | 2271122 22             | A           | irport D              |                  |           |       |  |
| Basic Weather - VMC<br>-Wind Dir/Speed- 250/015 KTS          | COLORADO S                 | PRINGS, CU             |             | VALLEY                |                  | 0.7       |       |  |
| Visibility - 15.0 SM   | ATC/Airspace               |                        |             |                       | Ident<br>Lth/Wid |           | 100   |  |
| Cloud Conditions(1st) - NONE                                 |                            | nt Plan - NONE         |             |                       | Surface          |           | 100   |  |
| Cloud Conditions(2nd) - NONE                                 |                            | rance - NONE           |             |                       | Status           |           |       |  |
| Obstructions to Vision- NONE                                 |                            | n Flown - NONE         |             | Kariway               | 3 (4 (4)         |           |       |  |
| Precipitation - NONE   | Type App. cac.             | 1110111                |             |                       |                  |           |       |  |
| Condition of Light - DAYLIGHT                                |                            |                        |             |                       |                  |           |       |  |
| Personnel Information  |                            |                        |             |                       |                  |           |       |  |
| Pilot-In-Command   | Age - 47                   | Medical                | Certificate | - VALID               | MEDICAL-W        | AIVERS/LI | MIT   |  |
| Certificate(s)/Rating(s)                                     | Biennial Flight Re         | view                   | Flight      | : Time (H             | ours)            |           |       |  |
| PRIVATE  | Current                    | - YES Tota<br>- 1 Make | 1 -         | 108                   | Last 2           | 4 Hrs -   | 1     |  |
| SE LAND  | Months Since               | - 1 Make               | /Model-     | 108                   | Last 3           | O Days- U | NK/NR |  |
|  | Aircraft Type              | - C-172 Inst           |             | 0                     | Last 9           | O Days-   | 30    |  |
|  |                            |                        |             |                       |                  |           |       |  |
| Instrument Rating(s) ~ NONE                                  |                            |                        |             |                       |                  |           |       |  |
|  |                            |                        |             |                       |                  |           |       |  |
| HE PILOT STATED HE WAS TAXIING FOR TAKEOFF W                 | HEN THE WIND LIETED        | THE TATE OF THE        | AIDCDAFT AN | ID IT NOS             | ED OVED T        | HE WIND   |       |  |
| AS REPORTED AT 250 DEGREES, AT 15 TO 20 KTS.                 | TEN THE WIND LIFTED        | THE TAIL OF THE        | ATKORALI AN | 10 11 1103            | LU UVLK. I       | IIC MIND  |       |  |
| TO NETONIED AT 200 DEGNEED, AT TO TO 20 KTS.                 |                            |                        |             |                       |                  |           |       |  |

File No. - 1288 4/04/82 WESTCLIFFE,CO A/C Reg. No. N1297U Time (Lc1) - 1145 MST

Occurrence

----Probable Cause---- --

NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

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

3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND

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

| -Basic Information Type Operating Certificate-NONE (GENERA             | L AVIATION) Aircraf               | t Damage               |                      | Inju                     | ries                  |        |
|--|-----------------------------------|------------------------|----------------------|--------------------------|-----------------------|--------|
|  | SUBSTA                            |                        | Fatal                | Serious                  | Minor                 | None   |
| Type of Operation -BUSINESS  | Fire                              | Cre                    |                      | 0                        | 0                     | 1      |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING | NONE Pass                         |                        |                      | 0                        | 0                     | 0      |
| -Aircraft Information  |                                   |                        |                      |                          |                       |        |
| Make/Model - PIPER PA-23   | Eng Make/Model - LY               |                        |                      | Installed/               |                       |        |
| Landing Gear - TRICYCLE-RETRACTABLE                                    | Number Engines - 2                |                        |                      | ll Warning               |                       | YES    |
| Max Gross Wt - 4800  | Engine Type - RE                  |                        | TED Wea              | ther Radar               | - NO                  |        |
| No. of Seats - 6   | Rated Power -                     | 250 HP                 |                      |                          |                       |        |
| -Environment/Operations Information<br>Weather Data                    | Itinopony                         |                        | Ainmont              | Dnovimity                |                       |        |
| Wx Briefing - NO RECORD OF BRIEFING                                    | Itinerary<br>Last Departure Point |                        |                      | Proximity<br>IRPORT/STRI | D                     |        |
| Method - N/A   | SAME AS ACC/INC                   |                        | UFF A                | IKPURI/ SIKI             | r                     |        |
| Completeness - N/A   | Destination                       |                        | Airport              | Data                     |                       |        |
| Basic Weather - VMC  | GARDEN CITY,KS                    |                        |                      | AIRPARK                  |                       |        |
| Wind Dir/Speed- 090/005 KTS  |                                   |                        |                      |                          | - 15                  |        |
| Visibility - 0.0   | ATC/Airspace                      |                        | Runwa                | y Lth/Wid                | - 5400/               | 75     |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan               | - NONE                 | Runwa                | y Surface                | - ASPHALT             |        |
| Cloud Conditions(2nd) - NONE   | Type of Clearance                 |                        | Runwa                | y Status                 | - DRY                 |        |
| Obstructions to Vision- NONE   | Type Approach Flown               | - NONE                 |                      |                          |                       |        |
| Precipitation - NONE   |                                   |                        |                      |                          |                       |        |
| Condition of Light - DAYLIGHT  |                                   |                        |                      |                          |                       |        |
| -Personnel Information   |                                   |                        |                      |                          |                       | /·     |
| Pilot-In-Command   | Age - 31                          | Medical Certific       |                      |                          | O WAIVERS,            | /LIMI! |
| Certificate(s)/Rating(s) COMMERCIAL.CFI                                | Biennial Flight Review            |                        | ight Time (1<br>3358 |                          | 4 Hrs -               | 0      |
| SE LAND.ME LAND  | Current - YES<br>Months Since - 3 | Total -<br>Make/Model- |                      |                          | 4 mrs -<br>O Davs- Ui | . •    |
| SE LAND, ME CAND   | Aircraft Type - UNK/NR            | •                      |                      |                          | O Days - O            | 94     |
|  | ATTOTALL Type GRAZINA             | Multi-Eng -            | •                    | Last 3                   | o bays                | 34     |
| Instrument Rating(s) - AIRPLANE  |                                   |                        |                      |                          |                       |        |
| -Narrative   |                                   |                        |                      |                          |                       |        |
| AIRCRAFT LOST POWER DURING TAKEOFF CLIMB                               | AND WAS LANDED STRAIGHT AHE       | AD RESULTING IN S      | SUBSTANTIAL          | DAMAGE, TH               | E FUEL                |        |
| ECTOR VALVE WAS HARD TO MOVE AND DURING TE                             |                                   |                        |                      |                          |                       |        |
| IT MANUFACTURED SELECTOR VALVES "COULD CAU                             |                                   |                        |                      |                          |                       |        |

Time (Lc1) - 1215 MDT File No. - 1,268 5/01/82 ERIE,CO A/C Reg. No. N13845 Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, SELECTOR VALVE - BINDING (MECHANICAL) 2. FLUID, FUEL - BLOCKED(TOTAL) Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WING, SPAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

| File No 1303 6/01/82 GUNN                                | ISON,CO A/C                         | Reg. No`. N12AC<br> |             | IIMe (LCI     | ) - 1145 MD<br>   |          |
|--|-------------------------------------|---------------------|-------------|---------------|-------------------|----------|
| Basic Information Type Operating Certificate-NONE (GENER |                                     | ft Damage<br>ANTIAL | Fat         | •             | juries<br>5 Minor | None     |
| Type of Operation -PERSONAL                              | Fire                                |                     | Crew        | 0             | 0                 | 1        |
| Flight Conducted Under -14 CFR 91                        | NONE                                |                     | Pass        | 0             | 1                 | 0        |
| Accident Occurred During -LANDING                        |                                     |                     |             |               |                   |          |
| Aircraft Information                                     |                                     |                     |             |               |                   |          |
| Make/Model - CESSNA T337C                                | Eng Make/Model - C                  | ONTINENTAL TSI      | D-360A      | ELT Installe  | d/Activated       | - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE                      | Number Engines -                    |                     |             | Stall Warning | g System -        | YES      |
| Max Gross Wt - 4648                                      | Engine Type - R                     | ECIP - FUEL IN      | JECTED      | Weather Rada  | ~ - UNK/NR        |          |
| No. of Seats - 6   | Rated Power -                       | 225 HP              |             |               |                   |          |
| Environment/Operations Information                       |                                     |                     |             |               |                   |          |
| Weather Data   | Itinerary                           |                     | Airp        | ort Proximity | y                 |          |
| Wx Briefing - NO RECORD OF BRIEFIN                       |                                     | t                   | OF          | F AIRPORT/ST  | RIP               |          |
| Method - N/A   | SAME AS ACC/INC                     |                     |             |               |                   |          |
| Completeness - N/A                                       | Destination                         |                     | Airpo       | rt Data       |                   |          |
| Basic Weather - VMC                                      | LOCAL                               |                     | GUI         | NNISON COUNT  | Y                 |          |
| Wind Dir/Speed- 220/010 KTS                              |                                     |                     | Ru          | nway Ident    | - 24              |          |
| Visibility - 30.0 SM                                     | ATC/Airspace                        |                     | Ru          | nway Lth/Wid  | - 7200/           | 100      |
| Cloud Conditions(1st) - 6500 FT BRO                      | KEN Type of Flight Plan             | - NONE              |             | nway Surface  |                   |          |
| Cloud Conditions(2nd) - NONE                             | Type of Clearance                   |                     | Ru          | nway Status   | ~ DRY             |          |
| Obstructions to Vision- NONE                             | Type Approach Flown                 | ~ VISUAL FULL       | CIRCUIT     | •             |                   |          |
| Precipitation - NONE                                     | ,, ,,                               |                     |             |               |                   |          |
| Condition of Light - DAYLIGHT                            |                                     |                     |             |               |                   |          |
| Personnel Information                                    |                                     |                     |             |               |                   |          |
| Pilot-In-Command   | Age - 55                            | Medical Cert        | ificate - V | ALID MEDICAL  | -NO WAIVERS       | /LIMIT   |
| Certificate(s)/Rating(s)                                 | Biennial Flight Review              |                     | Flight Tim  |               |                   | •        |
| COMMERCIAL   | Current - YES                       | Total               | - 4280      | •             | 24 Hrs -          | 0        |
| SE LAND, ME LAND   | Months Since - 3                    | Make/Mod            |             | Last          | 30 Days-          | 0        |
| • • • • • • • • • • • • • • • • • • •                    | Aircraft Type - UNK/N               | •                   |             |               | 90 Davs-          | 6        |
|  | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | Multi-En            |             |               | •                 |          |
| Instrument Rating(s) - AIRPLANE                          |                                     |                     |             |               |                   |          |
| Narrative  |                                     |                     |             |               |                   |          |
| Narrative<br>NG TAKEOFF, THE REAR ENGINE LOST POWER A    | T AROUT SOO ET AGL. AND ARO         | HT 30 SECONDS       | IATED THE   | EDONT ENGINE  |                   |          |
| ' POWER. THE PILOT HAD TURNED TO A DOWNWI                |                                     |                     |             |               | F                 |          |
|  |                                     |                     |             |               |                   |          |
|  |                                     | INAL THE TOEL T     |             |               |                   |          |
| RAFT IMPACTED ABOUT 1/2 MILE FROM THE AI                 |                                     | ULL HAVE LOOK       | ED INTO THE | TANKS RATHE   | R THAN            |          |
|  |                                     | OULD HAVE LOOK      | ED INTO THE | TANKS RATHE   | R THAN            |          |

File No. - 1303 6/01/82 A/C Reg. No. N12AC GUNNISON, CO Time (Lcl) - 1145 MDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLUID.FUEL - STARVATION 4. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 6. FLUID, FUEL - EXHAUSTION 7. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,6,7$ Factor(s) relating to this accident is/are finding(s) 1

| File No 1322 6/17/82 COLOR   | RADO SPRINGS,CO    | A/C Reg. N                     | o. <b>N</b> 737VH    | ٦          | ime (Lcl)          | - 1440 MDT  | -     |
|--|--------------------|--------------------------------|----------------------|------------|--------------------|-------------|-------|
| Basic Information Type Operating Certificate-NONE (GENERA                                    | AL AVIATION)       | Aircraft Dam                   |                      |            | Inju               | ries        | ·     |
|  |                    | SUBSTANTIAL                    |                      | 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  |                    |                                |                      |            |                    |             |       |
| Aircraft Information   |                    |                                |                      |            |                    |             |       |
| Make/Model - CESSNA 172  |                    | odel - LYCOMIN                 | G 0-320-H2AD         |            | Installed/         |             |       |
| Landing Gear - TRICYCLE-FIXED  | Number Eng         |                                |                      |            | 1 Warning          |             | ES    |
| Max Gross Wt - 2300  | Engine Type        |                                | CATING-CARBURET      | OR Weat    | her Radar          | - NO        |       |
| No. of Seats - 4   | Rated Power        | r - 160                        | HP<br>               |            |                    |             |       |
| Environment/Operations Information   |                    |                                |                      |            |                    |             |       |
| Weather Data   | Itinerary          |                                |                      | Airport    | Proximity          |             |       |
| Wx Briefing - NO RECORD OF BRIEFING  |                    |                                |                      | ON AIR     | PORT               |             |       |
| · Method - N/A   | CORTEZ, CO         |                                |                      |            |                    |             |       |
| Completeness - N/A   | Destination        |                                | Α                    | irport [   |                    |             |       |
| Basic Weather - VMC  | COLORADO           | SPRINGS,CO                     |                      | ELLICO     |                    |             |       |
| Wind Dir/Speed- 020/012 KTS  | ATO /A :           |                                |                      |            |                    | - 35        | 40    |
| Visibility - 4.0 SM<br>Cloud Conditions(1st) - NONE  | ATC/Airspace       | ght Plan - NON                 | =                    |            | Lth/Wid<br>Surface |             | 40    |
| Cloud Conditions(2nd) - NONE   |                    | gnt Plan - NUN<br>arance - NON |                      |            | Status             |             |       |
| Obstructions to Vision- NONE   |                    |                                | L<br>UAL STRAIGHT-IN |            | Status             | - WEI       |       |
| Precipitation - NONE   | · ype Approa       | SIT I TOWIT VIS                | DAL SINAIGHT IN      |            |                    |             |       |
| Condition of Light - DAYLIGHT  |                    | ,                              |                      |            |                    |             |       |
|  |                    |                                |                      |            |                    |             |       |
| Pilot-In-Command   | Age - 38           | Medi                           | cal Certificate      | - VALTE    | MEDICAL -W         | ATVEDS/LTM  | ITT   |
| Certificate(s)/Rating(s)   | Biennial Flight Re |                                |                      | Time (H    |                    | AIVENS/ EIN | 11    |
| PRIVATE  | Current            |                                | Total -              |            |                    | 4 Hrs -     | 1     |
| SE LAND  | Months Since       |                                |                      | 14         |                    | O Days- UN  | IK/NR |
|  | Aircraft Type      |                                | Instrument-          | 0          | Last 9             | O Days-     | 20    |
|  |                    |                                |                      |            |                    |             |       |
| Instrument Rating(s) - NONE  |                    |                                |                      |            | `                  |             |       |
|  |                    |                                |                      |            |                    |             |       |
| Narrative  | COLORADO CORTAGO O |                                | THE ATTE AT DO       | TII DI 401 | C UE               |             |       |
| HE PILOT SAW THUNDERSTORMS NEAR PUEBLO AND (   |                    |                                |                      |            |                    |             |       |
| NCOUNTERED TURBULENCE ON THE APPROACH TO THI<br>COORDING TO THE PILOT, A STRONG GUST OF WINI |                    |                                |                      |            |                    |             |       |
| IST. SUBSEQUENTLY, THE AIRCRAFT DEPARTED TH  |                    |                                |                      |            |                    |             |       |
|  |                    |                                |                      |            |                    |             |       |
| ND THERE WAS A LOCALIZED THUNDERSTORM IN THE   | ARFA THE PILOT F   | STIMATED THE W                 | IND WAS GUSTING      | TO 50 P    | TS                 |             |       |

File No. - 1322 6/17/82 COLORADO SPRINGS,CO A/C Reg. No. N737VH Time (Lc1) - 1440 MDT

Occurrence
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. WEATHER CONDITION THUNDERSTORM
- 3. WEATHER CONDITION TURBULENCE (THUNDERSTORMS)
- 4. WEATHER CONDITION GUSTS
- 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- 6. DIRECTIONAL CONTROL NOT POSSIBLE PILOT IN COMMAND
- 7. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND
- 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1329 6/24/82 COLOR                                 | ADO SPRINGS,CO A/C Reg. No. N7642 |   | Т            | ime (Lc1) | - 1230 MDT |             |              |         |
|--|-----------------------------------|---|--------------|-----------|------------|-------------|--------------|---------|
| Basic Information Type Operating Certificate-NONE (GENERA) | _ AVIATION)                       | Aircraf                                   | t Damage     |           |            | Inju        | ries         |         |
| 3 to 1 to                    |                                   |   | NTIAL :      |           | Fatal      | Serious     | Minor        | None    |
| Type of Operation -PERSONAL                                |                                   | Fire                                      |              | Crew      | 0          | 0           | 0            | 1       |
| Flight Conducted Under -14 CFR 91                          |                                   | NONE                                      |              | Pass      | 0          | 0           | 0            | 0       |
| Accident Occurred During -TAKEOFF                          |                                   |   |              |           |            | :           |              |         |
| Aircraft Information                                       |                                   |   |              |           |            |             |              |         |
| Make/Model - SCHWEIZER SGS 1-34                            | Eng Make/N                        | fodel - N/                                | 4            |           | ELT        | Installed/  | Activated -  | NO -N/A |
| Landing Gear - N/A   | Number Eng                        | gines - N/                                | 4            |           |            |             | System - NO  |         |
| Max Gross Wt - 840   | Engine Typ                        | oe - N/                                   | 4            |           | Weat       | her Radar   | - NO         |         |
| No. of Seats - 1   | Rated Powe                        | er - N/                                   | 4            |           |            |             |              |         |
| Environment/Operations Information                         |                                   |   |              |           |            |             |              |         |
| Weather Data   | Itinerary                         |   |              |           | Airport    | Proximity   |              |         |
| Wx Briefing - NO RECORD OF BRIEFING                        | Last Depart                       | ture Point                                |              |           | ON AIR     | PORT        |              |         |
| Method - N/A   | SAME AS A                         | ACC/INC                                   |              |           |            |             |              |         |
| Completeness - N/A   | Destination                       | •   |              |           | Airport D  | ata         |              |         |
| Basic Weather - VMC  | LOCAL                             |   |              |           | BLACK      | FOREST GLI  | DER PORT     |         |
| Wind Dir/Speed- 180/005 KTS                                |                                   |   |              |           | Runwa∨     | Ident       | - 17         |         |
| Visibility - 25.0 SM                                       | ATC/Airspace                      |   |              |           |            | Lth/Wid     | - 5000/      | 20      |
| Cloud Conditions(1st) - NONE                               | Type of Fli                       | ight Plan                                 | - NONE       |           |            |             | - MACADAM    |         |
| Cloud Conditions(2nd) - NDNE                               | Type of Cle                       |   |              |           | *          |             | - DRY        |         |
| Obstructions to Vision- NONE                               | Type Approa                       |   |              |           | ,          |             |              |         |
| Precipitation - NONE                                       | . ) [                             |   |              |           |            |             |              |         |
| Condition of Light - DAYLIGHT                              |                                   |   |              |           |            |             |              |         |
| ersonnel Information                                       |                                   |   |              |           |            |             |              |         |
| Pilot-In-Command   | Age - 49                          |   | Medical Cer  | tifica    | te - NO MF | DICAL       |              |         |
| Certificate(s)/Rating(s)                                   | Biennial Flight F                 | Review                                    |              |           | ht Time (H |             |              |         |
| PRIVATE  | Current                           | - UNK/NR                                  | Total        | _         | 30         |             | 4 Hrs -      | 1       |
|  | Months Since                      |   |              | odel-     | 1          |             | O Days-      | 0       |
|  | Aircraft Type                     |   | •            |           | Ó          |             | O Days-      | 3       |
| GLIDER   |                                   | 5, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, | 2112313      |           | •          |             | <b>.</b> , - |         |
| Instrument Rating(s) - NONE                                |                                   |   |              |           |            |             |              |         |
|  |                                   |   |              |           |            |             |              |         |
| Narrative  |                                   |   |              |           |            |             |              |         |
| RING THE TAKEOFF ROLL, THE CANOPY OF THE GL                |                                   |   |              |           |            |             | TED          |         |
| CLOSE THE CANOPY, AND IN DOING SO, THE GLI                 |                                   |   |              |           |            |             |              |         |
| TITUDE. SUBSEQUENTLY, THE GLIDER BEGAN TO P                |                                   |   |              |           |            |             |              |         |
| EAD. THERE WAS SUBSTANTIAL DAMAGE THROUGHOU                | T THE LENGTH OF TH                | HE FUSELAG                                | E. AN EXAMIN | NOITAN    | OF THE CAN | IOPY REVEAL | ED           |         |
| WAS CAPABLE OF BEING CLOSED AND LATCHED.                   |                                   |   |              |           |            |             |              |         |
|  |                                   |   |              |           |            |             |              |         |
|  |                                   |   |              |           |            |             |              |         |

File No. - 1329 6/24/82 COLORADO SPRINGS,CO A/C Reg. No. N7642 Time (Lc1) - 1230 MDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

#### Finding(s)

- 1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD UNLOCKED
- 2. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
  - IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 4. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 6. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND

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#### ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5

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

| -Basic Information<br>Type Operating Certificate-A | IR CARRIER                    | Aircraft D     | amage            |                            | Injur         | ies         |      |
|--|-------------------------------|----------------|------------------|----------------------------|---------------|-------------|------|
| 0  | N-DEMAND AIR TAXI             | SUBSTANTI      |                  | Fata1                      |               |             | None |
| Type of Operation -N Flight Conducted Under -1     | ON SCHED, DOMESTIC, PASSENGER | ≀ Fire<br>NONE | Crev<br>Pass     |                            | 0             | 0           | 1    |
| Accident Occurred During -L                        | ANDING                        | NOINE          | Pass             | s 0                        | O             | U           | 3    |
| -Aircraft Information                              |                               |                |                  |                            |               |             |      |
| Make/Model - CESSNA 340                            |                               |                | NENTAL TSIO-520  |                            |               |             |      |
| Landing Gear - TRICYCLE-RET                        |                               | ngines - 2     |                  |                            | 1 Warning S   |             | ES   |
| Max Gross Wt - 5590<br>No. of Seats - 6            |                               | ype - TURBO    |                  | Weat                       | her Radar -   | · NO        |      |
| NO. OF Seats - 6                                   | Rated Po                      | ower - 31      | O HP             |                            |               |             |      |
| -Environment/Operations Informa<br>Weather Data    | tion<br>Itinerary             |                |                  | Ainmon+                    | Proximity     |             |      |
| Wx Briefing - FSS                                  |                               | arture Point   |                  | ON AIR                     |               |             |      |
| Method - TELEPHONE                                 | ARAPAHO                       |                |                  | ON AIN                     | FORT          |             |      |
| Completeness - FULL                                | Destination                   |                |                  | Airport D                  | ata           |             |      |
| Basic Weather - VMC                                | LAS ANI                       |                |                  |                            | IMAS CITY &   | COUNTY      |      |
| Wind Dir/Speed- 080/010 KT                         |                               | ,              |                  |                            | Ident -       |             |      |
| Visibility - 10.0 S                                |                               | e              |                  | Runway                     | Lth/Wid -     | 3800/       | 50   |
| Cloud Conditions(1st) - NO                         |                               | light Plan - V |                  |                            | Surface -     |             |      |
| Cloud Conditions(2nd) - NO                         |                               | Clearance - N  |                  |                            | Status -      | DRY         |      |
| Obstructions to Vision- NO                         | 71 1-1-                       | oach Flown - V | 'ISUAL STRAIGHT- | ·IN                        |               |             |      |
| Precipitation - NO                                 |                               |                |                  |                            |               |             |      |
| Condition of Light - DA                            | YLIGHI                        |                |                  |                            |               |             |      |
| -Personnel Information                             |                               |                |                  |                            | MED TO 41 114 | TV505 /1 TM |      |
| Pilot-In-Command<br>Certificate(s)/Rating(s)       | Age - 26<br>Biennial Flight   |                | edical Certifica | ate - VALIL<br>aht Time (H |               | (IVERS/LIM  | I I  |
| ATP  | Current                       |                | Total -          |                            |               | Hrs -       | 2    |
| SE LAND, ME LAND                                   |                               |                | Maka/Madal-      | 600                        |               | Davs- UNI   |      |
| or ento, he ento                                   | Aircraft Ty                   |                | Instrument-      |                            | Last 90       |             | 65   |
|  |                               |                | Multi-Eng -      | -                          |               | , .         |      |
| Instrument Rating(s) -                             | AIRPLANE                      |                |                  |                            |               |             |      |
|  |                               |                |                  |                            |               |             |      |
| AIRCRAFT COLLIDED WITH A FOUR                      | FOOT HIGH IDDICATION DITCH    | 50 FFFT FDOM 7 | HE ADDDOACH END  | OF DINWAY                  | S DUBING      |             |      |
| RT FINAL. THE PILOT STATED THAT                    |                               |                |                  |                            |               |             |      |
|  | . INVESTIGATION REVEALED TH   |                |                  |                            |               | EACTLETY    |      |

File No. - 1376 6/30/82 LAS ANIMAS,CO A/C Reg. No. N2745B Time (Lc1) - 0925 MDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - DITCH 5. CHARTS - INADEQUATE Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5,6

| -Basic Information                     | THERAL AVIATION)         | Allera of Ch. Domana           |           |                | <b>T !</b>       |           |      |
|--|--------------------------|--------------------------------|-----------|----------------|------------------|-----------|------|
| Type Operating Certificate-NONE (G     | ENERAL AVIATION)         | Aircraft Damage<br>SUBSTANTIAL |           | Fatal          | Injur<br>Serious |           | None |
| Type of Operation -PERSONAL            |                          | Fire                           | Crew      | 0              | 0                | 0         | 1    |
| Flight Conducted Under -14 CFR         | -<br>91                  | NONE                           | Pass      | ŏ              | ŏ                | ŏ         | 1    |
| Accident Occurred During -TAKEOFF      | •                        |                                |           | -              |                  |           |      |
| Aircraft Information                   |                          |                                |           |                |                  |           |      |
| Make/Model - ENSTROM 280C              |                          | Model - LYCOMING HIC           | -360-E1AD |                | Installed/A      |           |      |
| Landing Gear - SKID                    | Number Eng               |                                |           |                | 1 Warning S      |           | 10   |
| Max Gross Wt - 2350                    |                          | oe - RECIP - FUEL              | INJECTED  | Weat           | her Radar -      | NO .      |      |
| No. of Seats - 3                       | Rated Powe               | er - 205 HP                    |           |                |                  |           |      |
| Environment/Operations Information     |                          |                                |           |                |                  |           |      |
| Weather Data                           | Itinerary                |                                |           |                | Proximity        |           |      |
| - Wx Briefing - NO RECORD OF BRIE      |                          |                                |           | OFF AI         | RPORT/STRIP      |           |      |
| Method - N/A<br>Completeness - N/A     | SAME AS A<br>Destination |                                |           | 4 : nn - n + D | - 4 -            |           |      |
| Basic Weather - VMC                    | LOCAL                    |                                |           | Airport D      | ата              |           |      |
| Wind Dir/Speed- 210/015 KTS            | LUCAL                    |                                |           | Bunway         | Ident -          | UNK/NR    |      |
| Visibility - 50.0 SM                   | ATC/Airspace             |                                |           |                | Lth/Wid -        |           |      |
| Cloud Conditions(1st) - 14000 FT       |                          | ight Plan - NONE               |           |                | Surface -        |           |      |
| Cloud Conditions(2nd) - NONE           |                          | earance - NONE                 |           |                |                  | DRY       |      |
| Obstructions to Vision- NONE           |                          | ach Flown - NONE               |           |                | •                |           |      |
| Precipitation - NONE                   | 21                       |                                |           |                |                  |           |      |
| Condition of Light - DAYLIGHT          |                          |                                |           |                |                  |           |      |
| Personnel Information                  |                          |                                |           |                |                  |           |      |
| Pilot-In-Command                       | Age - 41                 |                                |           |                | MEDICAL-WA       | IVERS/LIN | /IT  |
| Certificate(s)/Rating(s)               | Biennial Flight F        | Review                         |           | t Time (H      |                  |           | _    |
| ATP                                    | Current                  |                                |           | 4393           | Last 24          | Hrs -     | 2    |
| SE LAND, ME LAND                       |                          |                                | Model-    | 190            | Last 30          | Days- UN  |      |
| HELICOPTER                             | Aircraft Type            |                                | ument-    | 4//            | Last 90          | Days-     | 130  |
|  |                          | MUITI                          | -Eng -    | 3090           | Rotorcr          | art -     | 190  |
| Instrument Rating(s) - AIRPLAN         | NE                       |                                |           |                |                  |           |      |
| Narrative                              |                          |                                |           |                |                  |           |      |
| E PILOT STATED THAT DURING LIFT-OFF HE | WAS DISTRACTED BY DEPO   | SONS ON THE GROUND W           | AVING THE | TR ARMS        | THE ATROPAE      | т .       |      |
|  |                          | LANDED THE AIRCRAFT            |           |                |                  | •         |      |

Time (Lc1) - 1245 MDT File No. - 1372 7/07/82 STEAMBOAT SPRINGS, CO A/C Reg. No. N5693R IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 ROLL OVER Phase of Operation TAKEOFF Finding(s) 4. ROTOR SYSTEM - 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

| File No 1291 6/18/82 PLAIN   | VILLE,CT A/C Reg. No. N3622Q   |               | Time (Lc1) - 1900 ED       |                          |                    | •         |          |
|--|--------------------------------|---------------|----------------------------|--------------------------|--------------------|-----------|----------|
| Basic Information Type Operating Certificate-NONE (GENERA  | L AVIATION)                    | Aircraft Da   | amage                      |                          | Injur              | ies       |          |
| The special control of the control o | ,,,,,,,,                       | SUBSTANTIA    |                            | Fatal                    |                    |           | None     |
| Type of Operation -PERSONAL  |                                | Fire          | Crew                       | 0                        | 0                  | 0         | 1        |
| Flight Conducted Under -14 CFR 91  |                                | NONE          | Pass                       | 0                        | 0                  | 0         | 0        |
| Accident Occurred During -LANDING  |                                |               |                            |                          |                    |           |          |
| Aircraft Information   |                                |               |                            |                          |                    |           |          |
| Make/Model ~ BEECH A23-19  | Eng Make/Mo                    | del - LYCOM   | NG 0-320-E2C               | ELT :                    | installed/A        | ctivated  | - YES/YE |
| Landing Gear - TRICYCLE-FIXED  |                                |               |                            |                          | Warning S          |           | 'ES      |
| Max Gross Wt - 2200  |                                |               | ROCATING-CARBURE           | TOR Weath                | ner Radar -        | NO        |          |
| No. of Seats - 4   | Rated Power                    | - 150         | ) HP                       |                          |                    |           |          |
| Environment/Operations Information   |                                |               |                            |                          |                    |           |          |
| Weather Data   | Itinerary                      |               |                            | Airport F                |                    |           |          |
| Wx Briefing - NO RECORD OF BRIEFING  |                                |               |                            | ON AIR                   | PORT               |           |          |
| Method - N/A   | SAME AS AC                     | C/INC         |                            |                          |                    |           |          |
| Completeness - N/A   | Destination                    |               |                            | Airport Da               |                    |           |          |
| Basic Weather - VMC  | LOCAL                          |               |                            |                          | SON FIELD          |           |          |
| Wind Dir/Speed- 220/015 KTS  |                                |               |                            |                          | Ident -            |           |          |
| Visibility - UNK/NR  | ATC/Airspace                   |               |                            |                          | Lth/Wid -          |           | 75       |
| Cloud Conditions(1st) - NONE   | Type of Flig                   |               |                            |                          | Surface -          |           |          |
| Cloud Conditions(2nd) - NONE   | Type of Clea                   |               |                            | Runway                   | Status -           | DRY       |          |
| Obstructions to Vision- NONE   | Type Approac                   | n Flown - Ni  | JNE                        |                          |                    |           |          |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT  |                                |               |                            |                          |                    |           |          |
|  |                                |               |                            |                          |                    |           |          |
| Personnel Information  | 4                              |               |                            | - VALTO                  | MEDICAL NO         | WATVEDS   | /L TATT  |
| <pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>   | Age - 34<br>Biennial Flight Re |               | dical Certificat           | e - VALID<br>it Time (Ho |                    | WAIVERS/  | LIMII    |
| PRIVATE  |                                |               |                            |                          |                    | Une -     | 0        |
| SE LAND  | Months Since                   | - 11          | Total -                    | 4                        | Last 24<br>Last 30 | Dava- 116 | IK /ND   |
| or care  | Aircraft Type                  | - UNK/NR      | Make/Model-<br>Instrument- | 3                        | Last 90            | Days of   | 3        |
|  | An erare Type                  | ONN/ NIC      | 1113 CT GINCTIC            | , <b>o</b>               | Rotorcr            | aft - UN  | -        |
| 7 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -  |                                |               |                            |                          |                    |           | ,        |
| Instrument Rating(s) - NONE  |                                |               |                            |                          |                    |           |          |
| Narrative  |                                |               |                            |                          |                    |           |          |
| PILOT LOST DIRECTIONAL CONTROL ON THE SEC  | OND LANDING POLL AN            | ID SWEDVED OF | E DUNIMAY ONTO A           | DATIDOAD                 | TDACK              |           |          |

A/C Reg. No. N3622Q File No. - 1291 6/18/82 PLAINVILLE, CT Time (Lc1) - 1900 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. ELEVATOR - DELAYED - PILOT IN COMMAND 2. BRAKES(NORMAL) - NOT USED - 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. 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

| File No 1368 7/02/82 WEST F   | HAVEN,CT A/C R  | eg. No. N39050                                      | Time (Lcì)  | - 1600 EDT                                 |                |
|---|---|---|---|--|----------------|
| Type Operating Certificate-NONE (GENERAL<br>Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING  | SUBSTA  | t Damage<br>NTIAL<br>Crew<br>Pass                   | Inj<br>Fatal Serious<br>O O<br>O O  |  | None<br>1<br>0 |
| Aircraft Information Make/Model - GRUMMAN AA-1C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1560 No. of Seats - 2  | Number Engines - 1<br>Engine Type - RE  | COMING 0-235-L2C<br>CIPROCATING-CARBURETO<br>115 HP | Stall Warning   | System - Y                                 |                |
| Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed 270/020 KTS  Visibility - 25.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT | Itinerary Last Departure Point NANTUCKET,MA Destination BRIDGEPORT,CT  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown | A i<br>- NONE<br>- NONE                             | rirport Proximity<br>OFF AIRPORT/STR<br>rport Data<br>Runway Ident<br>Runway Lth/Wid<br>Runway Surface<br>Runway Status | - UNK/NR<br>- UNK/NR<br>- UNK/NR<br>- DIRT |                |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>STUDENT<br>SE LAND   | Age - 21<br>Biennial Flight Review<br>Current - N/A<br>Months Since - N/A<br>Aircraft Type - N/A  | Total -   | Time (Hours) 58 Last 1 Last   | 24 Hrs -<br>30 Days- UN                    | O<br>IK/NR     |
| Instrument Rating(s) - NONE   |   |   |   |  |                |
| Narrative<br>HE STUDENT PILOT DEPARTED BRIDGEPORT, CT AT<br>OUTE, HE MADE A TOUCH-AND-GO AT FISHERS ISLAI<br>430 HOURS WITHOUT REFUELING. SUBSEQUENTLY, HI<br>XHAUSTION OCCURRED AND HE MADE A FORCED LAND<br>ND WAS SUBSTANTIALLY DAMAGED.   | ND AND PRACTICED STALL MANE<br>E RAN LOW ON FUEL AND DIVER  | UVERS. HÉ DEPARTED NA<br>TED TO NEW HAVEN, CT.      | NTUCKET AT ABOUT HOWEVER, FUEL  |  |                |

| File No 13                               | 68 7/02/82                                | WEST HAVEN, CT         | A/C Reg.       | No. N39050        | Time (Lc1) - 1600 EDT |
|--|---|------------------------|----------------|-------------------|-----------------------|
| Occurrence #1<br>Phase of Operation      |   | TAL) - NON-MECHANICAL  |                |                   |                       |
| 2. FLUID,FUEL - LO                       | W LEVEL<br>ERNATE DESTINATION<br>HAUSTION |                        | N COMMAND      |                   |                       |
| Occurrence #2<br>Phase of Operation      | FORCED LANDING<br>LANDING - FLARE/        |                        |                |                   | ·                     |
| Occurrence #3<br>Phase of Operation      |   | ION WITH OBJECT        |                |                   |                       |
| Finding(s)<br>6. TERRAIN CONDITI         |   |                        |                |                   |                       |
| Probable Cause                           |   |                        |                |                   |                       |
| The National Transpois/are finding(s) 1, |   | rd determines that the | Probable Cause | (s) of this accid | lent                  |
| Factor(s) relating t                     | o this accident is                        | /are finding(s) 2      |                |                   |                       |

| Basic Information Type Operating Certificate-NONE (GE                           | NERAL AVIATION) Aire                  | craft Damage           |              | Inju                 | uries    |      |     |
|---|---------------------------------------|------------------------|--------------|----------------------|----------|------|-----|
|   |                                       | STROYED                | Fatal        | Serious              |          |      | ne  |
| Type of Operation -PERSONAL   |                                       |                        |              | 0                    | 0        |      | 0   |
| Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT              | 1 NO                                  | NE Pass                | 0            | 0                    |          |      | 0   |
| Aircraft Information  |                                       |                        |              |                      |          |      |     |
| Make/Model - BENSON B-8M  | Eng Make/Model                        | - MCCULLOCH 0-100      |              | Installed/           |          |      | -N, |
| Landing Gear - TRICYCLE-FIXED   |                                       | - 1                    |              | 1 Warning            |          | - NO |     |
| Max Gross Wt - 547  |                                       | - RECIPROCATING-CARBUR | ETOR Weat    | her Radar            | - NO     |      |     |
| No. of Seats - 1  | Rated Power                           | - 72 HP                |              |                      |          |      |     |
| Environment/Operations Information  |                                       |                        | A            |                      |          |      | ,   |
| Weather Data  | Itinerary                             | -14                    |              | Proximity RPORT/STRI |          |      |     |
| Wx Briefing - NO RECORD OF BRIE , Method - N/A                                  | FING Last Departure Po<br>CLERMONT,FL | oint                   | UFF AI       | KPUKI/SIKI           | l P      |      |     |
| Completeness - N/A  | Destination                           |                        | Airport D    | 12+2                 |          |      |     |
| Basic Weather - VMC   | LOCAL                                 |                        | A II poi t L | ata                  |          |      |     |
| Wind Dir/Speed- 280/007 KTS   | LOCAL                                 |                        | Runway       | Ident                | - N/A    | ٠    |     |
| Visibility - 7.0 SM   | ATC/Airspace                          |                        |              | Lth/Wid              |          |      |     |
| Cloud Conditions(1st) - 3500 FT   |                                       | lan - NONE             |              | Surface              |          |      |     |
| Cloud Conditions(2nd) - NONE  | Type of Clearance                     |                        |              | Status               | - N/A    |      |     |
| Obstructions to Vision- NONE  | Type Approach Flo                     | own - NONE             | •            |                      |          |      |     |
| Precipitation - NONE  |                                       |                        |              |                      |          |      |     |
| Condition of Light - DAYLIGHT   |                                       |                        |              |                      |          |      |     |
| Personnel Information   |                                       |                        |              |                      |          |      |     |
| Pilot-In-Command  | Age - 50                              | Medical Certifica      |              |                      |          |      |     |
| Certificate(s)/Rating(s)  | Biennial Flight Review                | Flig                   | ht Time (F   | lours)               |          |      |     |
| NONE  | Current - N/                          | Total -                | 4            | Last 2               | 24 Hrs - |      |     |
|   | Months Since - N/                     |                        | 4<br>0       |                      | 30 Days- |      |     |
|   | Aircraft Type - N/                    | a Instrument-          | U            | Last                 | o Days-  | 4    |     |
| Instrument Rating(s) - NONE   |                                       |                        |              |                      |          |      |     |
|   |                                       |                        |              |                      |          |      |     |
| Narrative   |                                       |                        | _            |                      |          |      |     |
|   | KED UP TO SEE THE GYPOCOPTE           | DESCENDING VEDITORIL   | Y INTO A N   | IEARBY WOOD          | DED      |      |     |
| ESSES HEARD AN ENGINE SPUTTER AND LOO<br>. WHILE THE NOSE OF THE AIRCRAFT WAS P |                                       |                        |              |                      |          |      |     |

File No. - 1382 3/20/82 MINNEOLA, FL A/C Reg. No. N25PH Time (Lc1) - 1300 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

| -Basic Information   |   |  |                             |                            |                      |          |          |          |            |
|--|---|--|-----------------------------|----------------------------|----------------------|----------|----------|----------|------------|
| Type Operating Certificate   | -NONE (GENERAL                                      | AVIATION)  | Aircraft D                  |                            |                      |          |          | ıries    |            |
|  |   |  | SUBSTANTI                   |                            |                      | tal      | Serious  |          |            |
|  | -INSTRUCTIONAL                                      | - SOLO   | Fire                        |                            | Crew                 | 0        | 0        | 1        | _          |
| Flight Conducted Under   |   |  | NONE                        | }-                         | ass                  | 0        | 0        | 0        | 0          |
| Accident Occurred During   | ~LANDING  |  |                             |                            |                      |          |          |          |            |
| -Aircraft Information  |   |  |                             |                            |                      |          |          |          |            |
| Make/Model - PIPER PA-3  |   | Eng Make/Mo  |                             |                            |                      |          |          |          | ed - YES/N |
| Landing Gear - TRICYCLE-F  | IXED  | Number Engi  |                             |                            |                      |          | Warning  |          | - UNK/NR   |
| Max Gross Wt - 1670  |   | Engine Type  |                             | ROCATING-CAR               | RBURETOR             | Weath    | er Radar | - NO     |            |
| No. of Seats ~ 2   |   | Rated Power  | - 11:                       | 2 HP                       |                      |          |          |          |            |
| -Environment/Operations Infor  | mation  |  |                             |                            |                      |          |          |          |            |
| Weather Data   |   | Itinerary  |                             |                            |                      |          | roximity |          |            |
| -  | D OF BRIEFING                                       | Last Departu   |                             |                            | 0                    | FF AIR   | PORT/STR | [P       |            |
| Method - N/A   |   | VERO BEACH   | ,FL                         |                            |                      |          |          |          |            |
| Completeness - N/A   |   | Destination  |                             |                            | Airp                 | ort Da   | ta       |          |            |
| Basic Weather - VMC  |   | LOCAL  |                             |                            |                      |          |          |          |            |
| Wind Dir/Speed- 130/008  |   |  |                             |                            |                      | ,        |          | - UNK/N  |            |
| Visibility - 10.0  |   | ATC/Airspace   |                             |                            |                      |          | _th/Wid  |          | R          |
| Cloud Conditions(1st) -  |   |  |                             |                            |                      |          | Surface  |          |            |
| Cloud Conditions(2nd) -  |   |  |                             |                            | R                    | unway s  | Status   | - DRY    |            |
| Obstructions to Vision-  |   | Type Approac   | h Flown - N                 | ONE                        |                      |          |          |          |            |
|  | NONE  |  |                             |                            |                      |          |          |          |            |
| Condition of Light -   | DAYLIGHI  |  |                             |                            |                      |          |          |          |            |
| -Personnel Information   |   |  |                             |                            |                      |          |          |          |            |
| Pilot-In-Command   |   | .ge - 22   |                             | dical Certif               |                      |          |          | O WAIVE  | RS/LIMIT   |
| Certificate(s)/Rating(s)   | E   | Siennial Flight Re   | view                        | F                          | light Ti             |          |          |          |            |
| PRIVATE  |   | Current  | - YES                       | Total                      |                      |          |          | 24 Hrs - |            |
| SE LAND  |   | Months Since<br>Aircraft Type                                | - 1                         | Make/Mode1                 |                      |          |          | 30 Days- |            |
|  |   | Aircraft Type  | - PA-38                     | Instrument                 | t- 16                | i        | Last 9   | 00 Days- | 95         |
| Instrument Bating(s)   | NONE  |  |                             |                            |                      |          |          |          |            |
| Instrument Rating(s)   | - NUNE  |  |                             |                            |                      |          |          |          |            |
| -Narrative   |   |  |                             |                            |                      |          |          |          |            |
|  | WITH A PRIVATE                                      | PILOT CERTIFICAT   | F AND WAS O                 | N A SOLO TNO               | STRUCTION            | ΔI FITO  | GHT. HE  |          |            |
|  |   |  |                             |                            |                      |          |          | THE      |            |
| PILOT WAS A FOREIGN NATIONAL   | WER WHILE HE WA                                     |  |                             |                            |                      |          |          | –        |            |
| PILOT WAS A FOREIGN NATIONAL<br>ORTED THAT THE ENGINE LOST PO  |   |  | LANDING ON                  | A ROAD ON T                | TOP OF A             |          |          |          |            |
| PILOT WAS A FOREIGN NATIONAL<br>ORTED THAT THE ENGINE LOST PO<br>CEDURE FOR AN ENGINE FAILURE,                                 | BUT IT WOULD N                                      | OT RESTART. WHILE  |                             |                            |                      | ION OF   | THE      |          |            |
| PILOT WAS A FOREIGN NATIONAL<br>ORTED THAT THE ENGINE LOST PO<br>CEDURE FOR AN ENGINE FAILURE,<br>E, THE AIRCRAFT HIT A GOUGE, | BUT IT WOULD N<br>SKIDDED FROM TH                   | IOT RESTART. WHILE<br>IE ROAD, AND WENT                      | DOWN AN EMB                 | ANKMENT. AN                | EXAMINAT             |          |          |          |            |
| PILOT WAS A FOREIGN NATIONAL   | BUT IT WOULD N<br>SKIDDED FROM TH<br>MALFUNCTION OR | JOT RESTART. WHILE<br>HE ROAD, AND WENT<br>PREIMPACT FAILURE | DOWN AN EMB.<br>S. THE TEMP | ANKMENT. AN<br>ERATURE AND | EXAMINAT<br>DEW POIN | IT. WERE | 88 AND   |          |            |

6/26/82 Time (Lc1) - 1230 EDT File No. - 1330 FELLSMERE, FL A/C Reg. No. N2437K Occurrence #1 LOSS OF POWER Phase of Operation MANEUVERING Finding(s) 1. MISCELLANEOUS - UNDETERMINED 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 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. TERRAIN CONDITION - ROUGH/UNEVEN 4. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

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

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

| File No 1363 7/04/82  | CLEARWATER, FL          | A/C Reg. No                             | . N8232P        | Τi       | me (Lc1) -                    | 1300 EDT   |           |
|---|-------------------------|---|-----------------|----------|-------------------------------|------------|-----------|
| -Basic Information Type Operating Certificate-NONE                        | (GENERAL AVIATION)      | Aircraft Dama                           | ae              |          | Injur                         | ies        |           |
|   | •                       | SUBSTANTIAL                             |                 | Fatal    | Serious                       | Minor      | None      |
| Type of Operation -PERSO  |                         | Fire                                    | Crew            | 0        | 0                             | 0          | 1         |
| Flight Conducted Under -14 CF   |                         | NONE                                    | Pass            | 0        | 0                             | 0          | 1         |
| Accident Occurred During -LANDI   | NG                      |   |                 |          |                               |            |           |
| -Aircraft Information   |                         |   |                 |          |                               |            |           |
| Make/Model - PIPER PA-24  |                         | e/Model - LYCOMING                      |                 |          |                               |            |           |
| Landing Gear - TRICYCLE-RETRACT   | ABLE Number (           | Engines - 1<br>Type - RECIP -           |                 | Stall    | Warning Sy                    | /stem - UN | NK/NR     |
| Max Gross Wt - 2550   | Engine 1                | ype - RECIP -                           | FUEL INJECTED   | Weath    | ner Radar -                   | NO         |           |
| No. of Seats - 4  | Rated Po                | ower ~ 250'H                            | P<br>           |          | ~                             |            |           |
| -Environment/Operations Information                                       |                         |   |                 |          |                               |            |           |
| Weather Data  | Itinerary               | 1                                       | Δ               |          | roximity                      |            |           |
| Wx Briefing - NO RECORD OF B  | •                       | rture Point                             |                 | ON AIRP  | PORT                          |            |           |
| Method - N/A  |                         | ACC/INC                                 |                 |          |                               |            |           |
| Completeness - N/A  | Destination             | on .                                    | Ai              | rport Da |                               |            |           |
| Basic Weather - VMC Wind Dir/Speed- 300/007 KTS                           | LOCAL                   |   |                 |          | TER EXECUT                    |            |           |
| Visibility - 7.0 SM   | ATC/Airspac             |   |                 |          | Ident -<br>Lth/Wid -          |            | uz /ND    |
| Cloud Conditions(1st) ~ 2500  | ET SCATTEDED Type of i  | e<br>Slight Dlan - NONE                 |                 |          | Surface -                     |            | NK/INK    |
| Cloud Conditions(2nd) - 25000   |                         | Clearance - NONE                        |                 |          | Status -                      |            |           |
| Obstructions to Vision- NONE  |                         | oach Flown - VISU                       |                 |          | Jacas                         | DICI       |           |
| Precipitation - NONE  | Type App.               | V130                                    | AL TOLL GIROGIT |          |                               |            |           |
| Condition of Light - DAYLIG   | НТ                      |   |                 |          |                               |            |           |
|   |                         |   |                 |          |                               |            |           |
| Pilot-In-Command  | Age - 61                | Modio                                   | al Certificate  | - VALTD  | MEDICAL -NO                   | WATVEDS /I | TMIT      |
| Certificate(s\$/Rating(s)   | Biennial Flight         |   |                 | Time (Ho |                               | WAIVERS/ E | _ 1 141 1 |
| PRIVATE   | Current                 | - YES T                                 | otal - 40       |          |                               | Hrs -      | 2         |
| SE LAND   |                         |   | ake/Model- 10   | 08       | Last 24<br>Last 30<br>Last 90 | Days- UNA  | C/NR      |
|   | Aircraft Ty             |   | nstrument- UNK/ | NR       | Last 90                       | Days-      | 8         |
|   |                         | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ,,,             |          |                               | ,-         |           |
| Instrument Rating(s) - NONE   | :                       |   |                 |          |                               |            |           |
|   |                         |   |                 |          |                               |            |           |
|   | IE DILOT HAS DISTRACTED | DV CTUES ATSOSAET                       | AND EATLED TO   | EVTEND T | THE CEAD                      |            |           |
| ING THE APPROACH TO THE AIRPORT TH  |                         | RY IIIHED AIDEDAEI                      |                 |          |                               |            |           |
| ING THE APPROACH TO THE AIRPORT, TH<br>PROPELLER AND LOWER SURFACE OF THE |                         |   |                 | EVICIND  | HE GEAR.                      |            |           |

File No. - 1363 7/04/82 CLEARWATER,FL A/C Reg. No. N8232P Time (Lc1) - 1300 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

LANDING - FLARE/TOUCHDOWN

## Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

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

----Probable Cause----

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

| Basic Information Type Operating Certificate-NONE (GENERA | AVIATION) Aircra                    | ft Damage                 |   | Inju                | ries       |                |
|---|-------------------------------------|---------------------------|---|---------------------|------------|----------------|
| Type operating out throate none (acreers                  | MINOR                               |                           | Fatal   |                     |            | None           |
| Type of Operation -OTHER                                  | Fire                                | Crew                      | 0   | 0                   | 0          | 1              |
| Flight Conducted Under -14 CFR 91                         | NONE                                | Pass                      | 0   | 0                   | 0          | 0              |
| Accident Occurred During -MANEUVERING                     |                                     | Other                     |   | 0<br>               | 1<br>      | 1              |
| Aircraft Information                                      |                                     |                           |   |                     |            |                |
| Make/Model - PIPER PA-25-235                              |                                     | YCOMING 0-540-B2B5        |   | Installed/          |            |                |
| Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 2900 | Number Engines -<br>Engine Type - R | 1<br>ECIPROCATING-CARBURE |   | ll Warning          |            | NK/NR          |
| No. of Seats - 1  |                                     | 235 HP                    | iok wea   | iller kadar         | 110        |                |
| Environment/Operations Information                        |                                     |                           |   |                     |            |                |
| Weather Data  | Itinerary                           |                           |   | Proximity           |            |                |
| Wx Briefing - NO RECORD OF BRIEFING                       | <b> </b>                            | t                         | ON AIR  | RPORT               |            |                |
| Method - N/A  | SAME AS ACC/INC                     |                           |   | 2-4-                |            |                |
| Completeness - N/A<br>Basic Weather - VMC                 | Destination<br>LOCAL                |                           | Airport (   | Data<br>IN SPALDING |            |                |
| Wind Dir/Speed- 040/005 KTS                               | LOCAL                               |                           |   | / Ident             |            |                |
| Visibility - UNK/NR                                       | ATC/Airspace                        |                           |   | / Lth/Wid           |            | 300            |
| Cloud Conditions(1st) - NONE                              | Type of Flight Plan                 | - NONE                    |   | Surface             |            |                |
| Cloud Conditions(2nd) - NONE                              | Type of Clearance                   | - NONE                    | Runwa   | / Status            | - DRY      |                |
| Obstructions to Vision- NONE                              | Type Approach Flown                 | - VISUAL FULL CIRCU       | ŢΤ  |                     |            |                |
| Precipitation - NONE                                      |                                     |                           |   |                     |            |                |
| Condition of Light - DAYLIGHT                             |                                     |                           |   |                     |            |                |
| Personnel Information Pilot-In-Command                    | Age - 61                            | Medical Certificat        | e - VALII   | MEDICAL-W           | AIVERS/LIM | ΙΤ             |
| Certificate(s)/Rating(s)                                  | Biennial Flight Review              |                           | t Time (I   |                     |            |                |
| COMMERCIAL  | Current - UNK/N                     |                           | 7400  | Last 2              | 4 Hrs - UN | K/NR           |
| SE LAND   | Months Since - UNK/N                | R Make/Model- UN          | <td>Last 3</td> <td>O Days- UN</td> <td>K/NR</td> | Last 3              | O Days- UN | K/NR           |
|   | Aircraft Type - UNK/N               |                           |   |                     |            |                |
|   |                                     | Multi-Eng - UN            | K/NR  | Rotorc              | raft - UN  | K/NR           |
| Instrument Rating(s) - NONE                               |                                     |                           |   |                     |            |                |
| Narrative   |                                     |                           |   |                     |            | · <del>-</del> |
| PILOT WAS HIRED TO PERFORM FOR THE FILMIN                 |                                     |                           |   |                     |            |                |
| AIRCRAFT STRUCK TWO OF THE GROUND CREW. THE               | HE CAMERAMAN RECEIVED FATA          | L INJURIES. PIECES O      | THE WO  | JUEN PROPĒL         | LER,       |                |

File No. - 1276 3/01/82 GRIFFIN,GA A/C Reg. No. N4732Y Time (Lcl) - 1500 EST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

of Operation MANEUVERING

Finding(s)

- 1. OBJECT OTHER PERSON
- 2. LOW PASS MISJUDGED PILOT IN COMMAND
- 3. CLEARANCE MISJUDGED PILOT IN COMMAND
- 4. MANEUVER NOT CORRECTED PILOT IN COMMAND
- 5. INSTRUCTIONS, WRITTEN/VERBAL NOT USED OTHER PERSON

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.4.5

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

| File No 1314  | 6/19/82<br>   | ATLANTA, GA   | A/C Reg  | . No. N31883   |  | ime (Lc1) ·  | - 1813 EDT              | <b></b>        |
|---|---|---|--|--|--|--|-------------------------|----------------|
| Basic Information Type Operating Certific  Type of Operation Flight Conducted Under Accident Occurred Durin   | -INSTRU<br>-14 CFR  | OCTIONAL - SOLO   | I) Aircraft<br>DESTROYE<br>Fire<br>NONE  |  | _  | Injur<br>Serious<br>O<br>O                               | ries<br>Minor<br>1<br>O | None<br>O<br>O |
| Aircraft Information<br>Make/Model - PIPER P<br>Landing Gear - TRICYCL<br>Max Gross Wt - 2325<br>No. of Seats - 4   |   | N<br>E  | ng Make/Model - LYCO<br>umber Engines - 1<br>ngine Type - RECI<br>uted Power - 1                                   | PROCATING-CARBUR   | Stal   | Installed//<br>I Warning S<br>ther Radar                 | System - Y              |                |
| Environment/Operations In Weather Data Wx Briefing - UNK/N Method - IN PE Completeness - UNK/N Basic Weather - VMC Wind Dir/Speed- 330/O Visibility - 6. Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Visio Precipitation Condition of Light | R RSON R 10 KTS 0 SM - NONE - NONE n- NONE                      | Itin<br>La<br>Des<br>ATC/<br>Ty<br>Ty<br>Ty   | erary St Departure Point SAME AS ACC/INC Lination LOCAL Airspace De of Flight Plan - De Approach Flown -           | TOWER  | ON AIR Airport [ DEKALE Runway Runway Runway Runway              | Data<br>B-PEACHTREE                                      | - ASPHALT               | 150            |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(<br>STUDENT<br>SE LAND   |   | Curr<br>Mont  | 47 M<br>Flight Review<br>ent - N/A<br>ns Since - N/A<br>eaft Type - N/A  | edical Certifica<br>Flig<br>Total -<br>Make/Model-<br>Instrument-                              | ht Time (F<br>33<br>24   |  | 4 Hrs -<br>Days- UN     | 0              |
| Instrument Rating(s   | ) - NONE  |   |  |  |  |  |                         |                |
| Narrative IE STUDENT PILOT WAS PRACTIC IOTS. DURING THE SECOND TOUC IR TAKEOFF, THE PLANE SUDDEN ECH 58 WAS SUBSTANTIALLY DA PORTED THAT AFTER HE ADDED IAT THE PLANE SWERVED AS HE IS HE WAS DISTRACTED WITH ADJ   | H-AND-GO,<br>LY SWERVED<br>MAGED AND<br>POWER FOR<br>REACHED TO | THE AIRCRAFT TO<br>TO THE LEFT, A<br>THERE WAS MINOR<br>TAKEOFF, HE REA<br>RETRACT THE FL | JCHED DOWN NORMALLY.<br>ND SUBSEQUENTLY, IT<br>DAMAGE TO A PIPER P<br>LIZED THAT HE HAD NE<br>NPS. HE SUSTECTED TH | HOWEVER, AS IT<br>STRUCK THREE PAR<br>A-31 AND A BEECH<br>GLECTED TO RAISE<br>AT A GUST OF WIN | WAS ACCELE<br>KED AIRCRA<br>35. THE S<br>THE FLAPS<br>D WAS ENCO | ERATING<br>AFT. A<br>STUDENT<br>S. HE REPOR'<br>DUNTERED |                         |                |

File No. - 1314 <sup>t</sup> 6/19/82 ATLANTA, GA A/C Reg. No. N31883 Time (Lc1) - 1813 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH AND GO LANDING - INITIATED - PILOT IN COMMAND 2. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - 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 TAKEOFF Finding(s) 6. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5 Factor(s) relating to this accident is/are finding(s) 2,6

| Basic Information  |   |                  |           |            |                        |                |           |
|--|---|------------------|-----------|------------|------------------------|----------------|-----------|
| Type Operating Certificate-NONE (GENERAL   | _ AVIATION)                             | t Damage         |           | Fatal      | Inju<br>Serious        | ıries<br>Minor | None      |
| Type of Operation -FERRY   | Fire                                    | NITAL            | Crew      | ratai<br>O | Ser Tous               | MITTOF.        | None<br>1 |
| Flight Conducted Under -14 CFR 91  | NONE                                    |                  | Pass      | ŏ          | ŏ                      | ŏ              | Ò         |
| Accident Occurred During -LANDING  |   |                  |           |            |                        |                |           |
| Aircraft Information   |   |                  |           |            |                        |                |           |
| Make/Model - CESSNA A188   | Eng Make/Model - COI                    | NTINENTAL I      | 0-520D    | ELT        |                        | Activated      |           |
| Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300   | Number Engines - 1<br>Engine Type - REG | CIP - FUEL :     | TM.IECTEI |            | i warning<br>her Radar | System - \     | rE5       |
| No. of Seats - 1   | Rated Power -                           | 300 HP           | INOCCICI  | , weat     | nei kadai              | 140            |           |
| Environment/Operations Information   |   |                  |           |            |                        |                |           |
| Weather Data   | Itinerary                               |                  |           |            | Proximity              |                |           |
| Wx Briefing - NO RECORD OF BRIEFING  | Last Departure Point                    |                  |           | ON AIR     | STRIP                  |                |           |
| Method - N/A   | SYLVANIA, GA                            |                  |           |            |                        |                |           |
| Completeness - N/A<br>Basic Weather - VMC  | Destination<br>STATESBORO.GA            |                  |           | Airport D  | ata<br>BORO MUNIO      | TDAL           |           |
| Wind Dir/Speed- 090/004 KTS  | STATESBURU, GA                          |                  |           | • – -      |                        | - 13           |           |
| Visibility - 5.0 SM  | ATC/Airspace                            |                  |           |            | Lth/Wid                |                | 75        |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan                     | - NONE           |           |            |                        | - ASPHALT      | , •       |
| Cloud Conditions(2nd) - NONE   | Type of Clearance                       |                  |           |            | Status                 |                |           |
| Obstructions to Vision- NONE   | Type Approach Flown                     | - UNK/NR         |           |            |                        |                |           |
| Precipitation - NONE   |   |                  |           |            |                        |                |           |
| Condition of Light - DAYLIGHT  |   |                  |           |            |                        |                |           |
| Personnel Information<br>Pilot-In-Command  | Age - 39                                | Medical Ce       | ntifica   | to - VALID | MEDICAL -V             | /ATVEDS/LTM    | ATT       |
| Certificate(s)/Rating(s)   | Biennial Flight Review                  | medical cel      |           | nt Time (H |                        | AIVENS/ EI     |           |
| COMMERCIAL   | Current - YES                           | Total            | -         |            |                        | 24 Hrs -       | 2         |
| SE LAND, ME LAND   | Months Since - UNK/NR                   |                  | odel-     | 1700       |                        | 30 Days- U     | NK/NR     |
|  | Aircraft Type - UNK/NR                  | Instru<br>Multi- |           | 11<br>11   | Last 9                 | 00 Days-       | 49        |
|  |   | MUITI            | eng -     | 11         |                        |                |           |
| Instrument Rating(s) - NONE  |   |                  |           |            |                        |                |           |
| Narrative PILOT STATED THAT HE LANDED THE AIRCRAFT ( AYED APPLYING RIGHT RUDDER AND THE AIRCRAFT) WAS SUBSTANTIALLY DAMAGED. |   |                  |           |            |                        | •              |           |
| WAS SUBSTANTIALLY DAMAGED.   |   |                  |           |            |                        |                |           |

File No. - 1371 7/06/82 STATESBORO, GA A/C Reg. No. N3530Q Time (Lc1) - 1130 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. RUDDER - DELAYED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

| Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- VARIABLE-UNK/NR  Visibility - 15.0 SM A  Cloud Conditions(1st) - 5000 FT SCATTERED  Cloud Conditions(2nd) - NONE  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age -  Certificate(s)/Rating(s) Bienn  PRIVATE  SE LAND M   | Eng Make/Model Number Engines Engine Type Rated Power tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL   | s - 1 - RECIP - 180 Point  Plan - Vince - Vi                          | AL Cr<br>Pa  | Sta<br>CTED Wea<br>Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa  |  | Minor O O O  Activated System - Y - NO P - UNK/NR - UNK/NR - DIRT | ES                     |
|--|---|---|--|---|--|---|------------------------|
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-180R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Eng Make/Model Number Engines Engine Type Rated Power tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar  | ire NONE  1 - LYCOMI 5 - 1  - RECIP  - 180  Point  Plan - Vi nce - Vi | Cr<br>Pa<br>ING IO-360-B<br>- FUEL INJEC<br>O HP<br> | rew O ass O  1E ELT Sta CTED Wea  Airport OFF A Airport Runwa Runwa Runwa Runwa     | O O O O O O O O O O O O O O O O O O O  | O O O Activated System - Y - NO P - UNK/NR - UNK/NR - DIRT        | 1<br>1<br><br>- YES/NC |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-180R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Eng Make/Model Number Engines Engine Type Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar | NONE  1 - LYCOMI 5 - 1 - RECIP - 180 Point  Plan - Vi nce - Vi        | Paling IO-360-B                                      | Airport  Airport  Runwa Runwa Runwa   | Installed/All Warning Sather Radar Proximity IRPORT/STRIM Data Ay Ident Ay Lth/Wid     | O  Activated System - Y - NO P  - UNK/NR - UNK/NR - DIRT          | 1<br><br>- YES/NC      |
| Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-180R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Eng Make/Model Number Engines Engine Type Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar | Plan - Vince - Vi   | ING IO-360-B   | 1E ELT<br>Sta<br>CTED Wea<br>Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa | Installed/all Warning sather Radar Proximity IRPORT/STRIC                              | Activated System - Y - NO P - UNK/NR - UNK/NR - DIRT              | - YES/NC               |
| Make/Model - PIPER PA-28-180R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Number Engines Engine Type Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar                | s - 1 - RECIP - 180 Point  Plan - Vince - Vi                          | - FUEL INJECT O HP                                   | Sta<br>CTED Wea<br>Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa  | all Warning ather Radar  Proximity AIRPORT/STRIM  Data  ay Ident ay Lth/Wid ay Surface | System - Y<br>- NO<br><br>P<br>- UNK/NR<br>- UNK/NR<br>- DIRT     | ES                     |
| Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M  | Number Engines Engine Type Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar                | s - 1 - RECIP - 180 Point  Plan - Vince - Vi                          | - FUEL INJECT O HP                                   | Sta<br>CTED Wea<br>Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa  | all Warning ather Radar  Proximity AIRPORT/STRIM  Data  ay Ident ay Lth/Wid ay Surface | System - Y<br>- NO<br><br>P<br>- UNK/NR<br>- UNK/NR<br>- DIRT     | ES                     |
| Max Gross Wt - 2500 No. of Seats - 4 Environment/Operations Information Weather Data  Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Engine Type Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar                               | - RECIP<br>- 180<br><br>Point<br>L<br>Plan - Vince - Vi               | O HP   | Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa                     | ather Radar  Proximity AIRPORT/STRIM  Data  ay Ident ay Lth/Wid ay Surface             | - NO P - UNK/NR - UNK/NR - DIRT                                   |                        |
| No. of Seats - 4 Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M  | Rated Power  tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar   | - 180<br>Point<br>L<br>Plan - Vince - Vi                              | O HP   | Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa                     | t Proximity AIRPORT/STRIG  Data  Ay Ident  Ay Lth/Wid  Ay Surface                      | P<br>- UNK/NR<br>- UNK/NR<br>- DIRT                               |                        |
| Environment/Operations Information Weather Data I Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M  | tinerary Last Departure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar  | Point  Plan - Vince - Vi  | FR<br>FR FLT FOLLOW                                  | Airport<br>OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa                              | : Proximity<br>AIRPORT/STRIG<br>Data<br>ay Ident<br>ay Lth/Wid<br>ay Surface           | P<br>- UNK/NR<br>- UNK/NR<br>- DIRT                               |                        |
| Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- VARIABLE-UNK/NR  Visibility - 15.0 SM A  Cloud Conditions(1st) - 5000 FT SCATTERED  Cloud Conditions(2nd) - NONE  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age -  Certificate(s)/Rating(s) Bienn  PRIVATE  SE LAND M   | Last Départure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar   | L<br>Plan - VF<br>nce - VF  | FR FLT FOLLOW  | OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa   | AIRPORT/STŔIO<br>Data<br>ay Ident<br>ay Lth/Wid<br>ay Surface                          | - UNK/NR<br>- UNK/NR<br>- DIRT                                    |                        |
| Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | Last Départure ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar   | L<br>Plan - VF<br>nce - VF  | FR FLT FOLLOW  | OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa   | AIRPORT/STŔIO<br>Data<br>ay Ident<br>ay Lth/Wid<br>ay Surface                          | - UNK/NR<br>- UNK/NR<br>- DIRT                                    |                        |
| Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M   | ASHVILLE,NC Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar  | L<br>Plan - VF<br>nce - VF  | FR FLT FOLLOW  | Airport<br>Runwa<br>Runwa<br>Runwa  | Data  ay Ident  ay Lth/Wid  ay Surface   | - UNK/NR<br>- UNK/NR<br>- DIRT                                    |                        |
| Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT  | Destination MONTGOMERY,AL TC/Airspace Type of Flight Type of Clearar  | Plan - Vi<br>nce - Vi   | FR FLT FOLLOW  | Runwa<br>Runwa<br>Runwa   | ay Ident<br>ay Lth/Wid<br>ay Surface   | - UNK/NR<br>- DIRT  |                        |
| Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT  | MONTGOMERY,AL<br>TC/Airspace<br>Type of Flight<br>Type of Clearar   | Plan - Vi<br>nce - Vi   | FR FLT FOLLOW  | Runwa<br>Runwa<br>Runwa   | ay Ident<br>ay Lth/Wid<br>ay Surface   | - UNK/NR<br>- DIRT  |                        |
| Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT  | TC/Airspace<br>Type of Flight<br>Type of Clearar  | Plan - Vi<br>nce - Vi   | FR FLT FOLLOW  | Runwa<br>Runwa  | ay Lth/Wid<br>ay Surface   | - UNK/NR<br>- DIRT  |                        |
| Visibility - 15.0 SM A Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M  | Type of Flight Type of Clearar  | nce - Vi  | FR FLT FOLLOW  | Runwa<br>Runwa  | ay Lth/Wid<br>ay Surface   | - UNK/NR<br>- DIRT  |                        |
| Cloud Conditions(1st) - 5000 FT SCATTERED Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND M  | Type of Flight Type of Clearar  | nce - Vi  | FR FLT FOLLOW  | Runwa   | y Surface  | - DIRT  |                        |
| Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE SE LAND MA  | Type of Clearar   | nce - Vi  | FR FLT FOLLOW  |   |  |   |                        |
| Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE C  | , .   |   |  | WING Runwa  | ay Status  | - HOLES   |                        |
| Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE C SE LAND M   | Type Approach F   | Flown - UN  | NK/NR  |   |  |   |                        |
| Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE CSE LAND MA  |   |   |  |   |  |   |                        |
| Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bienn PRIVATE C SE LAND M  |   |   |  |   |  |   |                        |
| Pilot-In-Command Age - Certificate(s)/Rating(s) Bienn PRIVATE C SE LAND M  |   |   |  |   |  |   |                        |
| Certificate(s)/Rating(s) Bienn PRIVATE C SE LAND M A   |   |   |  |   |  |   |                        |
| Certificate(s)/Rating(s) Bienn PRIVATE C SE LAND M A   | 33  | Med   | dical Certifi  | icate - VALI  | D MEDICAL-N  | O WAIVERS/  | LIMIT                  |
| PRIVATE CONTRACTOR OF MANAGEMENT OF MANAGEME | ial Flight Revie  |   |  | light Time (  |  | ·   |                        |
| SE LAND MA   |   | YES   | Total -  |   |  | 4 Hrs -   | 2                      |
| A  | onths Since -   |   | Make/Model   | - 24  | Last 3   | O Days- UN  | IK/NR                  |
|  | ircraft Type - L  |   | Instrument-  |   | Last 9   | O Days-   | 33                     |
| Tito ti dilicite Nati Highest Holle  | •   |   |  |   | •  |   |                        |
|  |   |   |  |   |  |   |                        |
| Narrative  |   |   |  |   | •  |   |                        |
| RING CRUISE FLIGHT THE PILOT SMELLED OIL FOLLOWED  | SHORTLY THEREAF   | FTER BY TH  | HE ENGINE OIL  | L PRESSURE G  | OING TO ZER  | 0   |                        |
| D THEN THE ENGINE FAILING. THE PILOT MADE A FORCE  | D LANDING IN A F  | FIELD WHER  | RE THE LEFT N  | MAIN GEAR CO  | DLLAPSED AFT   | ER  |                        |
| NTACTING A ROCK. INVESTIGATION REVEALED THAT THE   | ALUMINUM PROPELL  | LER GOVER   | NOR TUBE BETV  | WEEN THE PRO  | PELLER GOVE  | RNOR  |                        |
| D THE PROPELLER HUB HAD CRACKED. THE STEEL CLAMP   | THAT SECURES THE  | IS TUBE TO  | O THE OIL PAN  | N EXHIBITED   | WEAR SIMILA  | R   |                        |
| THAT FOUND ON THE TUBE AND ITS RUBBER INSULATOR  |   |   |  |   |  |   |                        |
| SPECTION HAD BEEN ACCOMPLISHED ON 6/29/82.   |   |   |  |   |  |   |                        |
|  |   |   |  |   |  |   |                        |

Time (Lc1) - 1214 EDT File No. - 1374 7/09/82 CARROLLTON, GA A/C Reg. No. N7550J Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, OTHER - WORN ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. LUBRICATING SYSTEM, OIL TUBING - CRACKED 4. LUBRICATING SYSTEM, OIL TUBING - LEAK 5. FLUID, OIL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5$ 

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

|   |                | ISLAND BLK 334,GM       |              | No. N63AL              |                       | Time (Lc1) -       |           |        |
|---|----------------|-------------------------|--------------|------------------------|-----------------------|--------------------|-----------|--------|
| -Basic Information Type Operating Certificate | -AIR CARRIER   |                         | Aircraft [   | )amage                 |                       | Injur              | ies       |        |
| Type operating our triveate                   | ON-DEMAND AIR  | R TAXI                  | DESTROYED    | •                      | Fatal                 |                    |           | None   |
| Type of Operation                             |                | MESTIC.PASSENGER        |              |                        | Crew 1                | 0                  | 0         | 0      |
| Flight Conducted Under                        |                | NEST 10 (1 ASSERTAEN    | NONE         |                        | Pass 1                | Ö                  | Ö         | Ö      |
| Accident Occurred During                      |                |                         |              |                        |                       |                    |           |        |
| -Aircraft Information                         |                |                         |              |                        |                       |                    |           |        |
| Make/Mode1 - BELL 206B                        |                |                         | odel - ALLIS | ON 250-C20B            |                       | Γ Installed/A      |           |        |
| Landing Gear - SKID                           |                | Number Eng              |              |                        |                       | all Warning S      |           | 10     |
| Max Gross Wt - 3200                           |                |                         | e - TURBO    | SHAFT                  | Wea                   | ather Radar -      | NO        |        |
| No. of Seats - 5                              |                | Rated Powe              | r - 31       | 7 HP                   |                       |                    |           |        |
| -Environment/Operations Infor                 | mation         |                         |              |                        |                       |                    |           |        |
| Weather Data                                  |                | Itinerary               |              |                        |                       | t Proximity        |           |        |
|   | D OF BRIEFING  | •                       |              |                        | OFF                   | AIRPORT/STRIP      | 1         |        |
| Method - N/A                                  |                |                         | BLK 391,GM   |                        |                       |                    |           |        |
| Completeness - N/A                            |                | Destination             |              |                        | Airport               | Data               |           |        |
| Basic Weather - VMC                           |                | HIGH ISLA               | ND BLK 334,0 | M                      |                       |                    |           |        |
| Wind Dir/Speed- 170/008                       |                |                         |              |                        |                       |                    | N/A       |        |
| Visibility - 15.0                             |                | ATC/Airspace            |              |                        |                       | ay Lth/Wid -       |           |        |
| Cloud Conditions(1st) -                       | 2500 FT SCAT   | TERED Type of Flig      | ght Plan - \ | /FR                    |                       | ay Surface -       |           |        |
| Cloud Conditions(2nd) -                       | NONE           | Type of Cle             | arance - N   | IONE                   |                       | ay Status -        | DRY       |        |
| Obstructions to Vision-                       | NOINE          | Type Approa             | ch Flown - \ | /ISUAL STRAI           | GHT-IN                |                    |           |        |
| Precipitation -                               |                |                         |              |                        |                       |                    |           |        |
| Condition of Light -                          | DAYLIGHI       |                         |              |                        |                       |                    |           |        |
| -Personnel Information                        |                |                         |              |                        |                       |                    | . UATVERS | /      |
| Pilot-In-Command                              |                | Age - 33                |              | edical Certi           | ficate - VAL          | ID MEDICAL-NO      | WAIVERS/  | LTMII  |
| Certificate(s)/Rating(s)                      |                | Biennial Flight R       | V.F.C        | T - 1 - 1              | Flight Time<br>- 3132 | (Hours)<br>Last 24 | Una -     | 7      |
| COMMERCIAL                                    |                | Current<br>Months Since | - YES        | Total<br>Make/Mode     | ~ 3132                | Last 24<br>Last 30 | Dove-UN   | IZ /ND |
| LIEL TOODTED                                  |                | Months Since            | - 5          | Make/Mode<br>Instrumer |                       |                    |           | 90     |
| HELICOPTER                                    |                | Aircraft Type           | - UNK/NR     | Multi-Enc              | it- 362<br>i - 54     | Last 90            | aft -     | 2901   |
|   |                |                         |              | Multi-Eng              | 1 - 54                | ROTOFCI            | art -     | 2501   |
| Instrument Rating(s)                          | - HELICOPTER   |                         |              |                        |                       |                    |           |        |
| -Narrative                                    |                |                         |              |                        |                       |                    |           |        |
| AIRCRAFT WAS LOW ON THE APPR                  | ROACH AND DURI | NG THE FLARE, THE       | VERTICAL FIN | N AND TAIL B           | DOM CONTACTE          | THE SAFETY         | NETTING   |        |
| ENDING BEYOND THE BOUNDARIES                  |                |                         |              |                        |                       |                    |           |        |
| N ROTOR BLADE STRIKING FLAT                   | N THE LANDING  | AREA PRIOR TO THE       | AIRCRAFT CO  | MING TO RES            | T IN THE WAT          | ER. NO PREIMP      | ACT       |        |
|   |                |                         |              |                        |                       |                    |           |        |
| FUNCTION OR FAILURE WAS DETER                 | KMINED.        |                         |              |                        |                       |                    |           |        |

| File No 12                                    | 94' 3/02/82 HIGH ISLAND BLK 334,GM                            | A/C Reg. No. N63AL           | Time (Lc1) - 1250 CST |
|---|---|------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation           | UNDERSHOOT<br>APPROACH - VFR PATTERN - FINAL APPROACH         |                              |                       |
| Finding(s) 1. PLANNED APPROAC                 | H - MISJUDGED - PILOT IN COMMAND                              |                              |                       |
|   | IN FLIGHT COLLISION WITH OBJECT<br>LANDING - FLARE/TOUCHDOWN  |                              |                       |
| Finding(s) 2. OBJECT - FENCE 3. JUDGEMENT - I | MPROPER - PILOT IN COMMAND                                    |                              |                       |
|   | IN FLIGHT COLLISION WITH TERRAIN<br>LANDING - FLARE/TOUCHDOWN |                              |                       |
| Finding(s) 4. TERRAIN CONDITI                 |   |                              |                       |
| Probable Cause                                |   |                              |                       |
| The National Transpois/are finding(s) 1,      | rtation Safety Board determines that the Pro<br>3             | bable Cause(s) of this accid | dent                  |
| Factor(s) relating t                          | o this accident is/are finding(s) 2,4                         |                              |                       |

| Type Operating Certificate-AIR CARRIE                        |                      | Aircraft Damag                        | e              |            | Injur                      |                |            |
|--|----------------------|---------------------------------------|----------------|------------|----------------------------|----------------|------------|
| ON-DEMAND Type of Operation -NON SCHED.                      | DOMESTIC, FERRY      | SUBSTANTIAL<br>Fire                   | Crew           | Fatal<br>O | Serious<br>O               | Minor<br>O     | None<br>1  |
| Flight Conducted Under -14 CFR 135                           |                      | NONE                                  | Pass           | -          | 0                          | 0              | Ó          |
| Accident Occurred During -LANDING                            |                      |                                       |                |            |                            |                |            |
| -Aircraft Information  |                      |                                       |                |            |                            |                |            |
| Make/Model - BELL 206B-III                                   |                      | Model - ALLISON 2                     | 50-C20B        |            | Installed/A                |                |            |
| Landing Gear - SKID<br>Max Gross Wt - 3500                   |                      | ngines - 1<br>vpe - TURBOSHAF         | · <del>-</del> |            | l Warning S<br>her Radar - |                | NU         |
| No. of Seats - 5   | Rated Pow            | •                                     |                | wear       | ner kadar -                | NU             |            |
|  |                      |                                       |                |            |                            |                |            |
| Weather Data   | Itinerary            |                                       |                | Airport    | Proximity                  |                |            |
| Wx Briefing - NO RECORD OF BRIEFI                            |                      | ture Point                            |                | ON AIF     |                            |                |            |
| Method - N/A   |                      | IERON 494,GM                          |                |            |                            |                |            |
| Completeness - N/A   | Destination          | า                                     |                | Airport [  |                            |                |            |
| Basic Weather - VMC  | WEST CAN             | IERON 498,GM                          |                |            | AMERON #498                |                |            |
| Wind Dir/Speed- VARIABLE/005 KTS                             |                      |                                       |                |            |                            | UNK/NR         |            |
| Visibility - 15.0 SM   | ATC/Airspace         |                                       |                |            | Lth/Wid -                  |                | 60         |
| Cloud Conditions(1st) - NONE<br>Cloud Conditions(2nd) - NONE |                      | ight Plan - VFR<br>earance - VFR F    | IT FOLLOWIN    |            | / Surface -<br>/ Status -  |                |            |
| Obstructions to Vision- NONE                                 |                      | earance - VFR F<br>bach Flown - VISUA |                |            | status -                   | DRT            |            |
| Precipitation - NONE   | Type Applic          | ACH FIOWH VISUA                       | L SIRAIGIII    | 114        |                            |                |            |
| Condition of Light - DAYLIGHT                                |                      |                                       |                |            |                            |                |            |
|  |                      |                                       |                |            |                            |                |            |
| Pilot-In-Command   | Age - 39             | Medica                                | 1 Certifica    | te - VALID | MEDICAL-WA                 | IVERS/LI       | MIT        |
| Certificate(s)/Rating(s)                                     | Biennial Flight      |                                       |                | ht Time (F |                            |                |            |
| PRIVATE, COMMERCIAL  | Current              |                                       | tal -          |            | Last 24                    |                | 4          |
| SE LAND  | Months Since         |                                       | ke/Model-      | 81         | Last 30                    |                | •          |
| HELICOPTER   | Aircraft Typ         | oe - BELL Ir                          | strument-      | 332        | Last 90<br>Rotorcr         | Days-<br>aft - | 60<br>2404 |
| Instrument Rating(s) - AIRPLANE,                             | HELICOPTER           |                                       |                |            |                            |                |            |
|  |                      |                                       |                |            |                            |                |            |
| -Narrative<br>THE PILOT APPROACHED HELIDECK RIG 498 TH       |                      |                                       |                |            |                            | :-             |            |
|  | JE DIG WENT THIN THE | · ALLIOMATIC SHUT~T                   | N MODE THI     | S PROCEDUE | RE DEPRESSUR               | LZES IHE       |            |

File No. - 1243 6/02/82 WEST CAMERON #498,GM A/C Reg. No. N2766U Time (Lc1) - 1640 CDT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT FENCE
- 2. CLEARANCE MISJUDGED PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1347 5/02/82 ADEL,  | IA A/C Reg   | g. No. N560A   | Time (Lc1)  | - 1845 CDT               |                |
|---|--|--|---|--------------------------|----------------|
| Type of OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF   | L AVIATION) Aircraft<br>DESTROYS<br>Fire<br>NONE   |  | Inj<br>atal Serious<br>1 O<br>O O   | uries<br>Minor<br>O<br>O | None<br>O<br>O |
| Aircraft Information Make/Model - STARFIRE JRF Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1700 No. of Seats - 2  | 5 71   | DMING 0-320-E2A  PROCATING-CARBURETOR  150 HP  | ELT Installed<br>Stall Warning<br>Weather 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- 180/010 KTS Visibility - 12.0 SM Cloud Conditions(1st) - 5000 FT SCAT Cloud Conditions(2nd) - 25000 FT SCAT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | SAME AS ACC/INC Destination LOCAL  ATC/Airspace TERED Type of Flight Plan -  | Air<br>I<br>I<br>NONE<br>NONE  | rport Proximity<br>OFF AIRPORT/STR<br>port Data<br>HUSBAND<br>Runway Ident<br>Runway Lth/Wid<br>Runway Surface<br>Runway Status | - 17<br>- 2650/ 2        |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   | Age - 48 P<br>Biennial Flight Review<br>Current - UNK/NR<br>Months Since - UNK/NR<br>Aircraft Type - UNK/NR  | Medical Certificate -<br>Flight T<br>Total - 34:<br>Make/Model- 1'<br>Instrument- UNK/N'<br>Multi-Eng - UNK/N            | ime (Hours)<br>8 Last<br>9 Last<br>R Last   | 24 Hrs - UN              | K/NR           |
| Instrument Rating(s) - NONE   |  |  |   |                          |                |
| THE OWNER/PILOT OF THE HOME BUILT AIRCRAFT WAS SECOND TOUCH-AND-GO, THE LEFT WING SEPARATED WITNESS REPORTED THAT ON ONE OF THE LANDINGS, HIT HARD BY THE NOISE IT MADE. AN EXAMINATION NEAR THE END OF THE FUSELAGE CARRY THROUGH. THE BREAK. THE MAIN GEAR ON THIS AIRCRAFT TO THE WING SPAR AND THE TIRES ABSORBED SHOCK                         | AND THE AIRCRAFT CRASHED ABOU<br>THE PLANE HIT RATHER HARD; I<br>OF THE LEFT WING REVEALED TH<br>HERE WAS NO EVIDENCE OF DETER<br>DID NOT INCORPORATE A SHOCK! | JT 3/4 MILE SOUTH OF<br>REPORTEDLY, HE COULD<br>HAT THE WOODEN MAIN S<br>RIORATION OF THE WOOD<br>STRUT. THE MAIN LANDII | THE AIRPORT. A<br>TELL THAT IT<br>PAR HAD BROKEN<br>IN THE VICINIT  |                          |                |

| File No 13  | 47 5/02/82                           | ADEL, IA                     | A/C Reg.                | No. N560A      | Time (Lcl) - 1845 CDT |  |
|---|--------------------------------------|------------------------------|-------------------------|----------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation   | HARD LANDING<br>LANDING - FLARE/     | TOUCHDOWN                    |                         | ·              |                       |  |
| Finding(s)<br>1. LEVEL OFF - IMP  | ROPER - PILOT IN C                   |                              |                         |                |                       |  |
| Occurrence #2<br>Phase of Operation   | AIRFRAME/COMPONE<br>LANDING - FLARE/ | NT/SYSTEM FAILL<br>TOUCHDOWN | URE/MALFUNCTION         |                |                       |  |
| Finding(s) 2. WING,SPAR - OVE 3. LANDING GEAR 4. AIRCRAFT/EQ 5. WING,SPAR - SEP | - INADEQUATE -<br>UIPMENT.INADEQUATE | ·                            | RD/REQUIREMENT),AIRFRAM |                | ER                    |  |
| Occurrence #3<br>Phase of Operation   |                                      |                              | IN                      |                |                       |  |
| Probable Cause  |                                      |                              |                         |                |                       |  |
| The National Transpois/are finding(s) 1   | rtation Safety Boa                   | rd determines t              | that the Probable Cause | (s) of this ac | cident                |  |
| Factor(s) relating t  | o this accident is                   | /are finding(s)              | 3.4                     |                |                       |  |

| File No 1343 5/02/82 CHIC  | AGO,IL                         | A/C Reg. N    | o. N6235V      | т                        | ime (Lc1)  | - 1620 CDT  |      |
|--|--------------------------------|---------------|----------------|--------------------------|------------|-------------|------|
| Basic Information Type Operating Certificate-NONE (GENER,  | AL AVIATION)                   | Aircraft Dam  |                |                          | Inju       | ıries       |      |
|  |                                | SUBSTANTIAL   |                | Fatal                    | Serious    |             | None |
| Type of Operation -EXECUTIVE   |                                | Fire          | Crew           | 0                        | 0          | 0           | 1    |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING   |                                | NONE          | Pass           | 0                        | 0          | 0           | 4    |
| Aircraft Information   |                                |               |                |                          |            |             |      |
| Make/Model ~ BEECH 56TC  |                                |               | G TIO-540-E1B4 |                          | Installed/ |             |      |
| Landing Gear - TRICYCLE-RETRACTABLE  | Number Engi                    |               |                |                          | 1 Warning  |             | ES   |
| Max Gross Wt - 5990<br>No. of Seats - 6  | Engine Type<br>Rated Power     |               | FUEL INJECTED  | ) weat                   | her Radar  | - NU        |      |
|  |                                |               |                |                          |            |             |      |
| Environment/Operations Information Weather Data  | Itinerary                      |               |                | Ainmont                  | Proximity  |             |      |
| Wx Briefing - NO RECORD OF BRIEFING  |                                | re Point      |                | ON AIR                   | •          |             |      |
| Method - N/A   | TOLEDO.OH                      | i e i o iii t |                | 014 411                  | TOKT       |             |      |
| Completeness - N/A   | Destination                    |               |                | Airport D                | ata        |             |      |
| Basic Weather - VMC  | CHICAGO, IL                    |               |                | O'HARE                   | FIELD      |             |      |
| Wind Dir/Speed- UNK/NR   |                                |               |                |                          |            | - 22        |      |
| Visibility - UNK/NR  | ATC/Airspace                   |               |                |                          | Lth/Wid    |             | 150  |
| Cloud Conditions(1st) - NONE   | Type of Fligh                  |               |                |                          | Surface    |             |      |
| Cloud Conditions(2nd) - NONE   | Type of Clea                   |               |                | Runway                   | Status     | - DRY       |      |
| Obstructions to Vision- HAZE Precipitation - NONE  | Type Approact                  | h Flown - ILS | - COMPLETE     |                          |            |             |      |
| Condition of Light - DAYLIGHT  |                                |               |                |                          |            |             |      |
|  |                                |               |                |                          |            |             |      |
| Personnel Information  |                                | 9.6 4.9       | 1 0+:6:        |                          | MEDICAL    | ATVEDC /LTB | 17.7 |
| <pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>  | Age - 52<br>Biennial Flight Re |               | cal Certificat | te - VALID<br>nt Time (H |            | MINEKS/ LIN | 11 1 |
| COMMERCIAL, CFI  |                                |               | Total -        | 2995                     |            | 24 Hrs -    | 2    |
| SE LAND, ME LAND   | Months Since                   |               | Make/Model-    | 634                      |            | BO Days- UN |      |
| SE EMIS INC EMIS   | Aircraft Type                  |               | Instrument-    | 331                      |            | 00 Days-    | 49   |
|  |                                |               | Multi-Eng -    | 634                      |            | ,           |      |
| Instrument Rating(s) - AIRPLANE  |                                |               |                |                          |            |             |      |
|  |                                |               |                |                          |            |             |      |
| Narrative  | LIGHT CHARLES CHOOKEN          |               | TOUGHDOUN TI   |                          | EEL BEGAN  |             |      |
| THE PILOT STATED THAT DURING LANDING, THE TOU<br>TO WOBBLE AND THUMP AND THE AIRCRAFT STARTED  |                                |               |                |                          |            |             |      |
| THE AIRCRAFT ON THE RUNWAY. THE AIRCRAFT CON   |                                |               |                |                          |            | )N          |      |
| REVEALED THAT THE LEFT TIRE WENT FLAT. A SMALL   |                                |               |                |                          |            | •••         |      |
| WING WAS DAMAGED WHEN IT STRUCK A RUNWAY LIGHT   |                                | 51211 01      | , 14NE 1001    |                          |            |             |      |
| The same of the sa | · · · · <del>·</del>           |               |                |                          |            |             |      |
|  |                                |               |                |                          |            |             |      |

| File No 134  | 49 5/02/82<br>                      | CHICAGO,IL           | A/C Reg. No. N6235V                | Time (Lc1) - 1620 CDT |
|--|-------------------------------------|----------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation  |                                     | ON GROUND            |                                    | ·                     |
| Finding(s)  1. LANDING GEAR,TII  2. LANDING GEAR,TII  3. DIRECTIONAL CO  4. GROUND LOOP/SWEI | RE - LEAK<br>ONTROL - NOT POSSIE    | BLE - PILOT IN COMMA |                                    |                       |
| Occurrence #2<br>Phase of Operation  | MAIN GEAR COLLAPS<br>LANDING - ROLL | SED                  |                                    |                       |
| Finding(s) 5. LANDING GEAR,MA  | IN GEAR - OVERLOAD                  |                      |                                    |                       |
| Occurrence #3<br>Phase of Operation  |                                     | ON WITH OBJECT       |                                    |                       |
| Finding(s)<br>6. OBJECT - RUNWAY   |                                     |                      |                                    |                       |
| Probable Cause   |                                     |                      |                                    |                       |
| The National Transports/are finding(s) 1,2   |                                     | rd determines that t | he Probable Cause(s) of this accid | ent ·                 |
| Factor(s) relating to  | this accident is/                   | are finding(s) 6     |                                    |                       |

| File No 1299 5/08/82 AURO                                | DRA,IL                                  | A/C Reg. No. N93                        | 88C        | Τ.       | ime (Lc1) - | 1430 CDT     |      |
|--|---|---|------------|----------|-------------|--------------|------|
| Basic Information Type Operating Certificate-NONE (GENER | RAL AVIATION) Ai                        | rcraft Damage                           |            |          | Injur       | ies          |      |
|  |   | UBSTANTIAL                              |            | Fatal    | Serious     | Minor        | None |
| Type of Operation -PERSONAL                              | Fi                                      | re                                      | Crew       | 0        | 0           | 0            | 1    |
| Flight Conducted Under -14 CFR 91                        | N                                       | ONE                                     | Pass       | 0        | 0           | 0            | 3    |
| Accident Occurred During -TAKEOFF                        |   |   |            |          |             |              |      |
| Aircraft Information                                     |   |   |            |          |             |              |      |
| Make/Model - CESSNA 180                                  |   | - CONTINENTAL O                         | -470J      |          | Installed/A |              |      |
| Landing Gear  - TAILWHEEL-ALL FIXED                      | Number Engines                          |   |            |          | l Warning S |              | ES   |
| Max Gross Wt - 2650                                      |   | - RECIPROCATING                         | -CARBURETO | R Weath  | ner Radar - | NO           |      |
| No. of Seats - 4   | Rated Power                             | - 225 HP                                |            |          |             |              |      |
| Environment/Operations Information                       |   |   |            |          |             |              |      |
| Weather Data   | Itinerary                               |   | Α          |          | Proximity   |              |      |
| Wx Briefing - MILITARY                                   | Last Departure I                        |   |            | ON AIR   | PORT        |              |      |
| Method - UNK/NR  | SAME AS ACC/I                           | NC                                      |            |          |             |              |      |
| Completeness - UNK/NR                                    | Destination                             |   | Ai         | rport Da |             |              |      |
| Basic Weather - VMC Wind Dir/Speed- 280/018 KTS          | LOCAL                                   |   |            | Runway   | MUNICIPAL   | 36           |      |
| Visibility - 30.0 SM                                     | ATC/Airspace                            |   |            |          | Lth/Wid -   |              | 75   |
| Cloud Conditions(1st) - 4000 FT SC                       |   | Dlan - NONE                             |            |          | Surface -   |              | , 5  |
| Cloud Conditions(2nd) - 25000 FT SCA                     | ATTERED Type of Clearan                 | ce - TOWER                              |            |          |             | DRY          |      |
| Obstructions to Vision- NONE                             | Type Approach F                         |   |            | naay     | 5 14 145    | <b>5</b> 111 |      |
| Precipitation - NONE                                     | , |   |            |          |             |              |      |
| Condition of Light - DAYLIGHT                            |   |   |            |          |             |              |      |
|  |   |   |            |          |             |              |      |
| Pilot-In-Command   | Age - 45                                | Medical Ce                              | rtificate  | - VALID  | MEDICAL-WA  | IVERS/LIM    | ΙT   |
| <pre>Certificate(s)/Rating(s)</pre>                      | Biennial Flight Review                  | W                                       | Flight     | Time (Ho | ours)       |              |      |
| PRIVATE  | Current - Y                             | ES Total                                |            | 86       | Last 24     | Hrs -        | 2    |
| SE LAND  | Months Since -                          | - · · · · · · · · · · · · · · · · · · · | odel- 3    | 04       |             | Days- UN     | K/NR |
|  | Aircraft Type - Ul                      | NK/NR Instru                            | ment-      | 26       | Last 90     | Days-        | 25   |
|  |   |   |            |          |             |              |      |
| Instrument Rating(s) - NONE                              |   |   |            |          |             |              |      |
| -Narrative   |   |   |            |          |             |              |      |
| TAKEOFF THE AIRCRAFT VEERED OFF THE SIDE                 | OF THE RUNWAY AND STRUCK                | K A DRAINAGE DIT                        | CH. THE PI | LOT REPO | ORTED A GUS | T OF         |      |
| ND CAUGHT THE AIRCRAFT.                                  | 2                                       |   | · · · ·    |          |             |              |      |
| ID CAUGHT THE AIRCRAFT.                                  |   |   |            |          |             |              |      |

File No. - 1299 5/08/82 AURORA, IL A/C Reg. No. N9388C Time (Lc1) - 1430 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91   | SUBSTAN <sup>*</sup><br>Fire   | Crew  | Fatal<br>O   | Serious                                   | Minor       | None        |
|---|--|---|--|---|-------------|-------------|
| Accident Occurred During -LANDING   | NONE   | Pass<br>Other                                   | 0  | 0<br>0<br>0                               | 1<br>0<br>1 | 0<br>0<br>0 |
| -Aircraft Information<br>Make/Model - CESSNA 182<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2800<br>No. of Seats - 4  |  | TINENTAL 0-470<br>IPROCATING-CARBURET<br>230 HP | Stal   | Installed//<br>I Warning S<br>her Radar - | System - Yl |             |
| -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/009 KTS Visibility - 12.0 SM Cloud Conditions(1st) - 5000 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace N Type of Flight Plan - Type of Clearance - Type Approach Flown - | NONE<br>NONE                                    | ON AIR<br>irport D<br>OTTAWA<br>Runway<br>Runway<br>Runway<br>Runway | ata<br>Ident -<br>Lth/Wid -<br>Surface -  |             | 50          |
|   | Age - 55 I<br>Biennial Flight Review<br>Current - YES<br>Months Since - 23<br>Aircraft Type - UNK/NR   | Total - 5<br>Make/Model-<br>Instrument-         | Time (H<br>485   | ours)<br>Last 24<br>Last 3(               |             | 1           |
| Instrument Rating(s) - AIRPLANE   |  |   |  |   |             |             |

| File No 129                                      | 98 5/08/82 OTTAWA,IL  | A/C Reg. No. N8454S             | Time (Lc1) - 1415 CDT |
|--|---|---------------------------------|-----------------------|
|  | IN FLIGHT COLLISION WITH OBJECT<br>LANDING - FLARE/TOUCHDOWN  |                                 |                       |
| Finding(s) 1. OBJECT - VEHICLE 2. CLEARANCE - IN | PROPER - PILOT IN COMMAND                                     |                                 |                       |
|  | LOSS OF CONTROL - IN FLIGHT<br>LANDING - FLARE/TOUCHDOWN      |                                 |                       |
|  | IN FLIGHT COLLISION WITH TERRAIN<br>LANDING - FLARE/TOUCHDOWN |                                 |                       |
| Finding(s)<br>3. FLARE - NOT POSS                | IBLE - PILOT IN COMMAND                                       |                                 |                       |
| Probable Cause                                   |   |                                 |                       |
| The National Transporis/are finding(s) 2         | tation Safety Board determines that the P                     | robable Cause(s) of this accide | ent                   |
| Factor(s) relating to                            | this accident is/are finding(s) 1,3                           |                                 |                       |

| File No 1218 5/14/82                                      | A/C Reg. No.                 | A/C Reg. No. N210DK                   |                    |            | 1600 CE               | OT<br>     |              |
|---|------------------------------|---------------------------------------|--------------------|------------|-----------------------|------------|--------------|
| -Basic Information<br>Type Operating Certificate-NONE     | (GENERAL AVIATION)           | Aircraft Damage                       | <u>.</u>           |            | Injur                 |            |              |
| Type of Operation -PERS                                   | DALAT                        | SUBSTANTIAL                           | Crew               | Fata1<br>O | Serious<br>O          | Minor<br>O | None<br>1    |
| Flight Conducted Under -14 C                              |                              | Fire<br>NONE                          | Pass               | _          | 0                     | 0          | 1            |
| Accident Occurred During -LAND                            |                              | MOINE                                 | 1 433              | O          | V                     | v          | •            |
| -Aircraft Information                                     |                              |                                       |                    |            |                       |            |              |
| Make/Model - CESSNA 210                                   |                              | 'Model - CONTINENTA                   | L IO-520-L         |            | Installed/A           |            |              |
| Landing Gear - TRICYCLE-RETRAC                            |                              | ngines - 1                            |                    |            | 1 Warning S           |            | YES          |
| Max Gross Wt - 3800                                       |                              | /pe - RECIP - FU                      | IEL INJECTE        | D Weat     | her Radar -           | NO         |              |
| No. of Seats - 4  | Rated Po                     | ver - 285 HP                          |                    |            |                       |            |              |
| -Environment/Operations Informatio                        |                              |                                       |                    |            |                       |            |              |
| Weather Data  | Itinerary                    |                                       |                    | •          | Proximity             |            |              |
| Wx Briefing - UNK/NR                                      |                              | rture Point                           |                    | ON AIR     | PORT                  |            |              |
| Method - UNK/NR   | NORFORK                      |                                       |                    |            |                       |            |              |
| Completeness - UNK/NR                                     | Destination                  |                                       |                    | Airport D  |                       |            |              |
| Basic Weather - VMC                                       | GALESBUI                     | RG, IL                                |                    |            | URG MUNICIP           |            |              |
| Wind Dir/Speed- 220/020 KTS                               | ATO /A /                     | _                                     |                    |            |                       | 20         | 400          |
| Visibility - 15.0 SM<br>Cloud Conditions(1st) - NONE      | ATC/Airspace                 |                                       |                    |            | Lth/Wid -             |            |              |
| Cloud Conditions(1st) - NUNE Cloud Conditions(2nd) - NONE |                              | light Plan - IFR<br>Learance - UNK/NR | ,                  |            | Surface -<br>Status - |            | ı            |
| Obstructions to Vision- NONE                              |                              | bach Flown - VISUAL                   |                    |            | Status -              | ואט        |              |
| Precipitation - NONE                                      | Type Appro                   | DACH FIOWH - VISUAL                   | . SIKAIGHI-        | TIA        |                       |            |              |
| Condition of Light - DAYLI                                | GHT                          |                                       |                    |            |                       |            |              |
|   |                              |                                       |                    |            |                       |            |              |
| -Personnel Information                                    |                              | •                                     | 0                  |            | MEDICAL NO            | WATVED     | 7 / L TAGE T |
| Pilot-In-Command  | Age - 44                     |                                       |                    |            | MEDICAL-NO            | WAIVER     | 2\ LIMII     |
| Certificate(s)/Rating(s)                                  | Biennial Flight              |                                       | al -               | ht Time (H | ours)<br>Last 24      | Unn        | 6            |
| COMMERCIAL<br>SE LAND,ME LAND                             | Current<br>Months Since      |                                       | :aı -<br>:e/Model- | 3510       | Last 24<br>Last 30    | nrs -      |              |
| SE LAND, ME LAND  | Months Since<br>Aircraft Typ |                                       | strument-          | 500        | Last 90               | Days-      | 110          |
|   | Africiant Typ                |                                       | ti-Eng -           |            | Last 30               | Days       | 110          |
|   |                              | Mai                                   | ti Liig            | 3030       |                       |            |              |
| Instrument Rating(s) - AIR                                | PLANE                        |                                       |                    |            |                       |            |              |
| -Narrative  |                              |                                       |                    |            |                       |            |              |
| PILOT WAS DISCUSSING SHORT FIELD                          | ANDING TECHNIQUES AND TO     | HE USE OF FLAPS WIT                   | H THE STUD         | FNT PILOT/ | PASSENGER             |            |              |
| FORGOT TO LOWER THE LANDING GEAR.                         |                              |                                       |                    |            |                       |            |              |
| . S. S Control Title Entitle GEART                        | THE MILECUS OF EARLSTING IN  | -302.ED 11 30D31AN                    |                    |            |                       |            |              |

File No. - 12,18 5/14/82 GALESBURG,IL A/C Reg. No. N210DK Time (Lc1) - 1600 CDT

Occurrence

GEAR COLLAPSED

Phase of Operation LANDIN

LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. CHECKLIST NOT PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE 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

| Make/Model - PIPER PA-22<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2000<br>No. of Seats - 4  | DESTROYED Fire Crew ON GROUND Pass   | 0 0 2 0  |
|---|--|--|
| Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE Aircraft Information Make/Model - PIPER PA-22 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4 | ON GROUND Pass  Eng Make/Model - LYCOMING 0-320-B2B Number Engines - 1                                     | ELT Installed/Activated - YES/NO   |
| Aircraft Information<br>Make/Model - PIPER PA-22<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2000  | Eng Make/Model - LYCOMING 0-320-B2B<br>Number Engines - 1  | ELT Installed/Activated ~ YES/NO   |
| Environment/Operations Information  | Rated Power - 160 HP   | ETOR Weather Radar - NO  |
| Weather Data Iti  | nerary<br>ast Departure Point<br>DEKALB,IL   | Airport Proximity ON AIRPORT   |
|   | stination JOILET,IL  | Airport Data<br>JOILET<br>Runway Ident - 22  |
| Cloud Conditions(1st) - NONE T<br>Cloud Conditions(2nd) - NONE T  | /Airspace<br>ype of Flight Plan - NONE<br>ype of Clearance - NONE<br>ype Approach Flown - VISUAL STRAIGHT- | Runway Lth/Wid - 3452/ 125<br>Runway Surface - GRASS/TURF<br>Runway Status - DRY<br>IN |
| Personnel Information Pilot-In-Command Age -  | 26 Medical Certifica   | te - NON-VALID MEDICAL   |
| Certificate(s)/Rating(s) Biennia  | ıl Flight Review Flig  | ht Time (Hours)  |
|   | rent - YES Total -   |  |
|   | oths Since - 6 Make/Model-<br>ccraft Type - PA-22 Instrument-  | 112 Last 30 Days- UNK/NR<br>0 Last 90 Days- 16   |
| Instrument Rating(s) - NONE   |  |  |

File No. - 1348 5/16/82 A/C Reg. No. N3723Z JOILET, IL Time (Lc1) - 1300 CDT Occurrence #1 FIRE/EXPLOSION Phase of Operation DESCENT - NORMAL Finding(s) 1. FUEL SYSTEM, LINE - DETERIORATED 2. FUEL SYSTEM, LINE - LEAK 3. FUSELAGE, FLOOR - FIRE 4. FUSELAGE, CREW COMPARTMENT - SMOKE Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

| File No 1389 6/27/82 BL00M   | INGTON, IL   | A/C Reg.  | No. N5180N   | Т                                      | ime (Lcl)                            | - 1613 CDT                          |                |
|--|--|---|--|--|--------------------------------------|-------------------------------------|----------------|
| Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING   | L AVIATION)  | Aircraft D<br>SUBSTANTI<br>Fire<br>NONE                         |  | Fatal<br>O<br>O                        | Inj<br>Serious<br>O<br>O             | uries<br>Minor<br>O<br>O            | None<br>1<br>1 |
|  |  |   |  |  |                                      |                                     |                |
| Aircraft Information Make/Model - BOEING E75 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 2   |  |   |  | Stal                                   | 1 Warning                            | /Activated -<br>System - NO<br>- NO |                |
| Environment/Operations Information   |  |   |  |  |                                      |                                     |                |
| Weather Data Wx Briefing - FSS Method - TELEPHONE  | Itinerary<br>Last Depar<br>SAME AS   |   |  | Airport<br>ON AIR                      | Proximity<br>PORT                    |                                     |                |
| Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 170/006 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 5000 FT SCAT Cloud Conditions(2nd) - 10000 FT OVER Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT   | Destination<br>LOCAL<br>ATC/Airspace<br>TERED Type of F1<br>CAST Type of C1      | ight Plan - N   | ONE<br>ONE   | Runway<br>Runway                       | NGTON / Ident / Lth/Wid              | - 3723/ 1<br>- CONCRETE             | 00             |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s)  | Age - 35<br>Biennial Flight  | Me<br>Review  | dical Certificat<br>Fligh  | e - VALID<br>t Time (H                 |                                      | WAIVERS/LIMI                        | т              |
| PRIVATE<br>SE LAND   | Current<br>Months Since  | - YES<br>- 23   | Total -<br>Make/Model-<br>Instrument-                                      | 274<br>19<br>0                         | Last<br>Last                         | 24 Hrs -<br>30 Days-<br>90 Days-    | 1<br>0<br>3    |
| Instrument Rating(s) - NONE  |  |   |  |  |                                      |                                     |                |
| THE PILOT STATED THAT ALMOST IMMEDIATELY AFTE ATTEMPT TO ARREST THE SWERVE, THE AIRCRAFT GR AS IT ROTATED AND THE AIRCRAFT CAME TO REST OF THAT THE AIRCRAFT TRACKED SLIGHTLY TO THE LEFWITH HARD RUDDER, POWER, AND BRAKES. FOLLOWIND DEGREES TO THE LEFT WHEN THE RUDDER PEDALS WE PRESSURE. | OUND LOOPED 180 D<br>N THE LEFT SIDE O<br>T ON LANDINGS AND<br>G THE ACCIDENT TH | EGREES TO THE<br>F THE RUNWAY.<br>THAT HE BARE<br>E TAILWHEEL W | RIGHT. THE TAIL<br>DURING PRIOR FL<br>LY STOPPED A GRO<br>AS FOUND TO ANGL | STRUCK TIGHTS, THUND LOOP<br>E APPROXI | WO TAXI L<br>HE PILOT S<br>TO THE LE | TATED<br>FT                         |                |

6/27/82 File No. - 1389 BLOOMINGTON, IL A/C Reg. No. N5180N Time (Lc1) - 1613 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - LOOSE 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 3. LANDING GEAR, TAILWHEEL - OTHER 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. AIRPORT FACILITIES, TAXIWAY LIGHTING - OBJECT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4 Factor(s) relating to this accident is/are finding(s) 1,3,5

| File No 1386 7/05/82 DANVI                                 | LLE,IL               | A/C Reg. No. N9    | 830U        | Т         | ime (Lc1) - | 1235 CDT   |      |
|--|----------------------|--------------------|-------------|-----------|-------------|------------|------|
| -Basic Information Type Operating Certificate-NONE (GENERA | AL AVIATION)         | Aircraft Damage    |             |           | Injur       | ies        |      |
|  |                      | DESTROYED          |             | Fata1     | Serious     | Minor      | None |
| Type of Operation -INSTRUCTIONA                            | AL - SOLO            | Fire               | Crew        | 0         | 0           | 1          | 0    |
| Flight Conducted Under -14 CFR 91                          |                      | NONE               | Pass        | 0         | 0           | 0          | 0    |
| Accident Occurred During -LANDING                          |                      |                    |             |           |             |            |      |
| -Aircraft Information                                      |                      |                    |             |           |             |            |      |
| Make/Model - GRUMMAN AMERICAN AA-1C                        |                      | iel - LYCOMING 0-2 | 35-L2C      |           | Installed/A |            |      |
| Landing Gear - TRICYCLE-FIXED                              | Number Engir         | nes - 1            |             | Stal      | l Warning S | System - Y | ES   |
| Max Gross Wt - 1002  | Engine Type          | - RECIPROCATIN     | G-CARBURETO | OR Weatl  | ner Radar - | NO         |      |
| No. of Seats - 2   | Rated Power          | - 115 HP           |             |           |             |            |      |
| -Environment/Operations Information                        |                      | <del></del>        |             |           | <b></b>     |            |      |
| Weather Data   | Itinerary            |                    | 1           |           | Proximity   |            |      |
| Wx Briefing - NO RECORD OF BRIEFING                        | Last Departur        | e Point            |             | OFF AI    | RPORT/STŘIF | •          |      |
| Method - N/A   | KANKAKEE,IL          | -                  |             |           |             |            |      |
| Completeness - N/A   | Destination          |                    | Α.          | irport Da | ata         |            |      |
| Basic Weather - VMC  | TERRE HAUTE          | , IN               |             | VERNIL    | LION COUNTY | • • •      |      |
| Wind Dir/Speed- 150/004 KTS                                |                      |                    |             | Runway    | Ident -     | UNK/NR     | - 1  |
| Visibility - 10.0 SM                                       | ATC/Airspace         |                    |             | Runway    | Lth/Wid -   | UNK/NR     |      |
| Cloud Conditions(1st) - 15000 FT SCAT                      | TERED Type of Fligh  | nt Plan - VFR      |             | Runway    | Surface -   | GRASS/TU   | RF   |
| Cloud Conditions(2nd) - NONE                               | Type of Clear        | ance - NONE        |             | Runway    | Status -    | DRY        |      |
| Obstructions to Vision- HAZE                               | Type Approach        | n Flown - NONE     |             |           |             |            |      |
| Precipitation - NONE                                       |                      |                    |             |           |             |            |      |
| Condition of Light - DAYLIGHT                              |                      | •                  |             |           |             |            |      |
| -Personnel Information                                     |                      |                    |             |           |             |            |      |
| Pilot-In-Command   | Age - 36             | Medical C          | ertificate  | ~ VALID   | MEDICAL-WA  | IVERS/LIM  | IT   |
| Certificate(s)/Rating(s)                                   | Biennial Flight Rev  | /iew               | Flight      | Time (Ho  | ours)       |            |      |
| STUDENT  | Current -            | · N/A Total        | -           | 45        | Last 24     | Hrs -      | 2    |
| SE LAND  | Months Since -       | N/A Make/          | Mode1-      | 45        | Last 30     | Days-      | 3    |
|  | Aircraft Type -      | · N/A Instr        | ument-      | 0         | Last 90     | Days-      | 7    |
| Instrument Rating(s) - NONE                                |                      |                    |             |           |             |            |      |
|  |                      |                    |             |           |             |            |      |
| -Narrative   |                      |                    |             |           |             |            |      |
| STUDENT PILOT STATED THAT AT 3000 FT, 14                   |                      |                    |             |           |             |            |      |
| IT POWER AND THE PILOT WAS FORCED TO LAND 1                |                      |                    |             |           |             |            |      |
| MINATION REVEALED THE ADJUSTMENT SCREW IN                  | THE ROCKER ARM FOR 1 | HE NUMBER 4 INTAK  | F VALVE WOR | RKED LOO  | SE PREVENTI | NG         |      |
| MINATION REVEREED THE ADODSTMENT SOREW IN                  |                      | THE HOMBER & THINK |             |           |             |            |      |

| File No 138                                      | 36 7/05/82       | DANVILLE, IL         | A/C Reg. No. N9830U                 | Time (Lc1) - 1235 CDT |
|--|------------------|----------------------|-------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation              |                  | TAL) - MECH FAILURE, | /MALFUNCTION                        |                       |
| Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY |                  |                      |                                     |                       |
| Occurrence #2 Phase of Operation                 |                  |                      |                                     |                       |
| Occurrence #3<br>Phase of Operation              |                  |                      |                                     |                       |
| Finding(s) 3. TERRAIN CONDITION                  | ON - CROP        |                      |                                     |                       |
| Probable Cause                                   | -                |                      |                                     |                       |
| The National Transporis/are finding(s) 1,2       |                  | rd determines that   | the Probable Cause(s) of this accid | ent                   |
| Factor(s) relating to                            | this accident is | /are finding(s) 3    |                                     |                       |

| File No 1231 4/22/82 GARY  | ,IN A/C Reg                           | . No. N50759        | Τ.        | ime (Lc1) - | 2211 EST  |         |
|--|---------------------------------------|---------------------|-----------|-------------|-----------|---------|
| Basic Information<br>Type Operating Certificate-NONE (GENER  |                                       |                     |           | Injur       |           |         |
|  | 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         | О       |
| Accident Occurred During -LANDING  |                                       |                     |           |             |           |         |
| Aircraft Information   |                                       |                     |           |             |           |         |
| Make/Model - CESSNA 150  | Eng Make/Model - CONT                 | INENTAL 0-200A      | ELT :     | Installed/A | ctivated  | - YES/N |
| Landing Gear ~ TRICYCLE-FIXED  | Number Engines - 1                    |                     | Stal '    | l Warning S | ystem - Y | 'ES     |
| Max Gross Wt - 1500  | Engine Type - RECI                    | PROCATING-CARBURETO | OR Weath  | ner Radar - | NO        |         |
| No. of Seats - 2   | Rated Power - 1                       |                     |           |             |           |         |
| Environment/Operations Information   |                                       |                     |           |             |           |         |
| Weather Data   | Itinerary                             |                     | Airport F | Proximity   |           |         |
| Wx Briefing - FSS  | Last Departure Point                  |                     |           | RPORT/STRIP |           |         |
| Method - UNK/NR  | BLOOMINGTON, IN                       |                     |           |             |           |         |
| Completeness - UNK/NR  | Destination                           | Δ                   | irport Da | ata         |           |         |
| Basic Weather - VMC  | GARY, IN                              |                     |           | JNICIPAL    |           |         |
| Wind Dir/Speed- 310/012 KTS  | GART, III                             |                     |           |             | 02        |         |
| Visibility - 7.0 SM  | ATC/Airspace                          |                     |           | Lth/Wid -   |           | 100     |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan -                 | VED                 |           | Surface -   |           |         |
| Cloud Conditions(2nd) - NONE   | Type of Clearance -                   |                     |           | Status -    |           |         |
| Obstructions to Vision- NONE   | Type Approach Flown -                 |                     | Kuriway   | Jacas       | DICT      |         |
| Precipitation - NONE   | Type Approach Flown -                 | VISUAL STRATGITT IN |           |             |           |         |
| Condition of Light - NIGHT (DARK)  | 1                                     |                     |           |             |           |         |
|  |                                       |                     |           |             |           |         |
| Personnel Information<br>Pilot-In-Command  | Age - 23 N                            | ledical Certificate | - NON-V   | ALID MEDICA | L         |         |
| Certificate(s)/Rating(s)   | Biennial Flight Review                |                     | Time (Ho  |             | _         |         |
| PRIVATE  | Current - YES                         | Total -             | 99        | Last 24     | Hrs -     | 3       |
| SE LAND  | Months Since - 11                     |                     | 90        | Last 30     | Davs- UN  | IK/NR   |
| SE EARD  | Aircraft Type - UNK/NR                |                     | 2         | Last 90     | Days-     | 6       |
|  | , , , , , , , , , , , , , , , , , , , | 2,10 (1 4           | _         |             | ,-        | _       |
| Instrument Rating(s) - NONE  |                                       |                     |           |             |           |         |
| Newstine   |                                       |                     |           |             |           |         |
| Narrative<br>HE AIRCRAFT ENGINE QUIT ON FINAL APPROACH T<br>IRCRAFT COLLIDED WITH A STREET SIGN BEFORE |                                       | AIRCRAFT OPERATOR   | EXAMINED  | THE AIRCRA  | FT AT THE | Ē       |

| File No 12   | 31 4/22/82 GARY,IN                                       |                                   | Time (Lc1) - 22!1 EST |
|--|--|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                  | LOSS OF POWER(TOTAL) - NON-MECHANICAL<br>CRUISE - NORMAL |                                   |                       |
| Finding(s)<br>1. FLUID,FUEL - EX<br>2. REFUELING - N | OT PERFORMED - PILOT IN COMMAND                          | ·                                 |                       |
| Occurrence #2 Phase of Operation                     | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN              |                                   |                       |
| Occurrence #3<br>Phase of Operation                  | ON GROUND COLLISION WITH OBJECT LANDING - ROLL           |                                   |                       |
| Finding(s) 3. OBJECT - FENCE                         |  |                                   |                       |
| Occurrence #4<br>Phase of Operation                  | ON GROUND COLLISION WITH TERRAIN LANDING - ROLL          |                                   |                       |
| Finding(s) 4. TERRAIN CONDITI                        | ON - DITCH   |                                   |                       |
| Occurrence #5<br>Phase of Operation                  |  |                                   |                       |
| Probable Cause                                       |  |                                   |                       |
| The National Transpois/are finding(s) 2              | rtation Safety Board determines that th                  | e Probable Cause(s) of this accid | ent                   |
| Factor(s) relating t                                 | o this accident is/are finding(s) 1,3,4                  |                                   |                       |

| File No 1228 5/15/82 PENDL  | ETON, IN   | A/C Reg.                                    | No. N4652  | 7  | ime (Lc1) -                  | 1120 EST                 |                |
|---|--|---|--|--|------------------------------|--------------------------|----------------|
| Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | AL AVIATION)   | Aircraft Da<br>SUBSTANTIA<br>Fire<br>NONE   |  | Fatal<br>O<br>O                              |                              | ies ·<br>Minor<br>O<br>O | None<br>O<br>1 |
| Aircraft Information Make/Model - PLAYMATE SA11A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2   | Number Engi<br>Engine Type   | nes - 1                                     | NG 0-290-G<br>DCATING-CARBURI<br>HP                  | Stal   | 1 Warning S                  | ystem - NO               | YES/NO         |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 225/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 3000 FT UNK/ Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | ANDERSON.]  Destination LOCAL  ATC/Airspace  /NR Type of Flig              | :N<br>ght Plan - NO                         |  | OFF AI Airport E STEPHE Runway Runway Runway | NSON                         | N/A<br>N/A<br>N/A        |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  | Age - 62<br>Biennial Flight Re<br>Current<br>Months Since<br>Aircraft Type | eview<br>- UNK/NR<br>- UNK/NR               | Total -  | nt Time (F<br>600<br>150                     | lours)<br>Last 24<br>Last 30 | Hrs -<br>Days- UNK       | 0<br>/NR<br>4  |
| Instrument Rating(s) - NONE   |  |   |  |  |                              |                          |                |
| THE PILOT WAS CRUISING AT 2000 FEET WITH ONE SOYBEAN FIELD AND THE AIRCRAFT NOSED OVER DUFWERE COLLAPSED. "BLOW BY" WAS INDICATED BY OTHERE APPEARED TO BE NO FUEL OR IGNITION PROB   | PASSENGER WHEN THE<br>RING DECELERATION. T<br>LL IN THE CRANK CASE         | ENGINE QUIT.<br>THE AIRCRAFT<br>BREATHER AN | HE MADE A FORG<br>REVEALED THE EX<br>D ON THE BOTTOM | CED LANDIN<br>KHAUST SYS                     | IG IN A SOFT                 |                          |                |

File No. - 1228 5/15/82 PENDLETON, IN A/C Reg. No. N4652 Time (Lc1) - 1120 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. EXHAUST SYSTEM, BAFFLE - DISTORTED 2. MISCELLANEOUS - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT 4. TERRAIN CONDITION - GROUND ----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

| Basic Information<br>Type Operating Certificate-       | NONE (GENERAL          | AVIATION)               | Aircraft                | Damage                 |              |           | Inj                    | uries                |      |
|--|------------------------|-------------------------|-------------------------|------------------------|--------------|-----------|------------------------|----------------------|------|
|  |                        |                         | SUBSTAN                 | TIAL                   |              | Fatal     | Serious                |                      |      |
|  | PERSONAL               |                         | Fire                    |                        | Crew         | 0         | 0                      | 0                    |      |
| Flight Conducted Under -<br>Accident Occurred During - | ·14 CFR 91<br>·LANDING |                         | NONE                    |                        | Pass         | 0         | 0                      | 0                    |      |
| Aircraft Information                                   |                        |                         |                         |                        |              |           |                        |                      |      |
| Make/Model - ADAMS A55                                 |                        |                         | Model - N/A             |                        |              |           | Installed              |                      |      |
| Landing Gear - N/A<br>Max Gross Wt - 1500              |                        | Number En<br>Engine Ty  | gines - N/A<br>pe - N/A |                        |              |           | l Warning<br>ner Radar |                      | - NU |
| No. of Seats - 2                                       |                        | Rated Pow               |                         |                        |              | weati     | ier kauar              | - NO                 |      |
| Environment/Operations Inform                          | nation                 |                         |                         |                        |              |           |                        |                      |      |
| Weather Data   |                        | Itinerary               |                         |                        |              | Airport   |                        |                      |      |
| Wx Briefing - FSS                                      |                        | Last Depar              |                         |                        |              | OFF AII   | RPORT/STR              | 11                   |      |
| Method - TELEPHONE<br>Completeness - SELF              | -                      | VINCENNE<br>Destination | - •                     |                        | ٨            | irport Da | .+.                    |                      |      |
| Basic Weather - VMC                                    |                        | LOCAL                   |                         |                        | A            | inport b  | ala                    |                      |      |
| Wind Dir/Speed- 220/005 k                              | (TS                    | LOCAL                   |                         |                        |              | Runway    | Ident                  | - N/A                |      |
| · · ·  | SM                     | ATC/Airspace            |                         |                        |              |           | Lth/Wid                |                      |      |
| Cloud Conditions(1st) -                                | 1000 FT BROKEN         |                         | ight Plan -             | NONE                   |              | Runway    | Surface                | - N/A                |      |
| Cloud Conditions(2nd) - N                              | IONE                   | Type of C1              | earance -               | NONE                   |              | Runway    | Status                 | - N/A                |      |
| Obstructions to Vision- H                              |                        | Type Appro              | ach Flown -             | NONE                   |              |           |                        |                      |      |
| Precipitation - N                                      |                        |                         |                         |                        |              |           |                        |                      |      |
| Condition of Light - [                                 | DAYLIGHT               |                         |                         |                        | <del>-</del> |           |                        |                      |      |
| Personnel Information<br>Pilot-In-Command              |                        | Age - 31                |                         | Medical Certi          |              |           |                        |                      |      |
| Certificate(s)/Rating(s)                               | E                      | Biennial Flight         |                         |                        | _            | Time (H   |                        |                      |      |
| NONE   |                        | Current                 | - N/A                   |                        | _            | 47<br>47  | Last                   | 24 Hrs -             | -    |
|  |                        | Months Since            |                         | Make/Mode<br>Instrumen |              |           |                        | 30 Days-<br>90 Days- |      |
|  |                        | Aircraft Typ            | e - N/A                 | Instrumen              | t- UNK       | ./ NK     | Last                   | 90 Days-             | U    |
| FREE BALLOON<br>Instrument Rating(s) -                 | · UNK/NR               |                         |                         |                        |              |           |                        |                      |      |
|  |                        |                         |                         |                        |              |           |                        |                      |      |
| Narrative  |                        |                         |                         |                        |              |           |                        |                      |      |
| PILOT DECIDED TO LAND DUE TO                           |                        |                         |                         |                        |              |           |                        |                      |      |
| R OF THE PROPERTY. THE PILOT                           | DECAINED ALTI          | TUDE AND LANDED         | IN A CORN F             | TELD. A GUST           | OF WIN       | ID CAUSED | THE RALL               | OON TO               |      |

| File No 12                              | 41 5/30/82         | FRITCHTON, IN          | A/C Reg. No. N1062S               | Time (Lc1) - 1950 EST |
|---|--------------------|------------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation     |                    |                        |                                   |                       |
| Finding(s) 1. WEATHER CONDITI           | ON - UNFAVORABLE W | IND                    |                                   |                       |
| Occurrence #2<br>Phase of Operation     |                    |                        | •                                 |                       |
| Finding(s)<br>2. OBJECT - BUILDI        |                    |                        |                                   |                       |
| Probable Cause                          |                    |                        |                                   |                       |
| The National Transpois/are finding(s) 1 | rtation Safety Boa | rd determines that the | e Probable Cause(s) of this accid | ent                   |
| Factor(s) relating to                   | o this accident is | /are finding(s) 2      |                                   |                       |

| File No 1346 6/09/82 CENT  | ERPOINT, IN                       | A/C Reg. No. N75   | 343F        | Т          | ime (Lc1)   | - 1800 EST |          |
|--|-----------------------------------|--------------------|-------------|------------|-------------|------------|----------|
| -Basic Information   |                                   |                    |             |            | ·           |            |          |
| Type Operating Certificate-NONE (GENER   |                                   | lircraft Damage    |             |            | Inju        |            |          |
|  |                                   | DESTROYED          |             | Fatal      | Serious     | Minor      | None     |
| Type of Operation -PERSONAL  |                                   | ire                | Crew        | 1          | 0           | 0          | 0        |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF                  |                                   | NONE               | Pass        | 1          | 0           | 0          | 0        |
| Aircraft Information   |                                   |                    |             |            |             |            |          |
| Make/Model - BELLANCA 7KCAB  | Eng Make/Mode                     | el - LYCOMING IO-3 | 320         | ELT :      | Installed/  | Activated  | - YES/NO |
| Landing Gear - TAILWHEEL-ALL FIXED   | Number Engine                     | es - 1             |             | Stal       | 1 Warning   | System - N | 10       |
| Max Gross Wt - 1650  |                                   | - RECIP - FUEL     | INJECTED    |            | her Radar   |            |          |
| No. of Seats - 2   | Rated Power                       | - 130 HP           |             |            |             | ,,,,       |          |
|  |                                   |                    |             |            |             |            |          |
| Weather Data   | Itinerary                         |                    |             | Airport    | Proximity   |            |          |
| Wx Briefing - NO RECORD OF BRIEFIN   | G Last Départure                  | Point              |             | OFF AI     | RPORT/STŘII | <b>5</b>   |          |
| Method - N/A   | SAME AS ACC                       |                    |             |            |             |            |          |
| Completeness - N/A   | Destination                       |                    | Δ           | irport Da  | ata         |            |          |
| Basic Weather - VMC  | LOCAL                             |                    |             |            | 4.4         |            |          |
| Wind Dir/Speed- 310/010 KTS  | LOOAL                             |                    |             | Punway     | Ident       | - 27       |          |
| Visibility - 5.0 SM  | ATC/Airspace                      |                    |             |            | Lth/Wid     |            | 50       |
| Cloud Conditions(1st) - 3000 FT SCA  |                                   | Dian - NONE        |             |            | Surface     |            |          |
| Cloud Conditions(2nd) - NONE   | Type of Cleara                    |                    |             |            |             | - DRY      |          |
| Obstructions to Vision- NONE   | Type Approach                     |                    |             | Rullway    | Status      | WET        |          |
| Precipitation - NONE   | Type Approach                     | FIOWIT - NOINE     |             |            |             | WC!        |          |
| Condition of Light - DAYLIGHT  |                                   |                    |             |            |             |            |          |
|  |                                   |                    |             |            |             |            |          |
| Personnel Information Pilot-In-Command   | Age - 40                          | Medical Ce         | ntificato   | - LINIZ/NI | D           |            |          |
| Certificate(s)/Rating(s)   | Biennial Flight Revi              |                    |             | Time (H    |             |            |          |
| NONE   |                                   |                    |             |            |             | 4 Hrs -    | 0        |
| INUINE   |                                   | ,                  |             | . — .      | Last 2      |            | 0<br>1   |
|  | Months Since -<br>Aircraft Type - |                    |             | 67<br>O    | Last 3      |            | 17       |
|  | Aircraft Type -                   | N/A Instru         | meric-      | U          | Last 9      | J Days-    | 17       |
| Instrument Rating(s) - NONE  |                                   |                    |             |            |             |            |          |
|  |                                   |                    |             |            |             |            |          |
| Narrative  |                                   |                    |             |            |             |            |          |
| NON-RATED OWNER/PILOT CRASHED AFTER TAKI   |                                   |                    |             |            |             |            |          |
| M THE DEPARTURE END OF THE RUNWAY AND 200  |                                   |                    |             |            |             |            |          |
| L WAS STARTED FROM A CROWN ON THE RUNWAY   | THAT WAS LOCATED ABOUT            | 7 200 FT FROM THE  | APPROACH    | END. REP   | ORTEDLY,    |            |          |
|  | 0 FT 401 BEEDDE BE4011            | THE END OF THE     | 1000 FT     | CTDID A    | ETED CLIMB  | TNG        |          |
| E AIRCRAFT HAD TAKEN OFF AND CLIMBED TO 10   | O FI AGE BEFORE REACHI            | ING THE END OF THE | : 1000 FT : | SIRIP. A   | I LEK CEIMD | ING        |          |
| E AIRCRAFT HAD TAKEN OFF AND CLIMBED TO 10 ABOUT 100 FT, THE PLANE WAS OBSERVED TO E |                                   |                    |             | SIRIP. A   | TIER CLIMB  | 1110       |          |

File No. - 1346 6/09/82 CENTERPOINT,IN A/C Reg. No. N7543F Time (Lc1) - 1800 EST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, QUALIFICATION - PILOT IN COMMAND

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

----Probable Cause----

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

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

| File No 1362 7/04/82 N                                | ADISON, IN            | A/C Reg. No. N      | I5584B                       | Τi         | me (Lc1) -  | 0130 EDT  |         |
|---|-----------------------|---------------------|------------------------------|------------|-------------|-----------|---------|
| Basic Information Type Operating Certificate-NONE (GE | NERAL AVIATION)       | Aircraft Damage     |                              |            | Injuri      | ies       |         |
| ,, -, -, -, -, -, -, -, -, -, -, -, -, -              |                       | DESTROYED           |                              | Fata1      | •           | Minor     | None    |
| Type of Operation -PERSONAL                           |                       | Fire                | Crew                         | 0          | 0           | 0         | 1       |
| Flight Conducted Under -14 CFR 9                      | 1                     | NONE                | Pass                         | 0          | 0           | 2         | 0       |
| Accident Occurred During -LANDING                     |                       |                     |                              |            |             |           |         |
| ·Aircraft Information                                 |                       |                     |                              |            |             |           |         |
| Make/Model - CESSNA 182                               | Eng Make/             | Model - CONTINENTAL | 0-470-L                      | ELT I      | nstalled/Ad | ctivated  | - NO -N |
| Landing Gear - TRICYCLE-FIXED                         | Number En             | gines - 1           |                              | Stal~1     | Warning Sy  | ystem - Y | ES      |
| Max Gross Wt - 2550                                   |                       | pe - RECIPROCATI    | NG-CARBURE                   | TOR Weath  | er Radar -  | NO        |         |
| No. of Seats - 4                                      | Rated Pow             | er - 230 HP         |                              |            |             |           |         |
| Environment/Operations Information                    |                       |                     |                              |            |             |           |         |
| Weather Data  | Itinerary             |                     |                              | Airport P  |             |           |         |
| Wx Briefing - NO RECORD OF BRIE                       |                       |                     |                              | OFF AIR    | PORT/STRIP  |           |         |
| Method - N/A  | MADISON,              |                     |                              |            |             |           |         |
| Completeness - N/A                                    | Destination           | l                   |                              | Airport Da | ta          |           |         |
| Basic Weather - VMC                                   | LOCAL                 |                     |                              | _          |             |           |         |
| Wind Dir/Speed~ 270/010 KTS                           | .=- /                 |                     |                              |            | Ident -     |           |         |
| Visibility - 5.0 SM                                   | ATC/Airspace          |                     |                              |            | Lth/Wid -   |           |         |
|   | SCATTERED Type of F1  |                     |                              |            | Surface -   |           | 0 A L M |
| Cloud Conditions(2nd) - UNK/NR                        |                       | earance - NONE      |                              | Runway     | Status -    | WATER -   | CALM    |
| Obstructions to Vision- NONE                          | Type Appro            | ach Flown - NONE    |                              |            |             |           |         |
| Precipitation - NONE                                  | DIC)                  |                     |                              |            |             |           |         |
| Condition of Light - NIGHT (DA                        |                       |                     |                              |            |             |           |         |
| Personnel Information Pilot-In-Command                | Age - 33              | Modical             | Certificate                  | - VALTD    | MEDICAL -NO | WATVEDS/  | LIMIT   |
| Certificate(s)/Rating(s)                              | Biennial Flight       |                     |                              | t Time (Ho |             | WAIVENS   |         |
| PRIVATE   |                       | - YES Tota          | 1 - 1917                     | 755        | last 24     | Hrs -     | 1       |
| SE LAND   | Months Since          | - 12 Make           | al -<br>e/Model-<br>trument- | 705        | Last 30     | Davs- UN  | K/NR    |
| JE EAND   |                       | e - UNK/NR Iņst     | trument-                     | 12         | Last 90     | Days-     | 40      |
|   | All Graft Typ         | 2 3/11/7/11/8       | . amorre                     |            | 2231 30     | ,-,       | . •     |
| Instrument Rating(s) - NONE                           |                       |                     |                              |            |             |           |         |
|   |                       |                     |                              |            |             |           |         |
|   |                       |                     |                              |            |             |           |         |
| -Narrative  | 0040044 1 000 05 0000 | ON A DARK NICHT T   | THE TERRATAL                 | WAC DITLEY | AND         |           |         |
| PILOT REPORTED THAT HE EXPERIENCED A                  |                       |                     |                              |            |             | *         |         |
|   | ILOT ELECTED TO LAND  | UPWIND ON THE OHIO  |                              |            |             |           |         |

| File No 136                              | 2 7/04/82 MADISON,1N   | A/C Reg. No. N5564B                    | Time (Lcl) - 0130 EDT |
|--|--|--|-----------------------|
| Occurrence #1 Phase of Operation         | LOSS OF POWER<br>CRUISE - NURMAL                                 |  |                       |
| Finding(s) 1. UNDETERAINED               |  |  |                       |
| Occurrence #2<br>Phase of Operation      | FORCED LANDING<br>LANDING - FLAKE/TOUCHDOWN                      |  |                       |
| Occurrence #3 Phase of Operation         | DITCHING<br>LANDING - FLARE/TOUCHDOWN                            |  |                       |
|  | - DARK NIGHT<br>N - MOUNTAINOUS/HILLY<br>N - HIGH OBSTRUCTION(S) |  |                       |
| Probable Cause                           | -  |  |                       |
| The National Transporis/are finding(s) 1 | tation Safety Board determines that                              | the Probable Cause(s) of this accident |                       |

# Brief of Accident

| File No 1248 2/16/82 SP  | RINGFIELD, KY  | A/C Reg  | . No. N2517X   |  | Time  | (Lcl) -  | 2019 EST   |                      |
|--|--|--|--|--|---|--|--|----------------------|
| -Basic Information Type Operating Certificate-NUNE (GENI<br>Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -APPRUACH   | ERAL AVIATION)   | Aircraft<br>DESTRUYE<br>Fire<br>On GROUN   | D (  | rew  | al Se<br>1<br>7   | Injuri<br>rious<br>0<br>0                            | les<br>Minor<br>U<br>U                                   | None<br>0<br>0       |
| -Aircraft Information Make/Model - PiPER PA-31T2 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9474 No. of Seats - 8  |  |  |  |  |   | rning Sy   | ctivated<br>ystem - Y                                    |                      |
| -Environment/Operations Information weather Data wx briefing - UNK/NR Method - RADIO Completeness - UNK/NR Basic Weather - IMC wind Dir/Speed- UNK/NR Visibility120 SM Cloud Conditions(1st) - 200 FT Bi Cloud Conditions(2nd) - NONE Obstructions to Vision- FUG Precipitation - NONE Condition of Light - NIGHT (DARK  | MOBILE, ADESTINATION SPRINGF:  ATC/Airspace ROKEN Type of F. Type of C. Type Apch  | n<br>(ELD,KY<br>e<br>light Plan -<br>learance -  |  | OI<br>A1rp<br>Ll<br>RI<br>RI<br>RI<br>RI   | oort Prox<br>FF AIRPOR<br>Ort Data<br>CBANON-SP<br>Inway Ide<br>Inway Lth<br>Inway Sur<br>Inway Sta | T/STRIP RINGFIE                                      | 11<br>4000/<br>ASPHALT                                   | 75                   |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CUMMERCIAL SE LAND, ME LAND HELICUPTER Instrument Rating(s) - AIRPLANE  | Biennial Flight<br>Current<br>Months Since<br>Aircraft Typ   | Review - UNK/NR - UNK/NR - UNK/NR  | Total<br>Make/Mode<br>Instrumen<br>Multi-Eng   | Flight Ti<br>- 2500<br>L- UNK/NR<br>L- UNK/NR<br>- UNK/NR                            | ne (Hours   | )<br>Last 24<br>Last 30<br>Last 90                   | wAIVERS/<br>Hrs - Un<br>Days- Un<br>Days- Un<br>aft - Un | K/NR<br>K/NR<br>K/NR |
| Narrative E FLT WAS CLEARED TO MAINTAIN 3,000 FT MOULD SEE THE LIGHTS ON THE GROUND & THAT INCLL HERE." THE ACFT WOULD HAVE BEEN ABOUT SEE STARS. OTHER GROUND WITNESSES CLOSED FT. ONE WITNESS OBSERVED THE ACFT NAVIORATIS VERY LOW. THE ACFT IMPACTED THE GROUND-LOCATED WITH AN APPROXIMATE DOWNWIND TO REGULRES A MINIMUM VISIBILITY OF 1 MI. THE PLT HAD RECEIVED AN ALTIMETER | HE WAS 15 MI FROM TO<br>UT 6 MI FROM THE ARD<br>R TO THE POINT OF ID<br>GATION LIGHTS DO SUM<br>UND INTA LEFT WING I<br>BASE LEG TURN. THE<br>BE CIRCLING APCH HAS | RPT, THEN CRU HE ARPT. AT 2 PT. THE ARPT MPACT UBSERVE ME UNUSUAL MA LOW, NEAR LEV KE IS A SINGL S AN MDA UF 1 | IISE. THE PLT 1013 THE PLT 1013 THE PLT 10 PERATOR HEAD 10 VERY THICK 10 NEUVERING, WI 10 PL FLIGHT AT 10 PL VUR/DME AP 10 PT & AL | HAD PREV. STATED "WI KD AN ACF' PATCHY FO SILE ANOTO CITUDE. TO CH TO KWY SO REQUIRE | LOUSLY ST<br>TOUGHTA<br>TOUW OVE<br>DG WITH V<br>HER WITNE<br>HE WRECKA<br>11. THE                  | BE ABLE RHEAD & ISIBILI SS SAW GE WAS MDA IS MUM VIS | TO WAS ABLE TY ABOUT THE 1,260 FT IBILITY                |                      |

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File No. - 1248 2/16/82 SPRINGFIELD, KY A/C Reg. No. N2517X Time (Lc1) - 2019 EST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - BASE TURN

#### Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION FOG
- 3. ABORTED LANDING NOT PERFORMED PILOT IN COMMAND
- 4. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 5. ALTIMETER SETTING 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) 1,2,5

| -Basic Information<br>Type Operating Certificate-NONE (GENERAL | AVIATION) A                        | ircraft Damage    |            |           | Inju            | ries        |           |
|--|------------------------------------|-------------------|------------|-----------|-----------------|-------------|-----------|
|  |                                    | SUBSTANTIAL       |            | Fata1     | Seriou <b>s</b> |             | None      |
| Type of Operation -FERRY                                       | F                                  | ire               | Crew       | 0         | 0               | 0           | 1         |
| Flight Conducted Under -14 CFR 91                              |                                    | NONE              | Pass       | 0         | 0               | 0           | 0         |
| Accident Occurred During -LANDING                              |                                    |                   |            |           |                 |             |           |
| -Aircraft Information  |                                    |                   |            |           |                 |             |           |
| Make/Model - BELL 47D1   |                                    | 1 - FRANKLIN 6V4  | -178-B32   |           |                 | Activated · |           |
| Landing Gear - SKID  | Number Engine                      |                   |            |           |                 | System - NO | )         |
| Max Gross Wt - 2200  | Engine Type - RECIPROCATING-CARBUR |                   |            | DR Weath  | ner Radar       | - NO        |           |
| No. of Seats - 3   | Rated Power                        | - 178 HP          |            |           |                 |             |           |
| -Environment/Operations Information                            |                                    |                   |            | <b>.</b>  |                 |             |           |
| Weather Data   | Itinerary                          | 5                 | •          |           | Proximity       | _           |           |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A               | Last Departure                     |                   |            | OFF AIR   | RPORT/STRI      | Р           |           |
| Method - N/A<br>Completeness - N/A                             | NEW ALBANY,I<br>Destination        | IN .              | Α.         | irport Da | .+-             |             |           |
| Basic Weather - VMC  | LOUISVILLE, k                      | · <b>v</b>        | ~          | irport ba | ata             |             |           |
| Wind Dir/Speed- 190/009 KTS                                    | 2001341222,                        |                   |            | Runway    | Ident           | - UNK/NR    |           |
| Visibility - 15.0 SM   | ATC/Airspace                       |                   |            |           | Lth/Wid         |             |           |
| Cloud Conditions(1st) - 1800 FT BROKE                          |                                    | Plan - NONE       |            |           | Surface         |             |           |
| Cloud Conditions(2nd) - UNK/NR                                 | Type of Cleara                     |                   |            | Runway    | Status          | - DRY       |           |
| Obstructions to Vision- NONE                                   | Type Approach                      | Flown - NONE      |            |           |                 |             |           |
| Precipitation - NONE   |                                    |                   |            |           |                 |             |           |
| Condition of Light - DAYLIGHT                                  |                                    |                   |            |           |                 |             |           |
| -Personnel Information   |                                    |                   |            |           |                 |             |           |
|  | Age - 31                           |                   | ertificate |           |                 |             |           |
|  | Biennial Flight Revi               |                   |            | Time (Ho  |                 | 4.11        | _         |
| PRIVATE  | Current -<br>Months Since -        | YES Total         |            | 393       |                 | 4 Hrs -     | 3<br>(/ND |
| SE LAND  | Months Since -<br>Aircraft Type -  |                   |            | 24        | Last 3          | O Days- UN  | 16        |
|  | Aircraft Type -                    |                   | -Ena -     |           |                 | raft -      | 24        |
|  |                                    | Marci             | -Eng -     | 33        | ROTOLC          | rait        | 24        |
| Instrument Rating(s) - NONE                                    |                                    |                   |            |           | <b></b> _       |             |           |
| -Narrative   |                                    |                   |            |           |                 |             |           |
| PILOT WAS EN ROUTE TO HAVE A RADIO INSTALL                     |                                    |                   |            |           |                 |             |           |
| AN OPEN FIELD. WHEN THE HELICOPTER CONTACTE                    |                                    |                   |            |           |                 |             |           |
| E DAMAGED. THE PILOT STATED THAT HE THOUGHT                    | THERE WAS SUFFICIEN                | IT FUEL TO COMPLE | TE THE FLI | GHT, BUT  | THE             |             |           |

| File No 13  | 69 7/02/82        | LOUISVILLE,KY        | A/C Reg. No. N929B                | Time (Lc1) - 1045 EDT |
|---|-------------------|----------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                               |                   | TAL) - NON-MECHANICA | L                                 |                       |
| Finding(s) 1. AIRCRAFT PREFLI 2. FLUID,FUEL - EX 3. FUEL SUPPLY - | HAUSTION          | IN COMMAND           |                                   |                       |
| Occurrence #2<br>Phase of Operation                               |                   | TOUCHDOWN            |                                   |                       |
| Finding(s) 4. AUTOROTATION -                                      | PERFORMED - PILOT | IN COMMAND           |                                   |                       |
| Occurrence #3<br>Phase of Operation                               |                   | TOUCHDOWN            |                                   |                       |
| Probable Cause  |                   |                      |                                   |                       |
| The National Transpo<br>is/are finding(s) 1,                      |                   | rd determines that t | ne Probable Cause(s) of this acci | dent                  |

| File No 1358 4/01/82 NEW OF  | File No 1358 4/01/82 NEW ORLEANS,LA |                |               | . N100TK Time (Lc1) - 1424 CST |             |            |            |
|--|-------------------------------------|----------------|---------------|--------------------------------|-------------|------------|------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL          | . AVIATION)                         | Aircraft D     | -             |                                | -           | uries      |            |
|  |                                     | DESTROYED      |               | Fatal                          | Serious     | s Minor    | None       |
| Type of Operation -BUSINESS  |                                     | Fire           | Cr            |                                | 0           | 0          | 0          |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF |                                     | ON GROUND      | Pas           | ss 0                           | 0           | 0          | 0          |
| Aircraft Information   |                                     |                |               |                                |             |            |            |
| Make/Model - CESSNA A185E  | Eng Make/M                          | Model - CONTI  | NENTAL IO-520 | -D EL1                         | Installed   | 1/Activate | d - UNK/NR |
| Landing Gear - AMPHIBIAN   | Number Eng                          | gines - 1      |               | Sta                            | ill Warning | y System - | UNK/NR     |
| Max Gross Wt - 3300  | Engine Typ                          | e - RECIP      | - FUEL INJECT | TED Wea                        | ther Radar  | - UNK/NR   | !          |
| No. of Seats - 6   | Rated Powe                          | er - 30        | O HP          |                                |             |            |            |
| Environment/Operations Information                                     |                                     |                |               |                                |             |            |            |
| Weather Data   | Itinerary                           |                |               |                                | : Proximity |            |            |
| <pre>Wx Briefing - NO RECORD OF BRIEFING Method - N/A</pre>            | Last Depart<br>SAME AS A            |                |               | OFF A                          | IRPORT/STR  | RIP        |            |
| Completeness - N/A   | Destination                         |                |               | Airport                        | Data        |            |            |
| Basic Weather - VMC  | UNK/NR                              |                |               | Amport                         | Data        |            |            |
| Wind Dir/Speed- 090/005 KTS  | ONK/ NK                             |                |               | Dunws                          | v Ident     | - 10       |            |
| Visibility - 5.0 SM  | ATC/Airspace                        |                |               |                                | y Lth/Wid   |            | 150        |
| Cloud Conditions(1st) - 2000 FT BROKE                                  |                                     | ight Plan - N  | ONE           |                                | y Surface   |            |            |
| Cloud Conditions(2nd) - UNK/NR   |                                     | earance - N    |               |                                | y Status    |            | •          |
| Obstructions to Vision- HAZE   |                                     | ch Flown - N   |               | Kariwe                         | ty Status   | DICT       |            |
| Precipitation - NONE   | 1,00 ,00                            | 2011 1 10 1111 | 3112          |                                |             |            |            |
| Condition of Light - DAYLIGHT  |                                     |                |               |                                |             |            |            |
| Personnel Information  |                                     |                |               |                                |             |            |            |
| Pilot-In-Command   | Age - 45                            | Me             | dical Certifi | cate - NO N                    | IEDICAL     |            |            |
| <pre>Certificate(s)/Rating(s)</pre>                                    | Biennial Flight R                   | Review         | Fl            | ight Time (                    | Hours)      |            |            |
| PRIVATE  | Current                             | - UNK/NR       | Total -       | UNK/NR                         | Last        | 24 Hrs -   | UNK/NR     |
| SE SEA   | Months Since                        | - UNK/NR       | Make/Model-   | UNK/NR                         |             | 30 Days-   |            |
|  | Aircraft Type                       |                | Instrument-   | UNK/NR                         | Last        | 90 Days-   | UNK/NR     |
| Instrument Rating(s) - NONE  |                                     |                |               |                                |             |            |            |
|  |                                     |                |               |                                |             | ·          |            |
| Narrative  |                                     |                |               |                                |             |            |            |
| E PILOT OF THE AMPHIBIOUS AIRCRAFT INITIATED                           | A TAKEOFF ON RUN                    | WAY 10. WITH   | ESSES STATED  | THAT THE EN                    | IGINE BEGAN | 1          |            |
| SING POWER. AFTER TAKING OFF, THE AIRCRAFT W                           | AS OBSERVED TO MA                   | KE A SHARP L   | EFT TURN BACK | TOWARD THE                     | AIRPORT     |            |            |
| TILE STILL AT A LOW ALTITUDE. SOME WITNESSES                           | STATED THAT THE E                   | NGINE STOPPE   | D WHILE THE P | LANE WAS TU                    | IRNING. OTH | HERS       |            |
| PORTED THAT THE ENGINE CONTINUED RUNNING UNT                           | IL THE AIRCRAFT C                   | CRASHED. THE   | IMPACT OCCURR | ED ON A HEA                    | DING OF     |            |            |
| BOUT 310 DEG IN A NOSE LOW, LEFT WING DOWN AT                          | TITUDE. THE AIRCR                   | RAFT WAS DEST  | ROYED BY IMPA | CT AND SUBS                    | SEQUENT FIR | RE.        |            |
| JRING THE INVESTIGATION, THE ENGINE WAS DISAS                          | SEMBLED, BUT AN E                   | XAMINATION C   | F THE INTERIO | R PARTS DIE                    | NOT REVEA   | \ L        |            |
| BY CONDITION THAT WOULD HAVE CONTRIBUTED TO A                          | N ENGINE FAILURE.                   |                |               |                                |             |            |            |
|  |                                     |                |               |                                |             |            |            |
|  |                                     |                |               |                                |             |            |            |
|  |                                     |                |               |                                |             |            |            |

| File No 13                                       | 58 4/01/82 | NEW ORLEANS, LA                       | A/C Reg. No. N100TK               | Time (Lc1) - 1424 CST |
|--|------------|---------------------------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation              |            | L CLIMB                               |                                   |                       |
| Finding(s) 1. UNDETERMINED                       |            |                                       |                                   |                       |
| Occurrence #2 Phase of Operation                 |            | RN TO LANDING AREA (EF                | MERGENCY)                         |                       |
| Occurrence #3<br>Phase of Operation              |            | - IN FLIGHT<br>RN TO LANDING AREA (EM | MERGENCY)                         |                       |
| Finding(s) 2. AIRSPEED - INAD 3. STALL - INADVER | •          | MMAND                                 |                                   |                       |
| Occurrence #4<br>Phase of Operation              |            | ROLLED                                |                                   |                       |
| Probable Cause                                   |            |                                       |                                   |                       |
| The National Transpois/are finding(s) 1,         |            | rd determines that the                | e Probable Cause(s) of this accid | dent                  |

| Type Operating Certificate-NONE (GENERA                            | AL AVIATION)                   | Aircraft Dam                     |                |                          | Injur       |          |         |
|--|--------------------------------|----------------------------------|----------------|--------------------------|-------------|----------|---------|
|  |                                | SUBSTANTIAL                      |                | Fatal                    | Serious     | Minor    | None    |
| Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 | RELATED FLIGHT                 | Fire<br>NONE                     | Crew<br>Pass   | 0                        | 0           | 0        | 1       |
| Accident Occurred During -LANDING                                  |                                | NOINE                            | rass           | O                        | O           | O        | O       |
| -Aircraft Information  |                                |                                  |                |                          |             |          |         |
| Make/Model - GRUMMAN G164A   |                                | Model - P&W R-1                  |                |                          | installed/  |          |         |
| Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 6075          |                                | gines - 1<br>pe - RECIPRO        | CATING-CARRURE |                          | Warning S   |          | NU      |
| No. of Seats - 1   |                                | er - 600                         |                | ion weati                | iei kadai   | 140      |         |
| -Environment/Operations Information                                |                                |                                  |                |                          |             |          |         |
| Weather Data   | Itinerary                      |                                  |                | Airport I                |             |          |         |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A                   |                                |                                  |                | UFF AII                  | RPORT/STRIF | ,        |         |
| Completeness - N/A   | SAME AS ACC/INC<br>Destination |                                  |                | Airport Da               | ata         |          |         |
| Basic Weather - VMC  | LOCAL                          |                                  |                | 7.1. poi t 5.            |             |          |         |
| Wind Dir/Speed- 060/008 KTS  |                                |                                  |                |                          | Ident -     |          |         |
| Visibility - 15.0 SM   | ATC/Airspace                   |                                  |                |                          | Lth/Wid -   |          |         |
| Cloud Conditions(1st) - NONE                                       |                                | ight Plan - NON                  |                |                          | Surface -   |          |         |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE       |                                | earance - NON<br>ach Flown - NON |                | Runway                   | Status -    | DRY      |         |
| Precipitation - NONE   | Type Appro                     | ach Flown - Nun                  | IE.            |                          |             |          |         |
| Condition of Light - DAYLIGHT                                      |                                |                                  |                |                          |             |          |         |
| -Personnel Information   |                                |                                  |                |                          |             |          | _ /     |
| <pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>             | Age - 28                       |                                  | cal Certificat | e - VALID<br>it Time (Ho |             | ) WAIVER | S/LIMII |
| COMMERCIAL   | Biennial Flight<br>Current     |                                  |                | 2100                     |             | Hrs - I  | INK/NR  |
| SE LAND  | Months Since                   | - 5                              | Make/Model-    | 1475                     | Last 30     | Days-    |         |
|  | Aircraft Typ                   |                                  |                | 45                       |             | Days-    |         |
| Instrument Rating(s) - NONE  |                                |                                  |                |                          |             |          |         |
|  |                                |                                  |                |                          |             |          |         |
| -Narrative   |                                |                                  |                |                          |             |          |         |

| File No 12                                       | 78 5/08/82         | WELSH, LA             | A/C Reg. No. N9937                | Time (Lc1) - 1425 CDT |
|--|--------------------|-----------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation              |                    |                       | E/MALF                            |                       |
| Finding(s) 1. ENGINE ASSEMBLY 2. LOAD JETTISON   |                    | DT IN COMMAND         |                                   |                       |
| Occurrence #2 Phase of Operation                 |                    | TOUCHDOWN             |                                   |                       |
| Occurrence #3<br>Phase of Operation              |                    |                       |                                   |                       |
| Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI | DN - WET           |                       |                                   |                       |
| Probable Cause                                   |                    |                       |                                   |                       |
| The National Transpo                             | rtation Safety Boa | rd determines that th | ne Probable Cause(s) of this acci | dent                  |

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

| -Basic Information Type Operating Certification Type of Operation Flight Conducted Under Accident Occurred During | ON-DEMAND AIR -NON SCHED,DOMI -14 CFR 135 -TAXI |                    | Aircraft Da<br>SUBSTANTI<br>Fire<br>NONE |                    |                    | Inju<br>Serious<br>O<br>O | uries<br>Minor<br>O<br>O | None<br>1 |  |  |
|---|---|--------------------|--|--------------------|--------------------|---------------------------|--------------------------|-----------|--|--|
| Type of Operation Flight Conducted Under Accident Occurred During   | ON-DEMAND AIR -NON SCHED,DOMI -14 CFR 135 -TAXI |                    | SUBSTANTI                                | AL Crev            | v 0                | Serious<br>O              | Minor<br>O               |           |  |  |
| Accident Occurred During  | -NON SCHED, DOMI<br>-14 CFR 135<br>-TAXI<br>    |                    |  | Crev               | v 0                | 0                         | 0                        |           |  |  |
| Accident Occurred During  | -TAXI<br>                                       |                    | NONE                                     |                    |                    |                           |                          |           |  |  |
| Accident Occurred During  | -TAXI<br>                                       |                    |  |                    |                    |                           |                          | 0         |  |  |
| Make/Model - PIPER PA-  |   |                    |  |                    |                    |                           |                          |           |  |  |
|   |   |                    |  |                    |                    |                           |                          |           |  |  |
| Londing Coon IDICYCLE   |   |                    |  | ING IO-540-K1G     |                    |                           | 'Activated               |           |  |  |
|   | -RETRACTABLE                                    |                    | ngines - 1 Stall Warning System -        |                    |                    | ES                        |                          |           |  |  |
| Max Gross Wt - 3600   |   |                    |  | - FUEL INJECT      |                    |                           |                          |           |  |  |
| No. of Seats - 7  |   | Rated Power        | - 300                                    | O HP               |                    |                           |                          |           |  |  |
| -Environment/Operations Info  | ormation  |                    |  |                    |                    |                           |                          |           |  |  |
| Weather Data  |   | Itinerary          |  |                    |                    | Proximity                 |                          |           |  |  |
| Wx Briefing - FSS Last Departure Point  |   |                    |  | t ON AIRPORT       |                    |                           |                          |           |  |  |
| Method - TELEPHO  | DNE   | SAME AS ACC/INC    |  |                    |                    |                           |                          |           |  |  |
| Completeness - FULL   |   | Destination        |  |                    | Airport (          |                           |                          |           |  |  |
| Basic Weather - VMC   |   | SPRINGFIEL         | _D,IL                                    |                    |                    | ILLE MUNICI               |                          |           |  |  |
| Wind Dir/Speed- 140/00  |   |                    |  |                    | Runway Ident - N/A |                           |                          |           |  |  |
|   | SM  | ATC/Airspace       |  |                    |                    | y Lth/Wid                 |                          |           |  |  |
| Cloud Conditions(1st)   |   |                    |  |                    |                    | y Surface                 |                          |           |  |  |
| Cloud Conditions(2nd) -   | - NONE  | Type of Clea       |  |                    | Runwa              | / Status                  | - DRY                    |           |  |  |
| Obstructions to Vision-   | - HAZE  | Type Approac       | ch Flown - No                            | DNE                |                    |                           |                          |           |  |  |
| · · · · · · · · · · · · · · · · · · ·   | - NONE  |                    |  |                    |                    |                           |                          |           |  |  |
| Condition of Light  | - DAYLIGHT                                      |                    |  |                    |                    |                           |                          |           |  |  |
| -Personnel Information  |   |                    |  |                    |                    |                           |                          |           |  |  |
| Pilot-In-Command  |   | \ge - 52           |  | dical Certifica    |                    |                           | VAIVERS/LIM              | 1 T       |  |  |
| Certificate(s)/Rating(s)  | )   | Biennial Flight Re |  |                    | ght Time (         |                           |                          | _         |  |  |
| COMMERCIAL  |   |                    | - YES                                    | Total -            |                    |                           | 24 Hrs -                 | 2         |  |  |
| SE LAND, ME LAND  |   | Months Since       |  | Make/Model-        |                    |                           | 30 Days- UN              | •         |  |  |
|   |   | Aircraft Type      | - UNK/NR                                 |                    |                    | Last 9                    | 00 Days-                 | 100       |  |  |
|   |   |                    |  | Multi-Eng -        | 250                |                           |                          |           |  |  |
| Instrument Rating(s)  | - AIRPLANE                                      |                    |  |                    |                    |                           |                          |           |  |  |
| Nonetive  |   |                    |  |                    |                    |                           |                          |           |  |  |
| -Narrative  | TAVEDEE THE DIO                                 | IT MAIN CEAR DECE  | יבט דאודט איי י                          | UNIMADIZED LIQUE ( | N THE DIG          | שד במכב מב                | THE                      |           |  |  |
| ING TAXI TO THE RUNWAY FOR  |   |                    | LED THIRD WHI                            | UNMARKED HULE (    | IN THE KIG         | TI EDGE OF                | INE                      |           |  |  |
| IWAY RESULTING IN SUBSTANTIA  | AL DAMAGE TO THE                                | AIRCRAFI.          |  |                    |                    |                           |                          |           |  |  |

File No. - 1232 5/13/82 PINEVILLE, LA A/C Reg. No. N36546 Time (Lc1) - 0815 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE

2. AIRPORT FACILITIES, TAXIWAY MARKING - INACCURATE

3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

----Probable Cause----

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

| File No 1223 5/13/82 HOUM                | A,LA A/C R                                  | A/C Reg. No. N71DS Time (Lc1) - 0900 CDT |           |            |          |           |  |
|--|---|--|-----------|------------|----------|-----------|--|
| -Basic Information                       |   |  |           |            |          |           |  |
| Type Operating Certificate-NONE (GENERA  |   | t Damage                                 |           | Inju       |          |           |  |
|  | SUBSTA                                      |  | Fatal     | Serious    |          |           |  |
| 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        |   |  |           |            |          |           |  |
| Aircraft Information                     | •   |  |           |            |          |           |  |
| Make/Model - CESSNA A185F                | Eng Make/Model - CO                         | NTINENTAL IO-520-D                       | ELT       | Installed/ | Activate | d - YES/N |  |
| Landing Gear - AMPHIBIAN                 | Number Engines - 1                          |  |           | 1 Warning  |          | YES       |  |
| Max Gross Wt - 3350                      | Engine Type - RE                            | CIP - FUEL INJECTED                      | Weat      | her Radar  | - NO     |           |  |
| No. of Seats - 6                         | Rated Power -                               | 300 HP                                   |           |            |          |           |  |
| Environment/Operations Information       |   |  |           |            |          |           |  |
| Weather Data                             | Itinerary                                   |  | Airport   | Proximity  |          |           |  |
| Wx Briefing - NO RECORD OF BRIEFING      |   |  |           | RPORT/STRI | P        |           |  |
| · Method - N/A                           | HOUMA, LA                                   |  |           | , -        |          |           |  |
| Completeness - N/A                       | Destination                                 |  | Airport D | ata        |          |           |  |
| Basic Weather - VMC                      | LOCAL                                       |  | •         |            |          |           |  |
| Wind Dir/Speed- 135/020 KTS              |   |  | Runway    | Ident      | - UNK/NE | ?         |  |
| Visibility - 10.0 SM                     | ATC/Airspace                                |  | Runway    | Lth/Wid    | - UNK/NE | ?         |  |
| Cloud Conditions(1st) - 5000 FT SCA      | TTERED Type of Flight Plan                  | - VFR                                    | Runway    | Surface    | - WATER  |           |  |
| Cloud Conditions(2nd) - NONE             | Type of Clearance                           | <ul> <li>VFR FLT FOLLOWING</li> </ul>    | Runway    | Status     | - WATER  | - CALM    |  |
| Obstructions to Vision- HAZE             | Type Approach Flown                         | - VISUAL FÜLL CIRCU                      | IT        |            |          |           |  |
| Precipitation - NONE                     |   |  |           |            |          |           |  |
| Condition of Light - DAYLIGHT            |   |  |           |            |          |           |  |
| -Personnel Information                   |   |  |           |            |          |           |  |
| Pilot-In-Command                         | Age - 30                                    | Medical Certificat                       | e - VALID | MEDICAL-W  | AIVERS/L | IMIT      |  |
| <pre>Certificate(s)/Rating(s)</pre>      | Biennial Flight Review                      |  | t Time (H |            | ·        |           |  |
| PRIVATE                                  | Current - YES                               | Total -                                  | 2132      | Last 2     | 4 Hrs -  | 4         |  |
| SE LAND                                  | Months Since - 11                           | Make/Model-                              | 397       | Last 3     | O Days-  | UNK/NR    |  |
|  | Months Since - 11<br>Aircraft Type - UNK/NR | Instrument-                              | 12        | Last 9     | O Days-  | 124       |  |
|  |   |  |           |            |          |           |  |
| Instrument Rating(s) - NONE              |   |  |           |            |          |           |  |
| -Narrative                               |   |  |           |            |          |           |  |
| PILOT WAS DISTRACTED DURING HIS APPROACH | FOR LANDING AND DID NOT UTT                 | LIZE THE CHECKLIST                       | HE LANDE  | D WHEELS   |          |           |  |
| N IN WATER AND THE AIRCRAFT NOSED DOWN.  |   |  |           |            |          |           |  |
|  |   |  |           |            |          |           |  |

File No. - 1223 5/13/82 HOUMA,LA A/C Reg. No. N71DS Time (Lc1) - 0900 CDT

Occurrence

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WHEELS DOWN LANDING IN WATER INADVERTENT PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. CHECKLIST 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

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

| File No 1226 5/                                | 15/82 CAMERO                     | N,LA                    | A/C Reg. No. N2O48X Time (Lc1) - 0900 |                          |         | 0900 CD            | T<br>              |         |             |  |
|--|----------------------------------|-------------------------|---------------------------------------|--------------------------|---------|--------------------|--------------------|---------|-------------|--|
| -Basic Information Type Operating Certificat   | e-AIR CARRIER                    |                         | Aircraft [                            | Damage                   |         |                    | Injur              | ies     |             |  |
|  | ON-DEMAND AIR                    | TAXI                    | SUBSTANT                              | IAL                      |         | Fatal              | Serious            | Minor   | None        |  |
| Type of Operation                              |                                  | ESTIC, PASSENGER        |                                       |                          | Crew    | 0                  | 0                  | 0       | 1           |  |
| Flight Conducted Under                         |                                  |                         | NONE                                  |                          | Pass    | 0                  | 0                  | 0       | 1           |  |
| Accident Occurred During                       |                                  |                         |                                       |                          |         |                    |                    |         |             |  |
| -Aircraft Information                          |                                  |                         |                                       |                          |         |                    |                    |         |             |  |
| Make/Model - BELL 206L                         | 1                                |                         | Model - ALLI                          | SON 250-C28E             | }       |                    | [nstalled/Ad       |         |             |  |
| Landing Gear - SKID                            |                                  |                         | ines - 1                              |                          |         |                    | Warning Sy         |         | NO          |  |
| Max Gross Wt - 4150                            |                                  |                         | e - TURBO                             |                          |         | Weather Radar - NO |                    |         |             |  |
| No. of Seats - 6                               |                                  | Rated Powe              | er - 4:                               | 35 HP<br>                |         |                    |                    |         |             |  |
| -Environment/Operations Info                   | ormation                         |                         |                                       |                          |         |                    |                    |         |             |  |
| Weather Data                                   |                                  | Itinerary               |                                       |                          | ,       |                    | roximity           |         |             |  |
|  | ORD OF BRIEFING                  | Last Depart             | ure Point                             |                          |         | OFF AIR            | RPORT/STRIP        |         |             |  |
| Method - N/A                                   |                                  | HOUMA, LA               |                                       |                          |         |                    |                    |         |             |  |
| Completeness - N/A                             |                                  | Destination             |                                       |                          | Α       | irport Da          |                    |         |             |  |
| Basic Weather - VMC                            |                                  | WEST CAME               | RON 55,GM                             |                          |         |                    | N HELIPORT         |         |             |  |
| Wind Dir/Speed- 140/015                        |                                  |                         |                                       |                          |         |                    | Ident -            |         |             |  |
|  | SM                               | ATC/Airspace            |                                       |                          |         | ,                  | Lth/Wid -          | •       |             |  |
| Cloud Conditions(1st) -                        |                                  |                         |                                       |                          |         |                    | Surface -          |         |             |  |
| Cloud Conditions(2nd) -                        |                                  |                         | earance - I                           |                          |         | Runway             | Status -           | N/A     |             |  |
| Obstructions to Vision-                        |                                  | Type Approa             | ich Flown - I                         | NONE                     |         |                    |                    |         |             |  |
| Precipitation -                                |                                  |                         |                                       |                          |         |                    |                    |         |             |  |
| Condition of Light -                           | · DAYLIGHI<br>·                  |                         |                                       |                          |         |                    |                    |         |             |  |
| -Personnel Information                         |                                  |                         |                                       |                          |         |                    |                    |         | /·          |  |
| Pilot-In-Command                               |                                  | Age - 33                |                                       | edical Cert              |         |                    |                    | WAIVERS | / LIMII     |  |
| Certificate(s)/Rating(s)                       | ,                                | Biennial Flight F       |                                       |                          |         | Time (Ho           |                    | 11      | 0           |  |
| COMMERCIAL                                     |                                  | Current<br>Months Since | - YES                                 | Total<br>Make/Mode       |         | 230                | Last 24<br>Last 30 |         | 3<br>3      |  |
| HELICOPTER                                     |                                  |                         |                                       |                          |         |                    | Last 30            | ,       |             |  |
| HELICOPTER                                     |                                  | Aircraft Type           | = 206L-1                              | Instrumer                | 17 10   | J11                | Rotorcra           | •       | 103<br>4224 |  |
|  |                                  |                         |                                       |                          |         |                    | ROTOFCF            | art -   | 4224        |  |
|  | NONE                             |                         |                                       |                          |         |                    |                    |         |             |  |
| Instrument Rating(s)                           | NONE                             |                         |                                       |                          |         |                    |                    |         |             |  |
| Instrument Rating(s)                           |                                  |                         |                                       |                          |         |                    |                    |         |             |  |
|  |                                  | A LOSS OF POWER A       | AND ELECTED                           | TO AUTOROTA <sup>-</sup> | E TO TI | HE GROUNI          | ). THE AIRC        | RAFT    |             |  |
| <br>-Narrative<br>LE ENROUTE TO REFUEL THE PIL | OT EXPERIENCED                   |                         |                                       |                          |         |                    |                    |         |             |  |
|  | OT EXPERIENCED  JOING AND THE MA | IN ROTOR SEVERED        | THE TAILBOOM                          | M. INVESTIG              |         |                    |                    |         |             |  |

Time (Lc1) - 0900 CDT File No. - 1226 5/15/82 CAMERON, LA A/C Reg. No. N2O48X Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) FLUID, FUEL - BLOCKED (PARTIAL) 2. FLUID, FUEL - STARVATION 3. FUEL SYSTEM, FUEL CONTROL - OPEN Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. ROTOR SYSTEM - DISTORTED 5. AUTOROTATION - MISJUDGED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,5$ Factor(s) relating to this accident is/are finding(s) 4

| File No 1392 6/06/82 LAFAYE   | ETTE, LA A/C R                         | eg. No. N210ZZ   |              | Time (Lc1) - 0830 CDT    |            |       |  |
|---|--|------------------|--------------|--------------------------|------------|-------|--|
| -Basic Information Type Operating Certificate-NONE (GENERAL   | _ AVIATION) Aircraf                    | t Damage         |              | Injur                    |            |       |  |
|   | SUBSTAI                                | NTIAL            | Fatal        | Serious                  | Minor      | None  |  |
| Type of Operation -BUSINESS   | Fire                                   | Cre              |              | 0                        | 0          | 1     |  |
| Flight Conducted Under -14 CFR 91   | NONE                                   | Pas              | ss 0         | 0                        | 0          | 0     |  |
| Accident Occurred During -LANDING   |  |                  |              |                          |            |       |  |
| -Aircraft Information   |  |                  |              |                          |            |       |  |
| Make/Model - CESSNA A185E   | Eng Make/Model - CO                    |                  |              | Installed/A              |            |       |  |
| Landing Gear - AMPHIBIAN  | Number Engines - 1                     |                  |              | 1 Warning S              |            | ES    |  |
| Max Gross Wt - 3300   | Engine Type - RE                       |                  | TED Weat     | her Radar -              | NO         |       |  |
| No. of Seats - 6  | Rated Power -                          | 300 HP           |              |                          |            |       |  |
| -Environment/Operations Information   |  |                  |              |                          |            |       |  |
| Weather Data  | Itinerary                              |                  |              | Proximity                |            |       |  |
| Wx Briefing - NO RECORD OF BRIEFING   | Last Departure Point                   |                  | OFF A        | RPORT/STRIP              |            |       |  |
| Method - N/A  | LAFAYETTE, LA                          |                  |              |                          |            |       |  |
| Completeness - N/A  | Destination                            |                  | Airport [    | ata                      |            |       |  |
| Basic Weather - VMC   | LOCAL                                  |                  | D            |                          | LIANZ /AID |       |  |
| Wind Dir/Speed- UNK/NR<br>Visibility - 6.0 SM   | ATC / A : m = m = = =                  |                  |              | / Ident -<br>/ Lth/Wid - |            |       |  |
| Visibility - 6.0 SM Cloud Conditions(1st) - 6500 FT BROKE   | ATC/Airspace<br>EN Type of Flight Plan | NONE             |              | Surface -                |            |       |  |
| Cloud Conditions(1st) - 6500 FT BROKE   | Type of Clearance                      |                  |              | Status -                 |            | CALM  |  |
| Obstructions to Vision- HAZE  | Type Approach Flown                    |                  |              | Jiaius                   | WATER      | OALM  |  |
| Precipitation - NONE  | Type Apploach Trown                    | VISUAL STRAIGH   | . 114        |                          |            |       |  |
| Condition of Light - DAYLIGHT   |  |                  |              |                          |            |       |  |
| -Personnel Information  |  |                  |              |                          |            |       |  |
| Pilot-In-Command  | Age - 41                               | Medical Certific |              |                          | WAIVERS/   | LIMIT |  |
| Certificate(s)/Rating(s)  | Biennial Flight Review Current - YES   | FI               | ight Time (F |                          |            |       |  |
|   | Current - YES                          | Total -          |              | Last 24                  |            | 2     |  |
| SE LAND, SE SEA   | Months Since - 23                      | Make/Model-      |              | Last 30                  |            |       |  |
|   | Aircraft Type - UNK/NR                 | Instrument-      | UNK/NR       | Last 90                  | Days-      | 90    |  |
| Instrument Rating(s) - NONE   |  |                  |              |                          |            |       |  |
| Instrument Rating(s) - NONE   |  |                  |              |                          |            |       |  |
| PILOT STATED THAT DURING A WATER LANDING TRVE TO THE RIGHT. THE LEFT WING CONTACTED TO DROP OUT WAS NEVER DETERMINED. |  |                  |              |                          |            |       |  |

File No. - 1392 6/06/82 LAFAYETTE, LA A/C Reg. No. N210ZZ Time (Lc1) - 0830 CDT

Occurrence
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

ration LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED

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

3. TERRAIN CONDITION - WATER, GLASSY

----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 (GENERAL  Type of Operation -CROP CONTROL | _ AVIATION) Aircrat                    |                |              |                          |            |          |
|--|--|----------------|--------------|--------------------------|------------|----------|
|  |  | ft Damage      |              | Inju                     | ries       |          |
| Type of Operation -CROP CONTROL  | SUBSTA                                 |                | Fatal        |                          |            | None     |
|  | RELATED FLIGHT Fire                    |                | Crew O       | 0                        | 0          | 1        |
| Flight Conducted Under -14 CFR 91  | NONE                                   |                | Pass 0       | 0                        | 0          | 0        |
| Accident Occurred During -LANDING  |  |                |              |                          |            |          |
| -Aircraft Information  |  |                |              |                          |            |          |
| Make/Model - CESSNA T188C  | Eng Make/Model - CO                    |                |              | T Installed/             |            |          |
| Landing Gear - TAILWHEEL-ALL FIXED   | Number Engines -                       | 1              | St           | all Warning              | System - U | NK/NR    |
| Max Gross Wt - 2500  |  |                |              | ather Radar              | - NO       |          |
| No. of Seats - 1   | Rated Power -                          | 300 HP         |              |                          |            |          |
| -Environment/Operations Information  |  |                |              |                          |            |          |
| Weather Data   | Itinerary                              |                | •            | t Proximity              |            |          |
| Wx Briefing - NO RECORD OF BRIEFING  | Last Departure Point                   | t              | ON A         | IRPORT                   |            |          |
| · Method - N/A   | SAME AS ACC/INC                        |                |              |                          |            |          |
| Completeness - N/A   |  |                |              | Data                     |            |          |
| Basic Weather - VMC  | LOCAL                                  |                |              | ON FARM                  |            |          |
| Wind Dir/Speed- CALM<br>Visibility - 7.0 SM  | ATC / A =                              |                |              | ay Ident                 |            | NIZ /NID |
| Cloud Conditions(1st) - NONE   | ATC/Airspace<br>Type of Flight Plan    | NONE           |              | ay Lth/Wid<br>ay Surface |            |          |
| Cloud Conditions(2nd) - NONE   | Type of Clearance                      |                |              | ay Status                |            | K.F      |
| Obstructions to Vision- FOG  | Type of Clearance  Type Approach Flown |                | Kuliw        | ay Status                | ₩ 🗀 1      |          |
| Precipitation - NONE   | Type Approach Town                     | NOINE          |              |                          |            |          |
| Condition of Light - DAYLIGHT  |  |                |              |                          |            |          |
|  |  |                |              |                          |            |          |
| -Personnel Information<br>Pilot-In-Command   | Age - 29                               | Medical Certi  | ficate - VAL | TO MEDICAL -N            | N WATVERS/ | ITMIT    |
| Certificate(s)/Rating(s)   | Biennial Flight Review                 |                | Flight Time  |                          | ,          |          |
| COMMERCIAL   | Current - NO                           |                |              | Last 2                   | 4 Hrs -    | 8        |
| SE LAND  | Months Since - UNK/NF                  | R Make/Mode    | 1- 1143      | Last 3                   | O Days- UN | K/NR     |
|  | Aircraft Type - UNK/NF                 | R Instrumer    | nt- 0        | Last 3<br>Last 9         | O Days-    | 66       |
|  |  |                |              |                          |            |          |
| Instrument Rating(s) - NONE  |  |                |              |                          |            |          |
| -Narrative   |  |                |              |                          |            |          |
| -Narrative<br>PILOT LANDED FAST ON A WET GRASS RUNWAY. /                                     | ADDITION OF PRAVES SATIS               | בה דה כדהם דשב | ATDODAET AND | THE DILOT                |            |          |
| EMPTED TO GROUND LOOP AND STRUCK A DITCH DA  |  | LU IU SIUP INE | AIRCKAFT AND | THE FILUI                |            |          |
| THE TO GROUND LOOP AND STRUCK A DITCH DE   | AMMGING THE RIGHT WING.                |                |              |                          |            |          |

File No. - 1244 6/07/82 TRANSYLVANIA, LA A/C Reg. No. N9424J Time (Lc1) - 0600 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 Phase of Operation LANDING - ROLL

ON GROUND COLLISION WITH TERRAIN

Finding(s)

3. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION

4. TERRAIN CONDITION - WET

----Probable Cause----

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

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

| Type Operating Certificate-NONE (GENERAL         |   | t Damage          | <b>.</b>          |              | ries       |           |
|--|---|-------------------|-------------------|--------------|------------|-----------|
| Type of Operation -PERSONAL                      | SUBSTAI<br>Fire                         |                   | Fatal<br>v O      | Serious<br>O | Minor<br>1 | None<br>0 |
| Flight Conducted Under -14 CFR 91                | NONE                                    | Crev<br>Pas:      |                   | 0            | 0          | 0         |
| Accident Occurred During -LANDING                | None                                    | 1 43.             | ,                 | . •          | Ü          | Ŭ         |
| -Aircraft Information                            |   |                   |                   |              |            |           |
| Make/Model - THURSTON TEAL TSC-1A                | Eng Make/Mode1 - LY                     |                   |                   | Installed/   |            |           |
| Landing Gear - AMPHIBIAN                         | Number Engines - 1                      |                   |                   | 1 Warning    |            | UNK/NR    |
| Max Gross Wt - 1200                              | Engine Type - RE                        |                   | RETUR Weat        | ner Radar    | - UNK/NR   |           |
| No. of Seats - 2                                 | Rated Power -                           | 160 HP            |                   |              |            |           |
| Environment/Operations Information               | • |                   |                   |              |            |           |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING | Itinerary<br>Last Departure Point       |                   | Airport<br>ON AIF | Proximity    |            |           |
| Method - N/A                                     | TEWKSBURY, MA                           |                   | UN AIF            | SIKIP        |            |           |
| Completeness - N/A                               | Destination                             |                   | Airport D         | ata          |            |           |
| Basic Weather - VMC                              | LOCAL                                   |                   | •                 | AC RIVER     |            |           |
| Wind Dir/Speed- 090/010 KTS                      |   |                   | Runway            | Ident        | - UNK/NR   |           |
| Visibility - 5.0 SM                              | ATC/Airspace                            |                   |                   | Lth/Wid      |            |           |
| Cloud Conditions(1st) - UNK/NR                   | Type of Flight Plan                     |                   |                   | Surface      |            |           |
| Cloud Conditions(2nd) - UNK/NR                   | Type of Clearance                       |                   | Runway            | Status       | - WATER -  | CHOPPY    |
| Obstructions to Vision- HAZE                     | Type Approach Flown                     | - NONE            |                   |              |            |           |
| Precipitation - NONE                             |   |                   |                   |              |            |           |
| Condition of Light - DAYLIGHT                    |   |                   |                   |              |            |           |
| -Personnel Information<br>Pilot-In-Command       | Age - 30                                | Medical Certific  | ato = VALTE       | MEDICAL-N    | IN WATVEDS | /: TMTT   |
| Certificate(s)/Rating(s)                         | Biennial Flight Review                  |                   | ght Time (F       |              | WAIVERS    | / LIMIT   |
| COMMERCIAL, CFI                                  | Current - YES                           | Total -           |                   |              | 4 Hrs -    | 2         |
| SE LAND, ME LAND, SE SEA                         | Months Since - 4                        | Make/Mode1-       | 6                 | Last 3       | O Days- U  | NK/NR     |
|  | Aircraft Type - UNK/NR                  | Instrument-       | 207               | Last 9       | O Days-    | 10        |
| •  |   | Multi-Eng -       | 356               |              |            |           |
| Instrument Rating(s) - NONE                      |   |                   |                   |              |            |           |
|  |   |                   |                   |              |            |           |
| PILOT WAS PRACTICING TAKEOFFS AND LANDING        | S ON A RIVER IN AN AMPHIBIA             | N AIRCRAFT. AFTER | A LANDING         | THE PILOT    | COMMENCE   | D         |
|  | NG STARTED THE PILOT REDUCE             |                   |                   |              |            |           |

File No. - 1266 5/30/82 METHUEN, MA A/C Reg. No. N2002T Time (Lc1) - 1615 EDT

Occurrence NOSE OVER

Phase of Operation

NOSE OVER

Finding(s)

- 1. TERRAIN CONDITION WATER, ROUGH
- 2. GEAR EXTENSION 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

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

| T 0 11 0 1101 1 1015 (551)              |   |                                 |            |                    |          |           |
|---|---|---------------------------------|------------|--------------------|----------|-----------|
| Type Operating Certificate-NONE (GEN    |   | ft Damage<br>ANTIAL             | Fatal      | Injur<br>Serious   |          | None      |
| Type of Operation -PERSONAL             | Fire                                    | Crew                            | 0          | 0                  | 0        | 1         |
| Flight Conducted Under -14 CFR 91       |   | Pass                            | Ö          | _                  | . 0      | . 0       |
| Accident Occurred During -APPROACH      | HONE                                    | 1 433                           | Ü          | · ·                | Ŭ        | Ü         |
| Aircraft Information                    |   |                                 |            |                    |          |           |
| Make/Model - SMITH AEROSTAR 601         | Eng Make/Model - LY                     |                                 |            | Installed/A        |          |           |
| Landing Gear - TRICYCLE-RETRACTABLE     |   |                                 | Stal       | 1 Warning S        |          | JNK/NR    |
| Max Gross Wt - 5700                     | Engine Type - RE                        | ECIP - FUEL INJECTED            | Weat       | her Radar -        | UNK/NR   |           |
| No. of Seats - 6                        | Rated Power -                           | 310 HP                          |            |                    |          |           |
| Environment/Operations Information      | * 1 to                                  |                                 |            | B                  |          | •         |
| Weather Data                            | Itinerary                               | _                               |            | Proximity          |          |           |
| Wx Briefing - FSS<br>Method - TELEPHONE | Last Departure Point<br>LANCASTER.PA    | <u> </u>                        | OFF AT     | RPORT/STRIP        | •        |           |
| Completeness - FULL                     | Destination                             |                                 | Airport D  | 2+2                |          |           |
| Basic Weather - IMC                     | MARTHA'S VINEYARD,                      |                                 |            | ata<br>'S VINEYARD |          |           |
| Wind Dir/Speed- 200/002 KTS             | MARINA S VINCTARD,                      | , INA                           |            | -                  | 24       |           |
| Visibility500 SM                        | ATC/Airspace                            |                                 |            | Lth/Wid -          |          | INK /ND   |
| Cloud Conditions(1st) - 100 FT I        |   | - TER                           |            | Surface -          |          | SIGN/ IGN |
| Cloud Conditions(2nd) - UNK/NR          | Type of Clearance                       |                                 |            | Status -           |          |           |
| Obstructions to Vision- FOG             | Type Approach Flown                     |                                 |            | 010100             |          |           |
| Precipitation - NONE                    | , |                                 |            |                    |          |           |
| Condition of Light - NIGHT (DAR         | K)                                      |                                 |            |                    |          |           |
| Personnel Information                   |   |                                 |            |                    |          |           |
| Pilot-In-Command                        | Age - 56                                | Medical Certificat              | e - VALID  | MEDICAL-WA         | IVERS/LI | MIT.      |
| Certificate(s)/Rating(s)                | Biennial Flight Review                  |                                 | it Time (H | ours)              |          |           |
|   | Current - YES<br>Months Since - 4       | Total -                         |            | Last 24            |          | 3         |
| PRIVATE                                 | Months Since - 4                        | Make/Model-                     | 648        | Last 30            | N D      | III /AID  |
| PRIVATE<br>ME LAND                      | MOTITIE 4                               |                                 |            |                    |          | NK/NR     |
| = =                                     | Aircraft Type - UNK/NR                  | R Instrument- UN<br>Multi-Eng - |            | Last 90            |          | 8<br>8    |

File No. - 1353 6/18/82 MARTHA'S VINEYARD, MA A/C Reg. No. N71MA Time (Lcl) - 2130 EDT

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 LOW CEILING
- 3. WEATHER CONDITION FOG
- 4. AUTOPILOT/FLIGHT DIRECTOR ERRATIC
- 5. MISSED APPROACH INITIATED PILOT IN COMMAND
- 6. OBJECT TREE(S)
- 7. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1400 6/2  | 23/82 HYANNIS,MA   | A/C Reg. No. N3601U   | T  | Time (Lc1) - 0910 CST  |                            |                 |  |
|---|--|---|--|--|----------------------------|-----------------|--|
| Basic Information Type Operating Certificate Type of Operation Flight Conducted Under Accident Occurred During  | ON-DEMAND AIR TAXI<br>-NON SCHED,DOMESTIC,PASSENGER<br>-14 CFR 135   |   | Fatal<br>Crew O<br>Cass O  | Injur<br>Serious<br>O<br>O   | ies<br>Minor<br>O<br>O     | None<br>2<br>11 |  |
| Aircraft Information<br>Make/Model - S.N.I.A.S<br>Landing Gear - UNK/NR<br>Max Gross Wt - 14900<br>No. of Seats - 19  | . SA-330J Eng Make/N<br>Number Eng<br>Engine Typ   | Model - TURBOMECA IVC<br>gines - 2<br>de - TURBOSHAFT<br>der - 1170 HP  | Stal   | Installed/Ad<br>1 Warning Sy<br>ther Radar -   | ystem - L                  |                 |  |
| 'Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/010 Visibility - 3.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation -   | Itinerary RD OF BRIEFING Last Depart SAME AS A Destination LOCAL  KTS SM ATC/Airspace 1000 FT SCATTERED Type of Fli NONE Type of Cle FOG Type Approx   | ACC/INC   | ON AIR<br>Airport D<br>BARNST<br>Runway<br>Runway<br>Runway<br>Runway  | ata<br>ABLE MUNICII  | N/A<br>N/A<br>ASPHALT      |                 |  |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER  | Age - 37<br>Biennial Flight R<br>Current<br>Months Since<br>Aircraft Type  | - YES Total<br>- 3 Make/Model   | Flight Time (F<br>- 9469<br> - 1306<br> - 242  | lours)<br>Last 24  | Hrs -<br>Days- UN<br>Days- | 0               |  |
| Instrument Rating(s)  | - AIRPLANE   |   |  |  |                            |                 |  |
| IMMEDIATELY FELT SEVERE LATERAL INVESTIGATION REVEALED THAT THE FOR THE BLUE BLADE, HAD FAILED. FRETTING CORROSION WAS FOUND ATTRAILING SIDE FLANGE OF THE HING THAT THE AEROSPATIALE SERVICE BUREPLACED ON 4/10/82, ABOUT 100 IN | OFF, AND DURING A CLIMB THROUGH VIBRATIONS. HE DECLARED AN EMER INBOARD TRAILING EAR OF THE MAI EVIDENCE OF FATIGUE WAS FOUND O THE ORIGIN OF THE FATIGUE. ALSO GE PIN, ON A SURFACE CLAMPED BY JLLETIN 01.35 HAD BEEN COMPLIED FLIGHT HOURS BEFORE THE FAILURE. WERE OVERDUE A CALIBRATION CHEC | H ABOUT 800 FT, HE HEARD RGENCY AND LANDED WITHOUT IN ROTOR SLEEVE/SPINDLE A OVER MOST OF THE FRACTURE O, AN AREA OF FRETTING CO THE TORQUE OF THE HINGE WITH ON 3/30/82, AND THA A SPOT CHECK OF THE MAD | FURTHER INCI<br>ASSEMBLY, PN 3<br>SURFACE AND<br>DRROSION WAS F<br>PIN NUT. RECO<br>AT THE HINGE F<br>INTENANCE FACI | NDD DENT. AN BOA31-00260 EVIDENCE OF OUND ON THE BRDS SHOWED IN HAD BEEN LITY REVEAL | ED                         |                 |  |

File No. - 1400 6/23/82 HYANNIS,MA A/C Reg. No. N3601U Time (Lc1) - 0910 CST

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

- 1. ROTOR SYSTEM, MAIN ROTOR HUB YOKE (SPINDLE) UNDERTORQUED
- 2. MAINTENANCE IMPROPER COMPANY MAINTENANCE PSNL
- 3. ROTOR SYSTEM, MAIN ROTOR HUB YOKE (SPINDLE) CHAFED
- 4. ROTOR SYSTEM, MAIN ROTOR HUB YOKE (SPINDLE) FATIGUE

----Probable Cause----

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

| File No 1370 7/05/82 MARST  | A/C Reg.  | No. N9657U  | Time (Lcl) - 1415 EDT                   |   |  |                         |                |
|---|---|---|---|---|--|-------------------------|----------------|
| Type Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF  | L AVIATION)   | Aircraft Da<br>DESTROYED<br>Fire<br>NONE                        |   | -   | Injur<br>Serious<br>O<br>O                                   | ries<br>Minor<br>O<br>O | None<br>1<br>1 |
| Aircraft Information Make/Model - GRUMMAN AMERICAN AA-5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4   | Number End  | Nodel - LYCOM<br>Jines - 1<br>De - RECIPI                       | ING 0-320-E2G<br>ROCATING-CARBU<br>) HP | ELT<br>Sta1   | Installed/A  | ctivated<br>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- VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | SAME AS A Destination HYANNIS,M  ATC/Airspace Type of Fli Type of Cle     | CC/INC<br>MA<br>ght Plan - No<br>earance - No<br>ech Flown - No | DNE<br>DNE                              | ON AIR<br>Airport D<br>CAPE C<br>Runway<br>Runway<br>Runway | Data<br>COD<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | 1665/                   |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   | Age - 38<br>Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type | Mer<br>Review<br>- YES<br>- 4                                   | Total -                                 | ate - VALIC<br>ght Time (F<br>340<br>166                    | MEDICAL-NO   | Hrs -<br>Days- UN       | 3              |
| Instrument Rating(s) - NONENarrative HE PILOT STATED THAT THE AIRCRAFT WAS SLOW T E ALSO STATED THAT AFTER PREMATURELY VAULTIN IRSPEED FOR A CLIMB. THE AIRCRAFT MUSHED INT HAN THE ONE SELECTED AND WAS AVAILABLE FOR U  | O GAIN NORMAL LIFT<br>G THE AIRCRAFT INT<br>O TREES OFF THE EN            | OFF SPEED D   | E AIRCRAFT NEV                          | ACE OF THE<br>ER GAINED S                                   | AIRSTRIP.<br>SUFFICIENT                                      | JGER                    |                |

File No. - 1370 7/05/82 MARSTONS MILLS,MA A/C Reg. No. N9657U Time (Lc1) - 1415 EDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. TERRAIN CONDITION SOFT
- 2. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 3. LIFT-OFF PREMATURE PILOT IN COMMAND
- 4. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 5. OBJECT TREE(S)
- 6. STALL/MUSH UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1287 2/15/82 HA   | GERSTOWN, MD  | A/C Reg. No. N3893T                     |                                | Time (Lc1) - 1144 T                          |   |                 |                |
|---|---|---|--------------------------------|--|---|-----------------|----------------|
| Basic Information Type Operating Certificate-NONE (GEN  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING   | ,   | Aircraft D<br>SUBSTANTI<br>Fire<br>NONE |                                | -  | Inju<br>Serious<br>O<br>1                           |                 | None<br>O<br>O |
| Aircraft Information Make/Model - PIPER PA-28R-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2500 No. of Seats - 4   |   | e - RECIP                               | - FUEL INJECTE                 | Stal   | Installed//<br>I Warning S<br>ther Radar            | System - Y      |                |
| Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 270/004 KTS Visibility - 3.0 SM Cloud Conditions(1st) - 10000 FT S Cloud Conditions(2nd) - 20000 FT O Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT | VERCAST Type of Cle   | D<br>ght Plan - I<br>arance - T         |                                | ON AIR Airport E WASHIN Runway Runway Runway | Data<br>NGTON CTY. I<br>Ident<br>Lth/Wid<br>Surface | - 27<br>- 5450/ |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  | Age - 63<br>Biennial Flight R<br>Current<br>Months Since<br>Aircraft Type | eview<br>- YES<br>- 5                   | Total -                        | ht Time (F<br>1561<br>317                    | lours)<br>Last 24<br>Last 30                        | 4 Hrs -         | 5              |
| Instrument Rating(s) - AIRPLANE   |   |   |                                |  |   |                 |                |
| Narrative THE PILOT MADE AN ERRATIC VISUAL APPROACH VARIED HER FLIGHT PATH FROM SIDE TO SIDE A STARTED TOO HIGH AND THE CO-PILOT ADDED PO TURNED 180 DEGREES BEFORE COLLIDING WITH A HITTING THE SNOW.  | ND WAS CORRECTED VERB<br>WER TO CUSHION THE LA                            | ALLY BY THE<br>NDING. AFTER             | MORE EXPERIENCE LANDING THE AI | D CO-PILOT<br>RCRAFT VEE                     | T. THE FLAR   | E WAS<br>Y AND  |                |

| File No 12   | 87 2/15/82                          | HAGERSTOWN, MD        | A/C Reg. No. N3893T               | Time (Lc1) - 1144 T |
|--|-------------------------------------|-----------------------|-----------------------------------|---------------------|
| Occurrence #1<br>Phase of Operation                                      | LOSS OF CONTROL<br>LANDING - FLARE/ |                       |                                   |                     |
| Finding(s)  1. RUDDER - IMPROP  2. ELEVATOR - IMPROP  3. FLARE - IMPROPE | OPER USE OF - PILO                  | T IN COMMAND<br>ND    |                                   |                     |
| Occurrence #2<br>Phase of Operation                                      | LOSS OF CONTROL                     | - ON GROUND           |                                   |                     |
| Finding(s) 4. BRAKES(NORMAL) 5. GROUND LOOP/SWE                          |                                     | - PILOT IN COMMAND    |                                   |                     |
| Occurrence #3<br>Phase of Operation                                      | ON GROUND COLLIST<br>LANDING - ROLL | ION WITH TERRAIN      |                                   |                     |
| Finding(s) 6. TERRAIN CONDITION  |                                     |                       |                                   |                     |
| Occurrence #4<br>Phase of Operation                                      |                                     | LLAPSED               |                                   |                     |
| Finding(s)<br>7. LANDING GEAR - (  |                                     |                       |                                   |                     |
| Probable Cause   |                                     |                       |                                   |                     |
| The National Transpois/are finding(s) 1,3                                |                                     | rd determines that th | e Probable Cause(s) of this accid | dent                |
| Factor(s) relating to  | o this accident is,                 | /are finding(s) 5,6   |                                   |                     |

| File No 1253 4/17/82 COLLEG   | E PARK, MD                  | A/C Reg. No. N   | 11932W      | Т         | ime (Lc1)          | - 1630 ES  | г <sup>.</sup> |
|---|-----------------------------|------------------|-------------|-----------|--------------------|------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL   |                             | Aircraft Damage  |             |           |                    | ries       |                |
|   |                             | SUBSTANTIAL      |             | Fatal     | -                  |            | None           |
| Type of Operation -PERSONAL   |                             | ire              | Crew        | 0         | 0                  | 0          | 1              |
| Flight Conducted Under -14 CFR 91   |                             | NONE             | Pass        | 0         | 0                  | 1          | 0              |
| Accident Occurred During -TAKEOFF   |                             |                  |             |           |                    |            |                |
| Aircraft Information  |                             |                  |             |           |                    |            |                |
| Make/Model - BEECH B19  |                             | el - LYCOMING O- |             |           | Installed/         |            |                |
| Landing Gear - TRICYCLE-FIXED   | Number Engine               | es - 1           |             | Stal      | 1 Warning          |            | YES            |
| Max Gross Wt - 2150   |                             | - RECIPROCATI    | NG-CARBURE  | TOR 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   | Last Departure              |                  |             | OFF AI    | RPORT/STRI         | Р          |                |
| · Method - N/A  | SAME AS ACC/                | /INC             |             |           |                    |            |                |
| Completeness - N/A  | Destination                 |                  |             | Airport D |                    |            |                |
| Basic Weather - VMC   | LOCAL                       |                  |             |           | E PARK             |            |                |
| Wind Dir/Speed- 200/022 KTS   |                             |                  |             |           |                    | - 33       | 40             |
| Visibility - 15.0 SM  | ATC/Airspace                | L Dlam MONE      |             |           | Lth/Wid<br>Surface |            | 40             |
| Cloud Conditions(1st) - 3200 FT SCATI<br>Cloud Conditions(2nd) - 4500 FT SCATI  |                             |                  |             |           |                    | - DRY      |                |
| Obstructions to Vision- NONE  | Type Approach               |                  |             | Kuliway   | Status             | - DK1      |                |
| Precipitation - NONE  | Type Approach               | P TOWIT NOINE    |             |           |                    |            |                |
| Condition of Light - DAYLIGHT   |                             |                  |             |           |                    |            |                |
| Barrana 1 Tufara III a  |                             |                  |             |           |                    |            |                |
| Personnel Information<br>Pilot-In-Command   | Age - 38                    | Medical          | Certificat  | e - VALTE | MEDICAL-N          | IN WATVERS | /I TMTT        |
|   | Biennial Flight Revi        |                  |             | t Time (F |                    | O WAITERS, |                |
| PRIVATE   | Current -                   | YES Tota         | 11 -        | 2040      | last 2             | 4 Hrs -    | 0              |
| SE LAND   | Current -<br>Months Since - | 5 Make           | e/Model-    | 1000      | Last 3             | 80 Davs- U | NK/NR          |
|   | Aircraft Type -             | UNK/NR Inst      | rument-     | 26        | Last 9             | O Davs-    | 35             |
| Instrument Rating(s) - NONE   | Allecraft Type -            | UNK/NK INS       |             | 20        | Last :             |            |                |
| Narrative RING THE PREFLIGHT THE PILOT NOTED THE ENGIN E RUNWAY WITH THE STALL WARNING HORN SOUNDIN TURNED 360 DEGREES. THE AIRCRAFT WOULD NOT LLIDED WITH TREES AND LANDED IN A CREEK. | NG AND BEGAN A TURN 1       | INTO THE WIND; H | HOWEVER, DU | E TO BUIL | DINGS IN F         | IS PATH    |                |

| File No 12                               | 53 4/17/82                           | COLLEGE PARK, MD               | A/C Reg. No. N1932W              | Time (Lc1) - 1630 EST |
|--|--------------------------------------|--------------------------------|----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation      |                                      | RTIAL) - MECH FAILURE/M<br>RUN | •                                |                       |
| Finding(s) 1. IGNITION SYSTEM            | ,MAGNETO - DETERIO                   |                                |                                  |                       |
| Occurrence #2<br>Phase of Operation      | LOSS OF CONTROL<br>TAKEOFF - INITIA  |                                |                                  |                       |
| Finding(s) 2. AIRCRAFT PERFOR            |                                      |                                |                                  |                       |
| Occurrence #3<br>Phase of Operation      | IN FLIGHT COLLIS<br>TAKEOFF - INITIA | ION WITH OBJECT<br>L CLIMB     |                                  |                       |
| Finding(s) 3. OBJECT - TREE(S            |                                      |                                |                                  |                       |
| Occurrence #4<br>Phase of Operation      |                                      | TOUCHDOWN                      |                                  |                       |
| Finding(s) 4. TERRAIN CONDITI            |                                      |                                |                                  |                       |
| 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) 3,4            |                                  |                       |

| File No 1319 6/25/82 FT. MEADE,MD   |   | A/C Reg.  | No. N4214Y  | Time (Lc1) - 1904 EDT  |  |                         |                |  |
|---|---|---|---|--|--|-------------------------|----------------|--|
| Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF   | AL AVIATION)  | Aircraft D<br>SUBSTANTI<br>Fire<br>NONE   |   |  | Injur<br>Serious<br>O<br>O                                       | ries<br>Minor<br>O<br>O | None<br>1<br>1 |  |
| Aircraft Information Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2   | Number En<br>Engine Ty  | Model - LYCOM<br>gines - 1<br>pe - RECIP<br>er - 11   | ROCATING-CARBUR<br>5 HP   | Stal<br>ETOR Weat  |  | System - Y<br>- NO      | ES             |  |
| Environment/Operations Information Weather Data  Wx Briefing - PATWAS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 200/008 KTS Visibility - 8.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | SAME AS Destination LOCAL  ATC/Airspace Type of F1 Type of C1   | ·   | FR<br>ONE   | Airport<br>ON AIR<br>Airport I<br>TIPTON<br>Runway<br>Runway<br>Runway                     | Data<br>N AAF<br>/ Ident<br>/ Lth/Wid -<br>/ Surface -           | - 28<br>- 3000 -U       |                |  |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   | Age - 42<br>Biennial Flight<br>Current<br>Months Since<br>Aircraft Typ  | Review<br>- YES<br>- 24   | dical Certifica<br>Flig<br>Total -<br>Make/Model-<br>Instrument-  | ht Time (F   | Hours)<br>Last 24  | 4 Hrs -<br>D Days- UN   | 1              |  |
| Instrument Rating(s) - NONE Narrative THE PILOT REPORTED THAT THE CARBURETOR HEAT THE CARBURETOR HEAT DURING EACH LANDING. DUR AND WOULD NOT CLIMB OUT OF GROUND EFFECT. HE RUNWAY. THE PILOT SAID THAT HE INTENTIONALLY GROUND LOOP, THE LEFT MAIN GEAR ATTACHMENT U CARBURETOR HEAT CONTROL CLAMP WAS LOOSE AND RE-RIGGED ABOUT 71 TACH HRS PRIOR TO THE ACC UNFILTERED AIR TO ENTER THE CARBURETOR. THE TO ICING PROBABILITY CHARTS, A SERIOUS CARBU | ING A TOUCH-AND-GO ABORTED THE TAKEO GROUND LOOPED THE BOLT FAILED AT AN ALLOWED THE CARBUR IDENT. ALSO, THE A TEMPERATURE AND DE | , HE LIFTED O  FF AND THE PL  PLANE TO AVO  OLD CRACK. A  ETOR HEAT TO  IR INTAKE BOO  W POINT WERE | FF AT 65 KTS, B<br>ANE CONTINUED O<br>ID OBSTRUCTIONS<br>N INVESTIGATION<br>REMAIN "OFF." T<br>T WAS IMPROPERL<br>81 AND 65 DEGRE | UT THE PLA<br>FF THE END<br>DURING T<br>REVEALED<br>HE CABLE H<br>Y POSITION<br>ES FAHRENH | ANE SETTLED OF THE THE THAT A HAD BEEN NED AND ALLO HEIT. ACCORO |                         |                |  |

6/25/82 A/C Reg. No. N4214Y Time (Lc1) - 1904 EDT File No. - 1319 FT. MEADE, MD Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. FUEL SYSTEM, CARBURETOR - ICE MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 5. LANDING GEAR, MAIN GEAR - CRACKED 6. LANDING GEAR, MAIN GEAR - OVERLOAD 7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

| File No 1301 6/01/82 GREEN  | NVILLE, ME A/C Re   | g. No. N52178                               | Time                       | (Lc1) - 1715   | EDT             |
|---|---|---|----------------------------|--|-----------------|
| Basic Information Type Operating Certificate-NONE (GENERA   | AL AVIATION) Aircraft<br>SUBSTAN  |   | Fatal Se                   | Injuries   | or None         |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF   | Fire<br>NONE  | Crew<br>Pass                                | 0                          |  | ) 1             |
| Aircraft Information Make/Model - CESSNA 172P Landing Gear - FLOAT Max Gross Wt - 2150 No. of Seats - 4   |   |   | Stall Wa                   | alled/Activat<br>rning System<br>Radar - NO            |                 |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 225/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 4000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | MOOSEHEAD LAKE,ME Destination CHAMBERLAIN LAKE,ME ATC/Airspace                                    | NONE<br>NONE                                |                            | T/STŘIP<br>ent - UNK/N<br>/Wid - UNK/N<br>face - UNK/N | 1R<br>1R        |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   | Age - 41<br>Biennial Flight Review<br>Current - YES<br>Months Since - 9<br>Aircraft Type - UNK/NR | Total - 7<br>Make/Model - 2                 | Time (Hours<br>773<br>239  |  | - O<br>- UNK/NR |
| Instrument Rating(s) - NONE   |   |   |                            |  |                 |
| THE PILOT REPORTED THAT DURING TAKEOFF, THERE CLIMBED ABOUT 200 TO 300 FT. CARBURETOR HEAT THAT AFTER THE PLANE STARTED TO SETTLE, THE EREENTERING A CLIMB, THERE WAS ANOTHER PARTIAL ALTITUDE AND CRASH LANDED IN A WOODED AREA.   | WAS APPLIED, BUT THERE WAS N<br>ENGINE SUDDENLY GAINED FULL P                                     | D IMMEDIATE EFFECT.<br>DWER. AFTER REGAININ | THE PILOT R<br>NG AIRSPEED | EPORTED<br>AND   |                 |

| File No 130                         | 01 6/01/82          | GREENVILLE, ME        | A/C Reg. No. N52178             | Time (Lcl) - 1715 EDT |
|-------------------------------------|---------------------|-----------------------|---------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation |                     | _ CLIMB               |                                 |                       |
| Finding(s) 1. MISCELLANEOUS -       |                     |                       |                                 |                       |
| Occurrence #2 Phase of Operation    |                     | rouchdown             |                                 |                       |
| Occurrence #3 Phase of Operation    |                     |                       |                                 |                       |
| Finding(s) 2. OBJECT - TREE(S       |                     |                       |                                 |                       |
| Probable Cause                      |                     |                       |                                 |                       |
| The National Inches                 | station Safaty Poar | d dotonminos that the | Probable Cauca(s) of this accid | lan*                  |

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

| File No 1312 6/18/82 FOR  | FAIRFIELD,ME             | A/C Reg.     | No. N8558S               |            | Time (Lc1) -  | 1710 EDT  |           |
|---|--------------------------|--------------|--------------------------|------------|---------------|-----------|-----------|
| Basic Information Type Operating Certificate-NONE (GENE   | RAL AVIATION)            | Aircraft D   |                          |            | Injur         |           |           |
|   |                          | SUBSTANTI    |                          | Fatal      |               |           | None      |
| Type of Operation -PERSONAL   |                          | Fire         | Crew                     |            | 0             | 0         | 1         |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF  |                          | NONE         |                          |            | 0             | 0         | 1         |
| Aircraft Information  |                          |              |                          |            |               |           |           |
| Make/Model - CESSNA 182H  |                          |              | NENTAL 0-470R            |            | Installed/A   |           |           |
| Landing Gear - TRICYCLE-FIXED   |                          | ines - 1     |                          | Sta        | 11 Warning S  |           | ES        |
| Max Gross Wt - 2800<br>No. of Seats - 4   | Engine Typ<br>Rated Powe |              | PROCATING-CARBUR<br>O HP | RETOR Wea  | ther Radar -  | UNK/NR    |           |
| Environment/Operations Information  |                          |              |                          | .,         |               |           |           |
| Weather Data  | Itinerary                |              |                          |            | Proximity     |           |           |
| <pre>Wx Briefing - NO RECORD OF BRIEFII      Method - N/A</pre>   |                          |              |                          | UN AI      | RSTRIP        |           |           |
| Method - N/A<br>Completeness - N/A  | SAME AS A<br>Destination | CC/ INC      |                          | Airport    | Data          |           |           |
| Basic Weather - VMC   | LOCAL                    |              |                          |            | EL LAVDIE     |           |           |
| Wind Dir/Speed- 100/005 KTS   | LOCAL                    |              |                          |            |               | UNK/NR    |           |
| Visibility - 20.0 SM  | ATC/Airspace             |              |                          |            | y Lth/Wid -   |           | 4         |
| Cloud Conditions(1st) - 5000 FT SC  |                          | ght Plan - N | IONE                     |            | y Surface -   |           |           |
| Cloud Conditions(2nd) - NONE  | Type of Cle              | arance - N   | IONE                     |            |               | DRY       |           |
| Obstructions to Vision- NONE  | Type Approa              | ch Flown - N | IONE                     |            |               |           |           |
| Precipitation - NONE  |                          |              |                          |            |               |           |           |
| Condition of Light - DAYLIGHT   |                          |              |                          |            |               |           |           |
| Personnel Information Pilot-In-Command  | Age - 28                 | Ma           | edical Certifica         | +0 - VALT  | D MEDICAL -NO | WATVEDS/I | TMTT      |
| Certificate(s)/Rating(s)  | Biennial Flight R        | eview        |                          | ant Time ( |               | WAIVERS   | 1 141 _ 1 |
| PRIVATE   | Current                  | - NO         | Total -                  |            |               | Hrs -     | 0         |
| SE LAND   | Months Since             | - UNK/NR     | Make/Model-              |            | Last 30       |           | K/NR      |
|   | Aircraft Type            | - UNK/NR     | Instrument-              |            |               |           | 9         |
| Instrument Rating(s) - NONE   |                          |              |                          |            |               |           |           |
|   |                          |              |                          |            |               |           |           |
| Narrative HE PILOT STATED THAT THE AIRCRAFT WAS SLOW IE REPORTED THAT HE ROTATED FOR TAKEOFF BEFI                                       | DRE REACHING HIS ABO     | RT POINT ABO | OUT 1000 FT DOWN         | N THE 2100 | FT RUNWAY.    |           |           |
| TATED THAT THE AIRCRAFT WAS NOT RESPONDING<br>OWER. DURING THE ABORTED TAKEOFF, THE PLAN<br>EVERAL SMALL DITCHES, THE NOSE GEAR COLLAP: | CONTINUED OFF THE        | END OF THE F |                          |            |               | RED       |           |
|   |                          |              |                          |            |               |           |           |

| File No 13  | 12 6/18/82  | FORT FAIRFIELD, ME       | A/C Reg. No. N8558S             | Time (Lc1) - 1710 EDT |
|---|---|--------------------------|---------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation   | OVERRUN<br>TAKEOFF  |                          |                                 |                       |
| <ol> <li>TERRAIN CONDITI</li> <li>AIRSPEED - NO</li> <li>ABORTED TAKEOFF</li> </ol> | ON - LOOSE GRAVEL/<br>T OBTAINED - PILOT<br>- DELAYED - PILOT | IN COMMAND IN COMMAND    |                                 |                       |
| Occurrence #2<br>Phase of Operation   |   | ION WITH TERRAIN         |                                 |                       |
| Finding(s) 5. TERRAIN CONDITI   |   |                          |                                 |                       |
| Occurrence #3<br>Phase of Operation   |   | SED                      |                                 |                       |
| Finding(s) 6. LANDING GEAR,NO   |   |                          |                                 |                       |
| Occurrence #4<br>Phase of Operation   | NOSE OVER<br>TAKEOFF  |                          |                                 |                       |
| Probable Cause  |   |                          |                                 |                       |
| The National Transpois/are finding(s) 4   | rtation Safety Boa  | rd determines that the P | robable Cause(s) of this accide | ent                   |
| Factor(s) relating t  | o this accident is  | /are finding(s) 1,5      |                                 |                       |

| File No 1293 6/26/82 PRESQ                                | ile No 1293 6/26/82 PRESQUE ISLE,ME |                              |                 | 7           | Time (Lc1) - 2145 EDT |            |           |  |
|---|-------------------------------------|------------------------------|-----------------|-------------|-----------------------|------------|-----------|--|
| Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION)                         | Aircraft Dom                 |                 |             | Toda                  |            |           |  |
| Type operating certificate-None (GENERA                   | L AVIATION)                         | Aircraft Dama<br>SUBSTANTIAL | ige             | Fatal       | Inju<br>Serious       |            | Nana      |  |
| Type of Operation -PERSONAL                               |                                     | -                            | 0               | ғата і<br>О | Serious<br>O          | Minor      | None<br>O |  |
| Flight Conducted Under -14 CFR 91                         |                                     | Fire<br>NONE                 | Crew<br>Pass    | 0           | 0                     | 1          | 2         |  |
| Accident Occurred During -LANDING                         |                                     |                              | ra55            | _           | O                     | 1          | 2         |  |
| Aircraft Information                                      |                                     |                              |                 |             |                       |            |           |  |
| Make/Model - PIPER PA-28-180                              | Eng Make/Mod                        | el - LYCOMINO                | G 0-360-A3A     | ELT         | Installed/            | Activated  | - YES/YE  |  |
| Landing Gear - TRICYCLE-FIXED                             | Number Engin                        | es - 1                       |                 | Stal        | 1 Warning             | System - Y | ES        |  |
| Max Gross Wt - 2175                                       | Engine Type                         | - RECIPRO                    | CATING-CARBURE  | TOR Weat    | her Radar             | ~ NO       |           |  |
| No. of Seats - 4  | Rated Power                         | - 180 H                      | fP              |             |                       |            |           |  |
| Environment/Operations Information                        |                                     |                              |                 |             |                       |            |           |  |
| Weather Data  | Itinerary                           |                              |                 |             | Proximity             |            |           |  |
| Wx Briefing - NO RECORD OF BRIEFING                       |                                     |                              |                 | ON AIR      | PORT                  |            |           |  |
| Method - N/A  | EASTPORT, ME                        |                              |                 |             |                       |            |           |  |
| Completeness - N/A  | Destination                         |                              |                 | Airport D   |                       |            |           |  |
| Basic Weather - VMC                                       | PRESQUE ISL                         | E,ME                         |                 |             | E ISLE                |            |           |  |
| Wind Dir/Speed- 350/015 KTS                               |                                     |                              |                 |             |                       | - 01       |           |  |
| Visibility - 0.0  | ATC/Airspace                        |                              |                 |             | Lth/Wid               |            | 150       |  |
| Cloud Conditions(1st) - NONE                              | Type of Fligh                       |                              |                 | ,           | Surface               | - ASPHALT  |           |  |
| Cloud Conditions(2nd) - NONE                              | Type of Clear                       |                              |                 | Runway      | Status                | - DRY      |           |  |
| Obstructions to Vision- NONE                              | Type Approach                       | Flown - NONE                 |                 |             |                       |            |           |  |
| Precipitation - NONE                                      |                                     |                              |                 |             |                       |            |           |  |
| Condition of Light - NIGHT (DARK)                         |                                     |                              |                 |             |                       |            |           |  |
| Personnel Information                                     |                                     |                              |                 |             |                       | ,          |           |  |
| Pilot-In-Command  | Age - 48                            |                              | cal Certificat  |             |                       | AIVERS/LIM | IT        |  |
| Certificate(s)/Rating(s)                                  | Biennial Flight Rev                 |                              | _               | t Time (F   |                       |            |           |  |
| PRIVATE   |                                     |                              | otal -          | 740         |                       | 4 Hrs -    | -         |  |
| SE LAND   | Months Since -                      |                              | Make/Model-     | 300         |                       | Days- UN   | •         |  |
|   | Aircraft Type -                     | UNK/NR :                     | Instrument-     | 20          | Last 9                | O Days- UN | K/NR      |  |
| Instrument Rating(s) - UNK/NR                             |                                     |                              |                 |             |                       |            |           |  |
| Manusation  |                                     |                              |                 |             |                       |            |           |  |
| Narrative<br>RING A CROSS-COUNTRY FLIGHT THE PILOT MADE   | TWO STORE TO AVOID A                | CLOW MOVING                  | EDONT THE DI    | LOT STATE   | D HE DEVON            | ED THE     |           |  |
| STINATION LATER THAN PLANNED AND DEPARTED W               |                                     |                              |                 |             |                       |            |           |  |
| IGHT. A FORCED LANDING WAS MADE INTO TREES                |                                     |                              |                 |             |                       |            |           |  |
|   | SUDSTAINTTALLY DAMAGE               | NO THE ATRURA                | AFI. LINVESILGA | I TOM KEVE  | ALED THE F            | JEL        |           |  |
| PPLY WAS EXHAUSTED.                                       |                                     |                              |                 |             |                       |            |           |  |

| File No 12   | 93 6/26/82         | PRESQUE ISLE, ME                                 | A/C Reg. No. N9592J             | Time (Lc1) - 2145 EDT |
|--|--------------------|--|---------------------------------|-----------------------|
|  |                    | TAL) - NON-MECHANICAL<br>ATTERN - FINAL APPROACH |                                 |                       |
| Finding(s)  1. FLUID,FUEL - EX  2. REFUELING - N  3. IN-FLIGHT PLANN | OT PERFORMED - PIL | OT IN COMMAND<br>ROPER - PILOT IN COMMANE        | )<br>                           |                       |
| Occurrence #2 Phase of Operation                                     |                    | TOUCHDOWN  |                                 |                       |
| Occurrence #3<br>Phase of Operation                                  |                    |  |                                 |                       |
| Finding(s)<br>4. OBJECT - TREE(S                                     | )                  |  |                                 |                       |
| Probable Cause   |                    |  |                                 |                       |
| The National Transpo<br>is/are finding(s) 2,                         |                    | rd determines that the P                         | Probable Cause(s) of this accid | lent                  |
| Factor(s) relating t   | o this accident is | /are finding(s) 1,4                              |                                 |                       |

| <ul> <li>Basic Information</li> <li>Type Operating Certificate-NONE (G</li> </ul>                | ENERAL AVIATION) Aircraf  | t Damage  |                   | Injur                      | ies      |          |
|--|---|---|-------------------|----------------------------|----------|----------|
|  | SUBSTA  | NTIAL   | Fatal             | Serious                    | Minor    | None     |
| Type of Operation -PERSONA   |   | Crew  | 0                 | 0                          | O        | 1        |
| Flight Conducted Under -14 CFR<br>Accident Occurred During -LANDING                              |   | Pass  | 0                 | 0                          | 3        | 1        |
| -Aircraft Information  | /   |   |                   |                            |          | VEC (V   |
| Make/Model - CESSNA T210L  | Eng Make/Model - CO   |   |                   | Installed/A                |          |          |
| Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 3800  | LE Number Engines - 1 Engine Type - RE  |   |                   | 1 Warning S<br>her Radar - |          | INK/INK  |
| No. of Seats - 6   |   | 300 HP  | weat              | ner kabar -                | ONK/ NK  |          |
| -Environment/Operations Information  |   |   |                   |                            |          |          |
| Weather Data   | Itinerary   |   |                   | Proximity                  |          |          |
| Wx Briefing - FSS<br>Method - TELEPHONE  | Last Departure Point  |   | OFF AI            | RPORT/STRIP                |          |          |
| Completeness - UNK/NR  | WICHITA FALLS,TX<br>Destination   |   | Airport D         | ata                        |          |          |
| Basic Weather - IMC  | SPRINGFIELD.IL  |   |                   | T METRO                    |          |          |
| Wind Dir/Speed- 050/018 KTS  | 5/ NING 1225,12   |   |                   |                            | 03       |          |
| Visibility - 1.5 SM  | ATC/Airspace  |   |                   | Lth/Wid -                  |          |          |
| Cloud Conditions(1st) - 1000 FT  |   |   |                   | Surface -                  |          |          |
| Cloud Conditions(2nd) - NONE   | Type of Clearance   |   | Runway            | Status -                   | UNK/NR   |          |
| Obstructions to Vision- NONE   | Type Approach Flown   | - ILS - COMPLETE  |                   |                            |          |          |
| Precipitation - SNOW Condition of Light - DUSK   |   |   |                   |                            |          |          |
|  |   |   |                   |                            |          |          |
| ·Personnel Information   | Age - 34  | Medical Certificat                                      | e - VALID         | MEDICAL-NO                 | WAIVERS/ | LIMIT    |
| -Personnel Information<br>Pilot-In-Command   |   |   | t Time (H         |                            |          |          |
|  | Biennial Flight Review  | Filgr   |                   |                            | Hrs -    | , 0      |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE  | Biennial Flight Review<br>Current - YES   | Total -   |                   |                            |          | IZ / NID |
| Pilot-In-Command Certificate(s)/Rating(s)  | Biennial Flight Review<br>Current - YES<br>Months Since - 3                           | Total -<br>Make/Model-                                  | 12                | Last 30                    |          |          |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE  | Biennial Flight Review<br>Current - YES   | Total -<br>Make/Model-                                  | 12<br>K/NR        |                            |          | 69       |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE  | Biennial Flight Review<br>Current - YES<br>Months Since - 3<br>Aircraft Type - UNK/NR | Total -<br>Make/Model-<br>Instrument- UN                | 12<br>K/NR        | Last 30                    |          |          |
| Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  Instrument Rating(s) - AIRPLA | Biennial Flight Review<br>Current - YES<br>Months Since - 3<br>Aircraft Type - UNK/NR | Total -<br>Make/Model-<br>Instrument- UN                | 12<br>K/NR        | Last 30                    |          |          |
| Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND                                | Biennial Flight Review<br>Current - YES<br>Months Since - 3<br>Aircraft Type - UNK/NR | Total -<br>Make/Model-<br>Instrument- UN<br>Multi-Eng - | 12<br>K/NR<br>184 | Last 30<br>Last 90         | Days-    |          |

| File No 12                               | 74 4/05/82                             | DETROIT,MI                                   | A/C Reg. No. N210LV               | Time (Lc1) - 1823 EST |
|--|--|--|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation      | LOSS OF POWER(TOT<br>APPROACH - VFR PA | AL) - NON-MECHANICAL<br>TTERN - FINAL APPROA | сн                                |                       |
| 3. WEATHER CONDITI                       |  | PILOT IN COMMAND                             |                                   |                       |
| Occurrence #2 Phase of Operation         |  | OUCHDOWN                                     |                                   |                       |
| Occurrence #3<br>Phase of Operation      |  | ON WITH OBJECT                               |                                   |                       |
| Finding(s) 5. OBJECT - TREE(S            |  |  |                                   |                       |
| Probable Cause                           |  |  |                                   |                       |
| The National Transpois/are finding(s) 2, |  | d determines that th                         | e Probable Cause(s) of this accid | dent                  |
| Factor(s) relating to                    | o this accident is/                    | are finding(s) 1,3,5                         |                                   |                       |

| File No 1300 5/08/82                                |                        | A/C Reg. No. N1                   |            | Time (Lcl) - 1415 EDT |            |            |         |  |
|---|------------------------|-----------------------------------|------------|-----------------------|------------|------------|---------|--|
| Basic Information Type Operating Certificate-NONE ( | GENERAL AVIATION)      | Aircraft Damage                   |            |                       | Inju       | ries       |         |  |
|   |                        | SUBSTANTIAL                       |            | Fatal                 |            |            | None    |  |
| Type of Operation -PERSON                           |                        | Fire                              | Crew       | 0                     |            | 0          | 1       |  |
| Flight Conducted Under -14 CFR                      |                        | NONE                              | Pass       | 0                     | 0          | 0          | 0       |  |
| Accident Occurred During -TAKEOF                    | F                      |                                   |            |                       |            |            |         |  |
| Aircraft Information                                | •                      |                                   |            |                       |            |            |         |  |
| Make/Model - PIPER PA-28-180                        | Eng Make/              | Model - LYCOMING 0-3              | 60         | ELT                   | [nstalled/ | 'Activated | - YES/N |  |
| Landing Gear - TRICYCLE-RETRACTA                    | BLE Number Er          | ngines - 4                        |            | Stal                  | l Warning  | System -   | YES     |  |
| Max Gross Wt - 2400                                 |                        | pe - RECIPROCATIN                 | G-CARBURET | OR Weatl              | ner Radar  | - NO       |         |  |
| No. of Seats - 4                                    | Rated Pow              | ver - 180 HP                      |            |                       |            |            |         |  |
| -Environment/Operations Information-                |                        |                                   |            |                       |            |            |         |  |
| Weather Data  | Itinerary              |                                   |            | Airport               | Proximity  |            |         |  |
| Wx Briefing - UNK/NR                                | Last Depar             | ture Point                        |            | ON AIR                | PORT       |            |         |  |
| Method - UNK/NR                                     |                        |                                   |            |                       |            |            |         |  |
| Completeness - UNK/NR                               | Destination            | 1                                 | Α          | irport Da             | ata        |            |         |  |
| Basic Weather - VMC                                 |                        |                                   |            | PARA                  |            |            |         |  |
| Wind Dir/Speed- 315/005 KTS                         |                        |                                   |            |                       | Ident      |            |         |  |
| Visibility - 15.0 SM                                | ATC/Airspace           |                                   |            |                       |            | - 1850/    |         |  |
| Cloud Conditions(1st) - 5000 F                      |                        |                                   |            |                       |            | - GRASS/T  | URF     |  |
| Cloud Conditions(2nd) - NONE                        | Type of Cl             | earance - NONE                    |            |                       | Status     | - DRY      |         |  |
| Obstructions to Vision- NONE                        | Type Appro             | ach Flown - VISUAL F              | ULL CIRCUI | T                     |            |            |         |  |
| Precipitation - NONE                                |                        |                                   |            |                       |            |            |         |  |
| Condition of Light - DAYLIGH                        | IT                     |                                   |            |                       |            |            |         |  |
| Personnel Information                               |                        |                                   |            |                       |            |            |         |  |
| Pilot-In-Command                                    | Age - 61               | Medical C                         | ertificate |                       |            | AIVERS/LI  | MIT     |  |
| <pre>Certificate(s)/Rating(s)</pre>                 | Biennial Flight        |                                   | Flight     | Time (H               | ours)      |            |         |  |
| PRIVATE   | Current                |                                   | -          | 261                   | Last 2     | 14 Hrs -   | 2       |  |
| SE LAND   | Months Since           | e - 20 Make/                      | Mode1-     | 249                   | Last 3     | BO Days- U | NK/NR   |  |
|   | Aircraft Typ           | e - 20 Make/<br>be - UNK/NR Instr | ument-     | 4                     | Last 9     | 0 Days-    | 12      |  |
|   |                        |                                   |            |                       |            |            |         |  |
| Instrument Rating(s) - NONE                         |                        |                                   |            |                       |            |            |         |  |
| -Narrative  |                        |                                   |            |                       |            |            |         |  |
| PILOT ELECTED TO MAKE A GO-AROUND D                 | HE TO A WIND SHIET DUE | THE ATTEMPTED CO                  | -AROUND TH | E ATRORA              | ET COLLIDE | D WITH     |         |  |
| ES ABOUT 700 FEET OFF THE END OF THE                |                        |                                   | AROUND III | L AIRORA              |            | WIIII      |         |  |
|   |                        |                                   |            |                       |            |            |         |  |

A/C Reg. No. N15585 Time (Lc1) - 1415 EDT File No. - 1300 5/08/82 YALE.MI Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. GROUND LOOP/SWERVE - DELAYED - PILOT IN COMMAND OBJECT - TREE(S) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

| File No 1297 5/09/82 DOWAG                                 | IAC,MI A/C R                                | Time (Lc1) - 1200 EDT                   |                          |           |              |         |  |
|--|---|---|--------------------------|-----------|--------------|---------|--|
| -Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION) Aircraf                         | t Damage                                |                          | Inj       | uries        |         |  |
|  | SUBSTAI                                     | NTIAL                                   | Fatal                    | Serious   | Minor        | None    |  |
| Type of Operation -PERSONAL                                | Fire  | Crew                                    | 0                        | 0         |              | 1       |  |
| Flight Conducted Under -14 CFR 91                          | NONE  | Pass                                    | 0                        | 0         | 0            | 3       |  |
| Accident Occurred During -TAXI                             |   |   |                          |           |              |         |  |
| -Aircraft Information                                      |   |   |                          |           |              |         |  |
| Make/Model - LAKE LA-4                                     | Eng Make/Model - LY<br>Number Engines - 1   | COMING IO-360-A1B                       | ELT                      |           | Activated    |         |  |
| Landing Gear - AMPHIBIAN                                   |   |   |                          |           | System - U   | NK/NR   |  |
| Max Gross Wt - 2600  | Engine Type - RE                            |   | ) Weat                   | her Radar | - NO         |         |  |
| No. of Seats - 4   | Rated Power -                               | 200 HP                                  |                          |           |              |         |  |
| -Environment/Operations Information                        |   |   |                          |           |              |         |  |
| Weather Data   | Itinerary                                   |   |                          | Proximity |              |         |  |
| Wx Briefing - NO RECORD OF BRIEFING                        |   |   | OFF AI                   | RPORT/STR | ΙP           |         |  |
| Method - N/A   | SAME AS ACC/INC                             | _                                       |                          |           |              |         |  |
| Completeness - N/A   | Destination                                 | •                                       | Airport D                | ata       |              |         |  |
| Basic Weather - VMC  |   |   |                          |           |              |         |  |
| Wind Dir/Speed- 080/007 KTS                                |   |   |                          | Ident     | - N/A        |         |  |
| 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    | - N/A        |         |  |
| Obstructions to Vision- HAZE                               | Type Approach Flown                         | - NUNE                                  |                          |           |              |         |  |
| Precipitation - NONE                                       |   |   |                          |           |              |         |  |
| Condition of Light - DAYLIGHT                              |   |   |                          |           |              |         |  |
| -Personnel Information                                     | 4   | Medical Certifica                       | VAL TD                   | MEDICAL   | NO WATVEDS   | 'I TMTT |  |
| Pilot-In-Command   | Age - 20<br>Biennial Flight Review          | Medical Certifica                       | te - VALID<br>ht Time (H |           | NO WAIVERS/  | LIMII   |  |
| <pre>Certificate(s)/Rating(s)     PRIVATE</pre>            | Current - YES                               | Total -                                 | 11 IIIIE (F              | lours)    | 24 Hns -     | 0       |  |
| SE LAND  | Months Since - 12                           | Total -<br>Make/Model -<br>Instrument - | 274                      | last.     | 20 Dave- IIN | IK /ND  |  |
| SE LAND  | Months Since - 12<br>Aircraft Type - UNK/NR | Thethument-                             | 25                       | last (    | OO Days On   | 12      |  |
|  | ATTICITATE Type - UNK/NK                    | This traillerit                         | 20                       | Last      | JO Days      | 12      |  |
| Instrument Rating(s) - NONE                                |   |   |                          |           |              |         |  |
|  |   |   |                          |           |              |         |  |
| PILOT STATED THAT WHILE TURNING THE AIRCR                  | AFT DURING TAXE TO THE SHOP                 | F THE ATRORAFT RAN                      | INTO THE                 | WAKE OF A | BOAT         |         |  |
| SKIPPED SIDEWAYS. WHEN THE AIRCRAFT ENCOU                  |   |   |                          |           |              |         |  |
| SPONSON AND BENDING THE WING.                              | THE A SECOND WAVE THE RI                    | a 21140 311031 111                      | 31                       |           |              |         |  |
| 0. 0.100.1 AND DENDING THE WING.                           |   |   |                          |           |              |         |  |

File No. - 1297 5/09/82 DOWAGIAC,MI A/C Reg. No. N8005E Time (Lc1) - 1200 EDT

Occurrence DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH

2. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - 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 1235 5/13/82 ROMEO   | ,MI A/C F              | leg. No. N46341   | Т          | ime (Lc1) | - 1015 EST |       |
|--|------------------------|-------------------|------------|-----------|------------|-------|
| -Basic Information Type Operating Certificate-NONE (GENERAL  | L AVIATION) Aircra     | t Damage          |            | Inju      | ries       |       |
|  | SUBSTA                 | NTIAL             | Fatal      | Serious   | Minor      | None  |
| Type of Operation -PERSONAL  | Fire                   | Crew              |            | 0         | 0          | 1     |
| Flight Conducted Under -14 CFR 91  | NONE                   | Pass              | 0          | 0         | 0          | 0     |
| Accident Occurred During -TAKEOFF  |                        |                   |            |           |            |       |
| Aircraft Information   |                        |                   |            |           |            |       |
| Make/Model - CESSNA 152  | Eng Make/Model - L'    |                   |            |           | Activated  |       |
| Landing Gear - TRICYCLE-FIXED  | Number Engines -       |                   |            |           | System - Y | ES    |
| Max Gross Wt - 1670  | Engine Type - RI       |                   | ETOR Weat  | her Radar | - NO       |       |
| No. of Seats - 2   | Rated Power -          | 115 HP            |            |           |            |       |
| Environment/Operations Information   |                        |                   |            |           |            |       |
| Weather Data   | Itinerary              |                   |            | Proximity |            |       |
| Wx Briefing - NO RECORD OF BRIEFING  |                        |                   | ON AIR     | PORT      |            |       |
| Method - N/A   | SAME AS ACC/INC        |                   |            |           |            |       |
| Completeness - N/A   | Destination            |                   | Airport D  | ata       |            |       |
| Basic Weather - VMC  | LOÇAL                  |                   | ROMEO      |           |            |       |
| Wind Dir/Speed- CALM   |                        |                   |            |           | - 18       |       |
| Visibility - 5.0 SM  | ATC/Airspace           |                   |            | Lth/Wid   |            | 25    |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan    |                   |            | Surface   |            |       |
| Cloud Conditions(2nd) - NONE   | Type of Clearance      |                   | Runway     | Status    | - DRY      |       |
| Obstructions to Vision- NONE   | Type Approach Flown    | - NONE            |            | -         |            |       |
| Precipitation - NONE   |                        |                   |            |           |            |       |
| Condition of Light - DAYLIGHT  |                        |                   |            |           |            |       |
| Personnel Information  |                        |                   |            |           |            |       |
| Pilot-In-Command   | Age - 47               | Medical Certifica |            |           | O WAIVERS/ | LIMIT |
| Certificate(s)/Rating(s)   | Biennial Flight Review |                   | ht Time (H |           |            |       |
| STUDENT  | Current - N/A          |                   |            |           | 4 Hrs -    |       |
|  | Months Since - N/A     | Make/Model-       |            |           | O Days- UN |       |
|  | Aircraft Type - N/A    | Instrument-       | 0          | Last 9    | O Days-    | 18    |
| Instrument Rating(s) - NONE  |                        |                   |            |           |            |       |
|  |                        |                   |            |           |            |       |
| Narrative<br>E STUDENT PILOT WAS PRACTICING TOUCH AND GO<br>E STUDENT WAS UNABLE TO CORRECT. THE AIRCRAI<br>ATHER CLEAR. |                        |                   |            |           |            |       |

File No. - 1235 5/13/82 ROMEO.MI A/C Reg. No. N46341 Time (Lc1) - 1015 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - SOFT 5. TERRAIN CONDITION - OPEN FIELD ----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

| Type Operating Certificate-NONE (GENERAL AVIATION)  Aircraft Damage SUBSTANTIAL Serious Minor Nor Type of Operation -PERSONAL Fire Crew 0 0 0 0 Accident Occurred During -14 CFR 91 ACCIDENT Conducted Under -14 CFR 91 NONE Pas 0 0 0 0 Accident Occurred During -TAKEOFF  -Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4 Rated Power - 150 HP  -Environment/Operations Information Wather Data Wester Data Wester Data Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Districtions to Vision- HAZE Precipitation Condition of Light - DUSK  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Fatal Serious Minor Not NONE Pas 0 0 0 0 Crew 0 0 0 Crew 0 0 0 0 Crew 1 Cre          | File No 1216 5/15/82                    | HARRISON, MI                            | A/C Reg. No      | . N6939B       | Т         | ime (Lc1) - | 2025 EDT   |         |
|--|---|---|------------------|----------------|-----------|-------------|------------|---------|
| SUBSTANTIAL Fatal Serious Minor Not Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -TAKEOFF NONE Pass 0 0 0 0 Accident Occurred During -TAKEOFF NONE Pass 0 0 0 Accident Occurred During -TAKEOFF NONE Pass 0 0 0 Accident Occurred During -TAKEOFF NONE Pass 0 0 Accide |   | ENERAL AVIATION)                        | Aircraft Dama    | ae             |           | Iniur       | ies        |         |
| Filight Conducted Under  | . ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | ,                                       |                  | <b>5</b> -     | Fata1     |             |            | None    |
| Aicraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4 Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 320/005 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions Vision - HAZE Descripting - NONE Personnel Information - 100 NONE Precipitation Completeness - N/A Destination Obstructions to Vision - HAZE Precipitation Completeness - N/A Destination Obstructions to Vision - HAZE Precipitation Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current  Age - 44  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current Current - UNK/NR Aircraft Type - NECLIPROCATING -0320  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  |   |   | Fire             | Crew           | 0         | 0           | 0          | 1       |
| Aircraft Information Make/Model - PIPER PA-22-150  |   |   | NONE             | Pass           | 0         | 0           | 0          | 1       |
| Make/Model - PIPER PA-22-150 Landing Gear - TRICVCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  Max Gross Wt - 200 No. of Seats - 4  No. of Seats - 4  No. of Par Gross Mt - 20 No. of Seats - 4  No. of Par Gross Mt - 20 No. of Seats - 4  No. of Par Gross Mt - 20 No. of Par  | Accident Occurred During -TAKEOFF       |   |                  |                |           |             |            |         |
| Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000  Max Gross Wt - 2000  No. of Seats - 4  Rated Power - 150 HP   |   |   |                  |                |           |             |            |         |
| Max Gröss Wt - 2000 No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Wather Data Wather Data Weather Data Wather Data Using Information Wather Data Wather Date W             |   |   |                  |                | ELT       | Installed/A | ctivated   | - YES/N |
| No. of Seats - 4  Rated Power - 150 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Completeness - N/A Basic Weather - VMC Wind Dir/Speed 320/005 KTS Wisibility - 7.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 44  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   | •                                       | Number E                                | ngines - 1       |                | Stal      | 1 Warning S | ystem - UI | NK/NR   |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Wind Dir/Speed- 320/005 KTS Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Condition - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Airport Proximity OFF AIRPORT/STRIP SAULT SAINT MARIE,MI Destination CHEBOYGAN,MI CHEBOYGAN,MI HARRISON ATC/Airspace RUNWay Ident - 22 RUNWay Lth/Wid - 2540/ 75 RUNWay Surface - GRASS/TURF RUNWay Stratus - DRY Type of Clearance - NONE Runway Stratus - DRY Type Approach Flown - NONE Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft COLLIDED WITH A DITCH AND THE LEFT MAIN   |   |   |                  |                | OR Weat   | her Radar - | NO         |         |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE CIAND PRIVATE SE LAND  Itinerary Last Departure Point SAULT SAINT MARIE,MI Destination CHEBOYGAN,MI Destination Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP SAULT SAINT MARIE,MI Airport Data Airport Proximity OFF AIRPORT/STRIP SAULT SAINT MARIE,MI Airport Data A       | No. of Seats - 4                        | Rated Po                                | wer - 150 H      | P<br>          |           |             |            |         |
| Wx Briefing - NO RECORD OF BRIEFING  |   |   |                  |                |           |             |            |         |
| Method - N/A   |   |   |                  |                | •         | •           |            |         |
| Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 44 Months Since - UNK/NR Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Airport Data HARRISON Runway Ident - 22 Runway Status - D2 Runway Surface - GRASS/TURF Runway Status - DRY Runway St        | <b>3</b>                                |   |                  |                | OFF AI    | RPORT/STRIP |            |         |
| Basic Weather - VMC Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - UNK/NR Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE  HARRISON Runway Ident - 22 Runway Status - DRY Runway Sta        | •                                       |   |                  | _              |           |             |            |         |
| Wind Dir/Speed- 320/005 KTS Visibility - 7.0 SM ATC/Airspace Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Cloud Conditions to Vision- HAZE Type Approach Flown - NONE Condition of Light - DUSK Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days- 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   |   |                  | Α              |           |             |            |         |
| Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2540/ 75 Cloud Conditions(1st) - 3000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TURF Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 4 Last 90 Days- 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   | CHEBUYG                                 | AN,MI            |                |           |             | 00         |         |
| Cloud Conditions(1st) - 3000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TURF Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   | ATC /Aingpoo                            |                  |                |           |             |            | 75      |
| Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   |   |                  |                |           |             |            |         |
| Obstructions to Vision- HAZE Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 4 Last 90 Days- 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  |   |   |                  |                |           |             |            | •••     |
| Precipitation - UNK/NR Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONENarrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   |   |                  |                |           | 014140      |            |         |
| Condition of Light - DUSK Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                  |                |           |             |            |         |
| Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  |   |   |                  |                |           |             |            |         |
| Pilot-In-Command  Age - 44  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s)  PRIVATE  SE LAND  Months Since - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  |   |   |                  |                |           |             |            |         |
| Certificate(s)/Rating(s)  PRIVATE  Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND  Months Since - UNK/NR Make/Model - 20 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  |   | Age - 44                                | Medic            | al Certificate | - VALID   | MEDICAL-NO  | WAIVERS/   | LIMIT   |
| PRIVATE Current - UNK/NR Total - 93 Last 24 Hrs - 3 SE LAND Months Since - UNK/NR Make/Model - 20 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 20  Instrument Rating(s) - NONE Narrative RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN   |   |   |                  |                |           |             |            |         |
| SE LAND Months Since - UNK/NR Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 4 Last 90 Days- 20  Instrument Rating(s) - NONE   | , ,, <b>,</b> , , ,                     |   |                  |                | <b>93</b> | iast 24     | Hrs -      | 3       |
| Instrument Rating(s) - NONE  | SE LAND                                 | Months Sinc                             | e - UNK/NR M     | ake/Model-     | 20        | Last 30     | Days- UN   | K/NR    |
|  |   | Aircraft Ty                             | pe - UNK/NR I    | nstrument-     | 4         | Ląst 90     | Days-      | 20      |
|  |   | ·                                       |                  |                |           | •           |            |         |
| RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  | Instrument Rating(s) - NONE             |   |                  |                |           |             |            |         |
| RING TAKEOFF THE PILOT FAILED TO CLEAR A CHAIN LINK FENCE. THE AIRCRAFT COLLIDED WITH A DITCH AND THE LEFT MAIN  | Narrative                               |   |                  |                |           | •           |            |         |
|  |   | A CHAIN LINK FENCE.                     | THE AIRCRAFT COL | LIDED WITH A D | DITCH AND | THE LEFT M  | AIN        |         |
| NUING GEAR CULLAPSED.  | NDING GEAR COLLAPSED.                   |   |                  |                |           |             |            |         |
|  |   |   |                  |                |           |             |            |         |

File No. - 1216 5/15/82 HARRISON, MI A/C Reg. No. N6939B Time (Lc1) - 2025 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - FENCE 2. LIFT-OFF - IMPROPER - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB Phase of Operation Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #4 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4 Factor(s) relating to this accident is/are finding(s) 1.3.5

| Basic Information Type Operating Certificate-NONE (GENER | MI AVIATION) Airona                     | ft Damage           |                   | Inju       | rias       |       |
|--|---|---------------------|-------------------|------------|------------|-------|
| Type operating certificate None (GENER                   |   | ANTIAL              | Fatal             | Serious    |            | None  |
| Type of Operation -PERSONAL                              | Fire                                    | Crew                | 0                 | 0          | 1          | 0     |
| Flight Conducted Under -14 CFR 91                        | NONE                                    | Pass                | , 0               | 1          | 0          | 0     |
| Accident Occurred During -TAKEOFF                        |   |                     |                   |            |            |       |
| Aircraft Information                                     |   |                     |                   |            |            |       |
| Make/Model - AERONCA AR-58                               | Eng Make/Mode1 - 0                      |                     |                   | Installed/ |            |       |
| Landing Gear - TAILWHEEL-ALL FIXED                       |   | 1                   |                   | 1 Warning  |            | ES    |
| Max Gross Wt - 1300<br>No. of Seats - 2                  | Engine Type - Rated Power -             | ECIPROCATING-CARBUR | EIUR Weat         | her Radar  | - NU       |       |
| No. of Seats - 2   | Rated Power -                           | 65 HP               |                   |            |            |       |
| Environment/Operations Information                       |   |                     |                   |            |            |       |
| Weather Data   | Itinerary                               |                     |                   | Proximity  | Б.         |       |
| Wx Briefing - NWS<br>Method - TELEPHONE                  | Last Departure Poir                     | it                  | OFF AI            | RPORT/STRI | Р          |       |
| Completeness - FULL                                      | GRAND HAVEN,MI<br>Destination           |                     | Airport D         | 12+2       |            |       |
| Basic Weather - VMC                                      | LOCAL                                   |                     | Amport            | ala        |            |       |
| Wind Dir/Speed- 300/010 KTS                              | COCAL                                   |                     | Runway            | Ident      | - UNK/NR   |       |
| Visibility - 5.0 SM                                      | ATC/Airspace                            |                     |                   | Lth/Wid    |            |       |
| Cloud Conditions(1st) - NONE                             | Type of Flight Plan                     | - NONE              |                   | Surface    |            |       |
| Cloud Conditions(2nd) - NONE                             | Type of Clearance                       | - NONE              | Runway            | Status     | - WET      |       |
| Obstructions to Vision- HAZE                             | Type Approach Flowr                     | - NONE              |                   |            |            |       |
| Precipitation - NONE                                     |   |                     |                   |            |            |       |
| Condition of Light - DAYLIGHT                            |   |                     |                   |            |            |       |
| Personnel Information                                    |   |                     |                   |            |            |       |
| Pilot-In-Command   | Age - 47                                | Medical Certifica   |                   |            | O WAIVERS/ | LIMIT |
| <pre>Certificate(s)/Rating(s)     PRIVATE</pre>          | Biennial Flight Review<br>Current - YES | Total -             | ht Time (F<br>667 |            | 4 Hrs -    | 1     |
| SE LAND.SE SEA   | Months Since - 1                        |                     |                   | Last 2     |            | 2     |
| SE LAND, SE SEA  | Aircraft Type - UNK/N                   | •                   | 2                 |            | O Days-    | 44    |
|  | ATTOTALL Type Oliky                     | in Trib er dillerre | -                 | East 3     | o bays     |       |
| Instrument Rating(s) - NONE                              |   |                     |                   |            |            |       |
| ·narrative   |   |                     |                   |            |            |       |
| Narrative<br>R LIFTOFF THE PILOT LOST DIRECTIONAL CON    | ITROL AND CRACHED IN A CHAME            | THE ATROPACT WAS    | CLIDSTANITTA      | LIV DAMAGE | n          |       |

5/30/82 File No. - 1238 GRAND HAVEN, MI A/C Reg. No. N2563E Time (Lc1) - 1625 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - SAND BAR 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

| File No 1233 6/06/82 NILE   | S,MI               | A/C Reg.    | No. N2588K      | Т          | ime (Lc1)   | - 1325 C | DT          |
|---|--------------------|-------------|-----------------|------------|-------------|----------|-------------|
| -Basic Information<br>Type Operating Certificate-NONE (GENERA           | AL AVIATION)       | Aircraft [  |                 | F          | Inju        |          |             |
| T   |                    | DESTROYED   |                 | Fatal      |             |          |             |
| Type of Operation -INSTRUCTION  | AL - DUAL          | Fire        | Crev            | -          | 0           | 0        | 0           |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING |                    | NONE        | Pass            | s 0        | 0           | 0        | 0           |
| -Aircraft Information   |                    |             |                 |            |             |          |             |
| Make/Model - PIPER PA-38  |                    |             | IING 0-235-L2C  |            |             |          | d - YES/YES |
| Landing Gear - TRICYCLE-FIXED   |                    |             |                 |            | 1 Warning 9 |          | YES         |
| Max Gross Wt - 1750   |                    |             | ROCATING-CARBUR | RETOR Weat | her Radar · | - NO     |             |
| No. of Seats - 2  | Rated Power        | - 11        | 2 HP            |            |             |          |             |
| -Environment/Operations Information                                     |                    |             |                 |            |             |          |             |
| Weather Data  | Itinerary          |             |                 |            | Proximity   |          |             |
| Wx Briefing - NO RECORD OF BRIEFING                                     | G Last Departu     | ıre Point   |                 | OFF AI     | RPORT/STRIF | >        |             |
| Method - N/A  | SAME AS AC         | CC/INC      |                 |            |             |          |             |
| Completeness - N/A  | Destination        |             |                 | Airport D  | ata         |          |             |
| Basic Weather - VMC   | LOCAL              |             |                 | JERRY      | TYLER MEM   |          |             |
| Wind Dir/Speed- 150/005 KTS   |                    |             |                 | Runway     | Ident -     | - N/A    |             |
| Visibility - 15.0 SM  | ATC/Airspace       |             |                 | Runway     | Lth/Wid     | - N/A    |             |
| Cloud Conditions(1st) - NONE  | Type of Flic       | ht Plan - N | IONE            | Runwav     | Surface ·   | - DIRT   |             |
| Cloud Conditions(2nd) - NONE  | Type of Clea       |             |                 | Runwav     | Status      | - DRY    |             |
| Obstructions to Vision- NONE  | Type Approac       |             |                 | ,          |             |          |             |
| Precipitation - NONE  |                    |             |                 |            |             |          |             |
| Condition of Light - DAYLIGHT   |                    |             |                 |            |             |          |             |
| -Personnel Information  |                    |             |                 |            |             |          |             |
| Pilot-In-Command  | Age - 28           | M∈          | dical Certifica | te - VALID | MEDICAL-NO  | WAIVER   | S/LIMIT     |
| <pre>Certificate(s)/Rating(s)</pre>                                     | Biennial Flight Re | eview       | Flig            | ht Time (H | ours)       |          |             |
| COMMERCIAL, CFI   |                    | - UNK/NR    | Total -         | 1688       | Last 24     | 4 Hrs -  | 2           |
| SE LAND, ME LAND  | Months Since       |             | Make/Model-     | 370        | Last 30     | Davs-    | JNK/NR      |
| •   | Aircraft Type      |             | Instrument-     |            | Last 90     |          | 113         |
|   |                    |             |                 |            |             | , .      |             |
|   |                    |             | Multi-Eng -     | 370        |             |          |             |

File No. - 1233 6/06/82 NILES, MI A/C Reg. No. N2588K Time (Lc1) - 1325 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED -2. GO-AROUND - INITIATED - DUAL STUDENT 3. AIRSPEED - NOT MAINTAINED - DUAL STUDENT 4. STALL - INADVERTENT - DUAL STUDENT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

| Type Operating Certificate-NONE (GENERA  | AL AVIALION)               | Aircraft Damage  |                       | Fa4-1                  | Injur<br>Serious                   | nes<br>Minor      | Non           |
|--|----------------------------|--|-----------------------|------------------------|------------------------------------|-------------------|---------------|
| Type of Operation -INSTRUCTION, Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | AL - SOLO                  | SUBSTANTIAL<br>Fire<br>NONE  | Crew<br>Pass          | Fatal<br>O<br>O        | 0<br>0                             | 0<br>0            | Non<br>1<br>0 |
| Aircraft Information   |                            |  |                       |                        |                                    |                   |               |
| Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4   | Number<br>Engine           | e/Model - CONTINENTA<br>Engines - 1<br>Type - RECIPROCAT<br>Power - 145 HP |                       | Stal                   | 1 Warning S                        | ystem - Y         |               |
| Environment/Operations Information   |                            |  |                       |                        |                                    |                   |               |
| Weather Data ' Wx Briefing - FSS Method - IN PERSON  |                            | parture Point  |                       | Airport<br>ON AIR      | Proximity<br>PORT                  |                   |               |
| Completeness - FULL  | Destinat                   |  | Α                     | irport D               |                                    |                   |               |
| Basic Weather - VMC<br>Wind Dir/Speed- 320/011 KTS   | LOCAL                      |  |                       | MAPLEG                 | ROVE<br>Ident -                    | . 27              |               |
| Visibility - 12.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Type of                    | ace<br>Flight Plan - NONE<br>Clearance - NONE<br>Droach Flown - NONE       |                       | Runway<br>Runway       | Lth/Wid -<br>Surface -<br>Status - | 3000/<br>GRASS/TU |               |
| Personnel Information  |                            |  |                       |                        |                                    |                   |               |
| Pilot-In-Command<br>Certificate(s)/Rating(s)   | Age - 40<br>Biennial Fligh |  | Certificate<br>Flight | e - VALID<br>: Time (H |                                    | WAIVERS/          | LIMIT         |
| STUDENT  | Current                    | - N/A Tot  |                       | 18                     | Last 24                            |                   | 1             |
|  |                            |  | e/Model-<br>trument-  | 18<br>O                | Last 30<br>Last 90                 |                   | 10<br>17      |
| Instrument Rating(s) - NONE  |                            |  |                       |                        |                                    |                   |               |
| Narrative  |                            |  | <del></del>           |                        |                                    |                   |               |

File No. - 1390 6/22/82 FOWLERVILLE, MI A/C Reg. No. N2741C Time (Lc1) - 1130 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - CROP 5. TERRAIN CONDITION - SOFT The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5

|  | 6/28/82 LOWE     | LL,MI   | A/C Reg. N   | lo. N9595T   | Т  | ime (Lc1)                  | - 1545 ED1                               | =       |
|--|------------------|---|--|--|--|----------------------------|--|---------|
| Basic Information<br>Type Operating Certific   | cate-NONE (GENER | AL AVIATION)  | Aircraft Dam   |  |  |                            | uries                                    |         |
|  |                  |   | SUBSTANTIAL  |  | Fatal  | Serious                    |  | None    |
|  | -INSTRUCTION     | AL - CHECK  | Fire   | Crew   | 0  | 0                          | 0  | 1       |
| Flight Conducted Under<br>Accident Occurred Durin  |                  |   | NONE   | Pass   | 0  | 0                          | 0  | 1       |
| Aircraft Information   |                  |   |  |  |  |                            |  | (       |
| Make/Model - PIPER F   |                  |   |  | NG 0-235-L2C   |  |                            | Activated                                |         |
| Landing Gear - TRICYCL   |                  | Number Eng  | ines - 1   |  | Stal   |                            | System - \                               | 'ES     |
| Max Gross Wt - 1670<br>No. of Seats - 2  | •                | Engine Typ<br>Rated Powe                                      |  | CATING-CARBURE<br>HP   | TOR Weat   | her Radar                  | - NO                                     |         |
| Environment/Operations Ir  | nformation       |   |  |  |  |                            |  |         |
| Weather Data   |                  | Itinerary   | _  |  | •  | Proximity                  |  |         |
| 9  | ECORD OF BRIEFIN |   |  |  | ON AIR   | PORT                       |  |         |
| Method - N/A   |                  | SAME AS A   | CC/INC   |  |  |                            |  |         |
| Completeness - N/A   |                  | Destination   |  |  | Airport D  |                            |  |         |
| Basic Weather ~ VMC  |                  | LOCAL   |  |  | LOWELL   |                            |  |         |
| Wind Dir/Speed- CALMA  |                  | (   |  |  |  |                            | - 30                                     |         |
|  | .0 SM            | ATC/Airspace  |  |  |  | Lth/Wid                    |  | 80      |
| Cloud Conditions(1st)  |                  |   |  |  |  |                            | - ASPHALT                                |         |
| Cloud Conditions(2nd)  |                  |   |  |  | Runway   | Status                     | - DRY                                    |         |
|  | on- HAZE         | Type Approa   | ach Flown - NON  | 1E   |  |                            |  |         |
| Obstructions to Visio  |                  |   |  |  |  |                            |  |         |
| Precipitation  | - NONE           |   |  |  |  |                            |  |         |
|  |                  | ,   |  |  | ··   |                            |  |         |
| Precipitation Condition of LightPersonnel Information  | - DAYLIGHT       | Ago - 24  | Med  | ical Contificat  |  | MEDICAL-V                  |  | <br>ATT |
| Precipitation Condition of Light   | - DAYLIGHT       | Age - 24  |  | ical Certificat  |  |                            | WAIVERS/LIM                              |         |
| Precipitation Condition of Light   | - DAYLIGHT       | Biennial Flight F   | Review   | Fligh  | t Time (H  | ours)                      |  |         |
| Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating                                       | - DAYLIGHT       | Biennial Flight F<br>Current                                  | Review<br>- N/A  | Fligh<br>Total -   | t Time (H<br>62  | ours)<br>Last 2            | 24 Hrs -                                 | 0       |
| Precipitation Condition of Light   | - DAYLIGHT       | Biennial Flight F<br>Current<br>Months Since                  | Review<br>- N/A<br>- N/A                                     | Fligh<br>Total -<br>Make/Model-                                      | t Time (H<br>62<br>35                                    | ours)<br>Last 2<br>Last 3  | 24 Hrs -<br>30 Days-                     | 0<br>10 |
| Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating                                       | - DAYLIGHT       | Biennial Flight F<br>Current                                  | Review<br>- N/A<br>- N/A                                     | Fligh<br>Total -<br>Make/Model-                                      | t Time (H<br>62<br>35                                    | ours)<br>Last 2            | 24 Hrs -<br>30 Days-                     | 0       |
| Precipitation Condition of Light   | - DAYLIGHT<br>   | Biennial Flight F<br>Current<br>Months Since                  | Review<br>- N/A<br>- N/A                                     | Fligh<br>Total -<br>Make/Model-                                      | t Time (H<br>62<br>35                                    | ours)<br>Last 2<br>Last 3  | 24 Hrs -<br>30 Days-                     | 0<br>10 |
| Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Ratings STUDENT SE LAND Instrument Rating(s  | - DAYLIGHT<br>   | Biennial Flight F<br>Current<br>Months Since                  | Review<br>- N/A<br>- N/A                                     | Fligh<br>Total -<br>Make/Model-                                      | t Time (H<br>62<br>35                                    | ours)<br>Last 2<br>Last 3  | 24 Hrs -<br>30 Days-                     | 0<br>10 |
| Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating( STUDENT SE LAND  Instrument Rating(s | - DAYLIGHT       | Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type | Review - N/A - N/A e - N/A PROSPECTIVE PRI                   | Fligh Total - Make/Model- Instrument-                                | t Time (H<br>62<br>35<br>3                               | ours) Last 2 Last 3 Last 9 | 24 Hrs -<br>30 Days-<br>90 Days-         | 0<br>10 |
| Precipitation Condition of LightPersonnel Information Pilot-In-Command Certificate(s)/Rating STUDENT SE LAND                       | - DAYLIGHT       | Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type | Review - N/A | Fligh Total - Make/Model- Instrument-  VATE PILOT FAI THE WAY DOWN T | t Time (H<br>62<br>35<br>3<br><br>LED TO GA<br>HE RUNWAY | ours) Last 2 Last 3 Last 9 | 24 Hrs -<br>30 Days-<br>90 Days-<br>IENT | 0<br>10 |

| File No 1388 6/28/82 LOWELL,MI   | A/C Reg. No. N9595T                | Time (Lc1) - 1545 EDT |
|--|------------------------------------|-----------------------|
| Occurrence #1 OVERRUN Phase of Operation TAKEOFF - INITIAL CLIMB   |                                    |                       |
| Finding(s)  1. LIFT-OFF - PREMATURE - PILOT IN COMMAND  2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND  3. ABORTED TAKEOFF - DELAYED - CHECK PILOT  4. SUPERVISION - INADEQUATE - CHECK PILOT |                                    |                       |
| Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF   |                                    |                       |
| Finding(s) 5. OBJECT - TREE(S)   |                                    |                       |
| The National Transportation Safety Board determines that the is/are finding(s) 1,2,3,4   | Probable Cause(s) of this accident |                       |
| Factor(s) relating to this accident is/are finding(s) 5  |                                    |                       |

| Type of Operation -PERSONAL Fire Crew O O 1   | Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CLANCY SKYBABY Eng Make/M | SUBSTANTIAL<br>Fire<br>NONE | Crew<br>Pass     | 0            | ious Minor<br>O 1 | None<br>O<br>O |
|---|---|-----------------------------|------------------|--------------|-------------------|----------------|
| Type of Operation -PERSONAL Fire Crew 0 0 1 Accident Occurred During -TAKEOFF Aircraft Information  | Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFFAircraft Information Make/Model - CLANCY SKYBABY Eng Make/M  | Fire<br>NONE                | Crew<br>Pass     | 0            | 0 1               | 0              |
| Flight Conducted Under 14 CRP 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CLANCY SKYBABY Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 700 No. of Sasts - 1 Rated Power - 38 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Msthod - UNK/NR Method - UNK/NR Basic Weather - VMC Wind Dir/Speed 200/003 KTS Visibility - 15.0 SM Cloud Conditions(3t) - NONE Cloud Conditions(3t) - NONE Destination Obstructions to Vision- NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Fight Plan - NONE Commend Age - 48 Benial Flight Review Flight Time (Hours) CUMMERCIAL SE LAND  Age - 48 Benial Flight Review Flight Time (Hours) Cument - YES Cument                     | Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFFAircraft Information Make/Model - CLANCY SKYBABY Eng Make/M  | NONE                        | Pass             | 0            |                   |                |
| Aircraft Information Make/Model - CLANCY SKYBABY Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 700 No. of Saats - 1 Number Engines - 1 Rated Power - 38 HP Environment/Operations Information Weather Data WX Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 200/003 KTS Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Precipitation Conditions(2nd) - NONE Precipitation Conditions(2nd) - NONE Precipitation Conditions(2nd) - NONE Condition           | Accident Occurred During -TAKEOFF   |                             |                  | -            | 0 0               | 0              |
| Aircraft Information Make/Model - CLANCY SKYBABY Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 700 No. of Seats - 1      | Aircraft Information Make/Model - CLANCY SKYBABY Eng Make/M   |                             |                  |              |                   |                |
| Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 700  No. of Saats - 1  |   | LOCAL - MENDERSON           |                  |              |                   |                |
| Max Gröss Wt - 700 No. of Saats - 1 Environment/Operations Information Weather Data Weather Data Weather Data Weather Data Itinerary Weather Data  Itinerary Weather SAME AS ACC/INC Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 200/003 KTS Visibility - 15.0 SM Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT SE LAND Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Months Since - 5 Make/Model - 3 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative INGT THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE WAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. FER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING RRADIUS ARM. THE VIDAMMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   |   |                             |                  |              |                   |                |
| No. of Seats - 1  Rated Power - 38 HP Environment/Operations Information  |   |                             |                  |              |                   | UNK/NR         |
| Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL GRAND HAVEN AIRPARK Wind Dir/Speed- 200/003 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 27 Visibility - 15.0 SM ATC/Airspace Runway Surface - ASPHALT Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions to Vision - NONE Type of Clearance - NONE Runway Status - DRY  Distructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1 SE LAND Months Since - 5 Make/Model - 3 Last 30 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. FER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS SMISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING ARR RADIUS ARM. THE WAS NOTED THAT THE 1/4 INCH BOLT WAS SMISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING ARR RADIUS ARM. THE WAS NOTED THAT THE 1/4 SOFT OF THE POINT WHERE THE PILOTS TATED THAT THE   | = 13 11 = 17  |                             |                  | R Weather Ra | adar - NO         |                |
| Wx Briefing - UNK/NR Method - UNK/NR SAME AS ACC/INC  Method - UNK/NR Destination Airport Data  Basic Weather - VMC LOCAL GRAND HAVEN AIRPARK  Wind Dir/Speed - 200/003 KTS  Visibility - 15.0 SM ATC/Airspace Runway Ident - 27  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT  Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision NONE Type Approach Flown - NONE  Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Centificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1  SE LAND Monts Since - 5 Make/Model - 3 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE WAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA.  FER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING ARR RADIUS ARM. THE UNDOWNSED HAS THE  |   |                             |                  |              |                   |                |
| Method - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL GRAND HAVEN AIRPARK Wind Dir/Speed 200/003 KTS Runway Ident - 27 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3400/ 75 Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE 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 Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 1208 Last 24 Hrs - 1 SE LAND Biennial Flight Review Total - 1208 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days- 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING ARR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOTS TATED THAT THE   | = : : : = : = : ;   |                             |                  |              | mity              |                |
| Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 200/003 KTS Visibility - 15.0 SM ATC/Airspace Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL SE LAND  Months Since - 5 Make/Model- 3 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days- 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLL WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING ARRADIUS ARM. THE UNDAMAGED BOLL WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   |   |                             |                  | ON AIRPORT   |                   |                |
| Basic Weather - VMC Wind Dir/Speed- 200/003 KTS Wind Dir/Speed- 200/003 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Type of Flight Plan - NONE Obstructions to Vision- NONE Precipitation NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI1 Current - YES Commercial SE LAND Months Since - 5 Make/Model - 3 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE PILOT STATED THAT THE  LOCAL  MICROPACH TO THE PILOTS FOURTH LANDING AR RADIUS ARM. THE UNDANGEED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   | - · · · · · · · · · · · · · · · · · · ·   | CC/INC                      | A :              | mant Data    |                   |                |
| Wind Din/Speed- 200/003 KTS  Visibility - 15.0 SM ATC/Airspace Runway Ident - 27  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT  Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI1  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1  SE LAND Months Since - 5 Make/Model - 3 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA.  TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   | ·   |                             |                  |              | A T DD A DK       |                |
| Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3400/ 75 Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE 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 Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI1 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1 SE LAND Months Since - 5 Make/Model 3 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 54 Last 90 Days- 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   |                             |                  |              |                   |                |
| Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL - YES Total - 1208 Last 24 Hrs - 1 SE LAND Months Since - 5 Make/Model - 3 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   |                             |                  |              |                   | 75             |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIN Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1 SE LAND Months Since - 5 Make/Model - 3 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  | Cloud Conditions(1st) - NONE Type of Fli  | ght Plan - NONE             |                  |              |                   |                |
| Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command   | Cloud Conditions(2nd) - NONE Type of Cle  | arance - NONE               |                  | Runway Stati | us - DRY          |                |
| Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command  |   | ch Flown - NONE             |                  |              |                   |                |
| Personnel Information Pilot-In-Command Age - 48 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1208 Last 24 Hrs - 1 SE LAND Months Since - 5 Make/Model - 3 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANENarrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMMGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  | · · · · · · · · · · · · · · · · · · ·   |                             |                  |              |                   |                |
| Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  SE LAND  Discreption of the pilot state of the pilot | Condition of Light - DAYLIGHT   |                             |                  |              |                   |                |
| Certificate(s)/Rating(s)  Biennial Flight Review  COMMERCIAL  SE LAND  Months Since - 5  Make/Model - 3  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE Narrative  RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE  NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA.  TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING  AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   | Modia                       | 1 Contificato    | . VALID MEDI | CAL -NO WATVEDS   | ·/: TMTT       |
| COMMERCIAL  SE LAND  Months Since - 5 Make/Model - 3 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 54 Last 90 Days - 37  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   |                             |                  |              | CAL NO WAIVERS    | / CIMII        |
| SE LAND  Months Since - 5  Make/Model- 3  Last 30 Days- UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   |                             |                  |              | ast 24 Hrs -      | 1              |
| Instrument Rating(s) - AIRPLANE   |   |                             |                  |              |                   |                |
| Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE WAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   | Aircraft Type   | - UNK/NR Ir                 | nstrument-       | 54 La        | ast 90 Days-      | 37             |
| Narrative RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE WAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA. TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   |   |                             |                  |              |                   |                |
| RING THE PILOTS FOURTH TAKEOFF ROLL OF THE DAY THE RIGHT WING BEGAN TO DROP AND THE AIRCRAFT DRIFTED OFF THE<br>NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA.<br>TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING<br>AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   | Instrument Rating(s) - AIRPLANE   |                             |                  |              |                   |                |
| NWAY. POWER WAS REDUCED AND BRAKES APPLIED BUT THE AIRCRAFT OVERTURNED AFTER ENCOUNTERING A SOFT SODDED AREA.<br>TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING<br>AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE   |   |                             |                  |              |                   |                |
| TER THE ACCIDENT IT WAS NOTED THAT THE 1/4 INCH BOLT WAS MISSING FROM THE REAR MOUNTING OF THE RIGHT LANDING<br>AR RADIUS ARM. THE UNDAMAGED BOLT WAS FOUND ABOUT 100 FT EAST OF THE POINT WHERE THE PILOT STATED THAT THE  |   |                             |                  |              |                   |                |
|   |   |                             |                  |              |                   |                |
| RCRAFT STARTED TO DRIFT.  |   | OF THE POINT WH             | HERE THE PILOT S | TATED THAT   | THE               |                |
|   | RCRAFT STARTED TO DRIFT.  |                             |                  |              |                   |                |

7/01/82 GRAND HAVEN, MI A/C Reg. No. N211SB Time (Lc1) - 1015 EDT File No. - 1387 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL 2. LANDING GEAR, MAIN GEAR ATTACHMENT - LOOSE 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. LANDING GEAR, MAIN GEAR ATTACHMENT - LOSS, TOTAL Occurrence #2 NOSE OVER Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

| File No 1204 5/20/82 WAR                                  | REN, MN                 | A/C Reg. No. | N99805                   | Т          | ime (Lc1)  | - 1420 CDT  |       |
|---|-------------------------|--------------|--------------------------|------------|------------|-------------|-------|
| Basic Information<br>Type Operating Certificate-NONE (GEN | RAL AVIATION) A         | rcraft Damag | je                       |            | Inju       | ıries       |       |
|   | 9                       | SUBSTANTIAL  |                          | Fatal      | Serious    | Minor       | None  |
| Type of Operation -PERSONAL                               |                         | re           | Crew                     | -          | 0          | 1           | 0     |
| Flight Conducted Under -14 CFR 91                         | <b>N</b>                | IONE         | Pass                     | 0          | 0          | 0           | 0     |
| Accident Occurred During -LANDING                         |                         |              |                          |            |            |             |       |
| Aircraft Information                                      |                         |              |                          |            |            |             |       |
| Make/Model - BLANIK L-13                                  | Eng Make/Model          |              |                          |            |            | Activated   |       |
| Landing Gear - N/A  | Number Engines          |              |                          |            |            | System - N  | 0     |
| Max Gross Wt - 700  | Engine Type             |              |                          | Weat       | her Radar  | - NO        |       |
| No. of Seats - 1  | Rated Power             | - N/A        |                          |            |            |             |       |
| Environment/Operations Information                        | ·                       |              |                          |            |            |             |       |
| Weather Data  | Itinerary               |              |                          |            | Proximity  |             |       |
| Wx Briefing - BRFG RCVD, SOURCE U                         |                         |              |                          | OFF AI     | RPORT/STR1 | [P          |       |
| Method - TELEPHONE  | GRAND FORKS,N           | ID           |                          |            |            |             |       |
| Completeness - FULL                                       | Destination             |              |                          | Airport D  |            |             |       |
| Basic Weather - VMC                                       | WARREN, MN              |              |                          | WARREN     |            |             |       |
| Wind Dir/Speed- 060/020 KTS                               | /                       |              |                          |            |            | - UNK/NR    |       |
| Visibility - 20.0 SM                                      | ATC/Airspace            |              |                          |            | Lth/Wid    |             |       |
| Cloud Conditions(1st) - 3000 FT SC                        |                         |              |                          |            | Surface    | - WET       |       |
| Cloud Conditions(2nd) - NONE                              | Type of Clearar         |              |                          | Runway     | Status     | - WEI       |       |
| Obstructions to Vision- NONE                              | Type Approach F         | TOWN - NUNE  |                          |            |            |             |       |
| Precipitation - NONE                                      |                         |              |                          |            |            |             |       |
| Condition of Light - DAYLIGHT                             |                         |              |                          |            |            |             |       |
| Personnel Information                                     |                         |              |                          |            |            |             |       |
| Pilot-In-Command  | Age - 22                |              | ll Certifica             |            |            | NO WAIVERS/ | LIMIT |
| Certificate(s)/Rating(s)                                  | Biennial Flight Revie   |              |                          | ht Time (F |            |             |       |
| COMMERCIAL, CFI   |                         |              | otal -                   |            |            | 24 Hrs -    | 1     |
| SE LAND, ME LAND  | Months Since - L        |              | ke/Model-                | 10         | Last 3     | BO Days-    | 20    |
| OL TREP   | Aircraft Type - l       | JNK/NR Ir    | nstrument-<br>Ilti-Eng - | 71         | Last       | 0 Days-     | 44    |
| GLIDER  |                         | MC           | liti-Eng -               | 17         |            |             |       |
| Instrument Rating(s) - AIRPLANE                           |                         |              |                          |            |            |             |       |
|   |                         |              |                          |            |            |             |       |
| E PILOT WAS HAVING DIFFICULTY CONTROLLING                 | THE GLIDER DURING THE 1 | OW AND RELEA | SED PREMATU              | RELY. THE  | DESTINATIO | ON WAS 12   |       |
| 14 MILES AWAY WITH 10-15 KT HEADWINDS. N                  |                         |              |                          |            |            |             |       |
| R A FORCED LANDING BECAUSE LOCAL FIELDS N                 |                         |              |                          |            |            |             |       |
| AD AND THE GLIDER PILOT DIVERTED TO A NEW                 |                         |              |                          |            |            |             |       |
| THE GLIDER.   |                         |              |                          |            |            |             |       |
|   |                         |              |                          |            |            |             |       |

| File No 12   | 04 5/20/82                       | WARREN, MN                        | A/C Reg.           | No. N99805       | Time (Lc1) - 1420 CDT |
|--|----------------------------------|-----------------------------------|--------------------|------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                  |                                  |                                   |                    |                  |                       |
| Finding(s) 1. ELEVATOR - MISU 2. PROCEDURES/DIRE     |                                  | COMMAND<br>RE - PILOT IN COMMAND  |                    | ·<br>·           |                       |
| Occurrence #2<br>Phase of Operation                  | FORCED LANDING<br>LANDING - FLAR |                                   |                    |                  |                       |
| Finding(s) 3. IN-FLIGHT PLANN                        | ING/DECISION - I                 | MPROPER - PILOT IN COM            |                    |                  |                       |
| Occurrence #3<br>Phase of Operation                  |                                  | ISION WITH TERRAIN<br>E/TOUCHDOWN |                    |                  |                       |
| Finding(s)<br>4. TERRAIN CONDITI<br>5. PLANNED APPRO |                                  | - PILOT IN COMMAND                |                    |                  |                       |
| Probable Cause                                       |                                  |                                   |                    |                  |                       |
| The National Transpois/are finding(s) 2,             |                                  | oard determines that t            | he Probable Cause( | s) of this accid | dent                  |
| Factor(s) relating t                                 | o this accident                  | is/are finding(s) 1,4             |                    |                  |                       |

| File No 1219 5/23/82  | STAPLES, MN                   | A/C Reg. No. N3  | 1765<br>     | т<br>      | ime (Lc1)               | - 1210   | CDT<br>     |
|---|-------------------------------|--|--------------|------------|-------------------------|----------|-------------|
| Basic Information Type Operating Certificate-NONE (0                          | ENERAL AVIATION)              | Aircraft Damage  |              |            |                         | uries    |             |
|   |                               | _SUBSTANTIAL   | _            | Fata1      | -                       |          |             |
| Type of Operation -OTHER Flight Conducted Under -14 CFR                       | 0.4                           | Fire<br>NONE   | Crew<br>Pass | 0<br>1     | 1                       | 0        | _           |
| Accident Occurred During -MANEUVE   | RING                          | NONE   | Pass         | '          | U                       | . 0      | U           |
| Aircraft Information  |                               |  |              |            |                         |          |             |
| Make/Model - AERONCA 65-TF  |                               | lodel - FRANKLIN 4AC                                   |              |            |                         |          | ed - NO -N, |
| Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 4150                         |                               | gines - 1<br>De - RECIPROCATIN                         |              |            | Warning                 |          |             |
| No. of Seats - 2  | Rated Powe                    |  | G CARBORE    |            | iei kadai               |          |             |
| Environment/Operations Information-   |                               |  |              |            |                         |          |             |
| Weather Data  | Itinerary                     | Dalani   |              | Airport    | Proximity<br>RPORT/STR: |          |             |
| Wx Briefing - NO RECORD OF BRI Method - N/A                                   | EFING Last Depart             |  |              | UFF AT     | RPURI/SIR.              | l P      |             |
| Completeness - N/A  | Destination                   |  | ,            | Airport Da | ata                     |          |             |
| Basic Weather - VMC   | LOCAL                         |  | ·            | po         |                         |          |             |
| Wind Dir/Speed- 009/009 KTS   |                               |  |              |            | Ident                   |          |             |
| Visibility - 20.0 SM  | ATC/Airspace                  |  |              |            | Lth/Wid                 |          |             |
| Cloud Conditions(1st) - 250 F1<br>Cloud Conditions(2nd) - NONE                | SCATTERED Type of Fli         | ight Plan - NONE                                       |              | Runway     | Surface                 |          |             |
| Obstructions to Vision- NONE  | Type of Cie                   | ight Plan - NONE<br>earance - NONE<br>ach Flown - NONE |              | Runway     | Status                  | IN/ A    |             |
| Precipitation - NONE  | Type Applica                  | ich i rown i italie                                    |              |            |                         |          |             |
| Condition of Light - DAYLIGH  |                               |  |              |            |                         |          |             |
| Personnel Information   | 4                             | Medical C  |              | - VALTO    | MEDICAL -               | IO WATVE | DC /L TMIT  |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                                  | Age - 41<br>Biennial Flight F | Medical C<br>Review                                    |              | t Time (H  |                         | NO WAIVE | K3/LIMII    |
| PRIVATE   | Current                       | - YES Total  |              | 239        | Last:                   | 24 Hrs - | UNK/NR      |
| SE LAND   | Months Since                  | - YES Total<br>- 7 Make/<br>e - UNK/NR Instr           | Mode 1 -     | 200        | Last :                  | 30 Days- | UNK/NR      |
|   | Aircraft Type                 | e - UNK/NR Instr                                       | ument-       | 29         | Last                    | 90 Days- | UNK/NR      |
| Instrument Rating(s) - NONE   |                               |  |              |            |                         |          |             |
|   |                               |  |              |            |                         |          |             |
| Narrative   | THER IN CEARCH OF A DOC       | NUMBER MARK LIE MARE A                                 | CTEED DI     | CUT TURN   | AND THE                 |          |             |
| PILOT WAS MAKING LOW PASSES OVER A F<br>CRAFT STALLED, DOVE INTO TREES AND IM |                               |  |              |            |                         | )        |             |
| N REMOVED AND THAT THE AIRCRAFT HAD D   |                               |  |              |            | C COOK TIA              | -        |             |
|   |                               |  |              |            |                         |          |             |

| File No 12  | 19 5/23/82 STAPLES,MN                         | A/C Reg. No. N31765                   | Time (Lc1) - 1210 CDT |
|---|---|---------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                         | LOSS OF CONTROL - IN FLIGHT<br>MANEUVERING    |                                       | · ·                   |
| <ol> <li>DOOR, EXTERIOR C</li> <li>MANEUVER - EX</li> </ol> | RFORMED - PILOT IN COMMAND                    |                                       | ·                     |
| Occurrence #2<br>Phase of Operation                         | IN FLIGHT COLLISION WITH OBJECT MANEUVERING   |                                       |                       |
| Finding(s) 6. OBJECT - TREE(S                               | )   |                                       |                       |
| Occurrence #3<br>Phase of Operation                         | IN FLIGHT COLLISION WITH TERRAIN MANEUVERING  |                                       |                       |
| Finding(s) 7. TERRAIN CONDITI                               |   |                                       |                       |
| Probable Cause  |   |                                       |                       |
| The National Transpois/are finding(s) 2,                    | rtation Safety Board determines that t<br>4,5 | he Probable Cause(s) of this accident | t                     |
| Factor(s) relating t  | o this accident is/are finding(s) 1,3,        | 6,7                                   |                       |

| File No 1273 6/08/82 CAMBR   | A/C Reg. No. N                        | Time (Lc1) - 1800 CDT  |             |                              |            |                |         |  |  |
|--|---------------------------------------|--|-------------|------------------------------|------------|----------------|---------|--|--|
| Basic Information Type Operating Certificate-NONE (GENERA              |                                       |  |             | Injuries                     |            |                |         |  |  |
|  |                                       | DESTROYED  |             | Fatal                        | Serious    |                | None    |  |  |
| Type of Operation -INSTRUCTIONA  | L - SOLO                              | Fire   | Crew        | 0                            | 0          | 1              | 0       |  |  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING |                                       | NONE   | Pass        | 0                            | 0          | 0              | 0       |  |  |
| Aircraft Information   |                                       |  |             |                              |            |                |         |  |  |
| Make/Model - CESSNA 150  |                                       | e/Mode1 - CONTINENTAL  |             |                              |            |                |         |  |  |
| Landing Gear - TRICYCLE-FIXED  |                                       |  | nes - 1     |                              |            |                |         |  |  |
| Max Gross Wt - 1600<br>No. of Seats - 2                                | Engine<br>Rated Po                    | Type - RECIPROCATI<br>ower - 100 HP  | NG-CARBURET | OR Weat                      | her Radar  | - NO           |         |  |  |
| Environment/Operations Information                                     |                                       |  |             |                              |            |                |         |  |  |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING                       | Itinerary                             | antima Daint   |             | Airport Proximity ON AIRPORT |            |                |         |  |  |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A                       | · ·                                   | Last Departure Point<br>CAMBRIDGE.MN   |             |                              | PURI       |                |         |  |  |
| Completeness - N/A   |                                       |  |             | inpant D                     | 2+2        |                |         |  |  |
| Basic Weather - VMC  | Destination<br>LOCAL                  |  |             | Airport Data CAMBRIDGE       |            |                |         |  |  |
| Wind Dir/Speed- 340/007 KTS  | LOCAL                                 |  |             |                              |            | - 34           |         |  |  |
| Visibility - 15.0 SM   | ATC/Airspac                           | ce   |             |                              | Lth/Wid    |                | 100     |  |  |
| Cloud Conditions(1st) - NONE   |                                       | Flight Plan - NONE   |             |                              | Surface    |                | .00     |  |  |
| Cloud Conditions(2nd) - NONE   |                                       | Clearance - NONE   |             |                              | Status     |                |         |  |  |
| Obstructions to Vision- NONE   |                                       | oach Flown - VISUAL  | STRAIGHT-IN |                              | •          | <del>-</del> , |         |  |  |
| Precipitation - NONE   | <b>7</b> 1                            |  |             |                              |            |                |         |  |  |
| Condition of Light - DAYLIGHT  |                                       |  |             |                              |            |                |         |  |  |
| Personnel Information  | 4.77                                  | M-dia-1  | 0+:6:+-     | VAL TO                       | MEDICAL    | D WATVEDO      | /L TMTT |  |  |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                           | Age - 24                              | ge - 24 Medical Certificate - VALID MEDICAL-NO WAIVERS/Li<br>iennial Flight Review Flight Time (Hours) |             |                              |            |                | / LIMII |  |  |
| STUDENT  | Current                               | - N/A Tota   |             | •                            |            | 4 Hrs -        | 2       |  |  |
| STODEM   | Months Sin                            |  | /Model-     | 11                           |            | O Days-        | 2       |  |  |
|  | Aircraft T                            | vpe - N/A Inst   | rument-     |                              |            | O Days-        | 7       |  |  |
|  |                                       | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  |             | ŭ                            |            | ,-             | •       |  |  |
| Instrument Rating(s) - NONE  | · · · · · · · · · · · · · · · · · · · |  | 6.          |                              |            |                |         |  |  |
| Narrative  |                                       |  |             |                              |            |                |         |  |  |
| HIS FIRST SOLO FLIGHT THE STUDENT PILOT ST                             | ATED HE PANICKE                       | AT AROUT 400 FEET A  | GL AND DECT | DED TO I                     | AND IN A P | IOWED          |         |  |  |
| ELD. DURING THE LANDED SEQUENCE THE AIRCRAF                            |                                       | A. ABOUT 400 FEET A  | GE AND DEGI | 525 10 E                     | ALL IN A F | 20,120         |         |  |  |
| TEST SENTENCE THE ENGLES SEQUENCE THE ATRONAL                          |                                       |  |             |                              |            |                |         |  |  |

File No. - 1273 6/08/82 CAMBRIDGE.MN A/C Reg. No. N714HY Time (Lc1) - 1800 CDT Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. JUDGEMENT - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, UNDER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPRENHENSION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, EMOTIONAL REACTION - PILOT IN COMMAND IMPROPER DECISION, PANIC - PILOT IN COMMAND \_\_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - SOFT 8. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5,6,8$ Factor(s) relating to this accident is/are finding(s) 7

| File No 1309 6/14/82 GREEN  | BUSH,MN  | A/C Reg. No. N487OR   |   |   | Time (Lc1) - 0815 CDT                           |                               |                |  |  |
|---|--|---|---|---|---|-------------------------------|----------------|--|--|
| Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF  |  | Aircraft Da<br>SUBSTANTIA<br>Fire<br>NONE                       |   | Fatal<br>O<br>O   | Inju<br>Serious<br>O<br>O                       |                               | None<br>1<br>O |  |  |
| Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1  | •  | odel - CONTIN<br>ines - 1<br>e - RECIP                          | ENTAL IO-520-D-<br>- FUEL INJECTED<br>HP                              | 23 ELT<br>Stal  |   | System - \                    |                |  |  |
| 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 - 15.0 SM  Cloud Conditions(1st) - 20000 FT SCAT  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT | SAME AS A<br>Destination<br>LOCAL<br>ATC/Airspace<br>TERED Type of Fli<br>Type of Cle                    | CC/INC  | NE<br>NE  | OFF AI<br>Airport E<br>GREENE<br>Runway<br>Runway<br>Runway | BUSH  | - 12<br>- 2650/<br>- GRASS/TU |                |  |  |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  | Age - 35<br>Biennial Flight R<br>Current<br>Months Since<br>Aircraft Type                                | eview<br>- YFS  | ical Certificat<br>Fligh<br>Total -<br>Make/Model-<br>Instrument-     | t Time (F<br>5180<br>120                                    | lours)<br>Last 2<br>Last 3                      | 4 Hrs -                       | 5<br>NK/NR     |  |  |
| Instrument Rating(s) - AIRPLANE   |  |   |   |   |   |                               |                |  |  |
| THE AIRCRAFT CRASHED DURING TAKEOFF FROM A GRELEVATION WAS 1070 FT, THE WIND WAS CALM, AND (20 DEGREE) CONFIGURATION WAS USED FOR TAKEOFFOR RESTRICTD CATEGORY AG TRUCKS WITH DISPERSESTIMATED TO BE 291 LBS OVER THE MAXIMUM LIMITAS HE NEARED THE END OF THE RUNWAY, HE DUMPED DITCH ABOUT 50 YDS BEYOND THE END OF THE RUNWAY                  | THE TEMPERATURE A<br>F. HOWEVER, THE CH<br>AL EQUIPMENT INSTA<br>T. THE PILOT REPOR<br>THE LOAD. HOWEVER | ND DEW POINT<br>ECK LIST RECO<br>LLED. THE GRO<br>TED THAT AFTE | WERE 62 AND 50<br>MMENED 5 TO 10<br>SS WEIGHT OF TH<br>R LIFT-OFF THE | DEGREES.<br>DEGREES C<br>E AIRCRAF<br>PLANE BEG             | A FULL FLA<br>OF FLAPS<br>FT WAS<br>GAN TO SETT |                               |                |  |  |

File No. - 1309

6/14/82

GREENBUSH, MN

A/C Reg. No. N4870R

Time (Lc1) - 0815 CDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. AIRCRAFT WEIGHT AND BALANCE IMPROPER PILOT IN COMMAND
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. LOWERING OF FLAPS IMPROPER PILOT IN COMMAND
- 4. TERRAIN CONDITION HIGH VEGETATION
- 5. AIRSPEED NOT OBTAINED PILOT IN COMMAND
- 6. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 7. TERRAIN CONDITION DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.5.6

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

| Basic Information  |                            |                       |                          |                 | _                          |                      |        |
|--|----------------------------|-----------------------|--------------------------|-----------------|----------------------------|----------------------|--------|
| Type Operating Certificate-NONE (GENE  | RAL AVIATION)              | Aircraft Damage       |                          | Fa+-1           |                            | uries<br>Minan       | Mana   |
| Type of Openation - INSTRUCTION  | NAL - CHECK                | SUBSTANTIAL           | C==::                    | Fatal<br>O      | Serious<br>O               | Minor<br>O           | None   |
| Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91                    | NAL - CHECK                | Fire<br>ON GROUND     | Crew<br>Pass             | 0               | 0                          | 0                    | 2<br>0 |
| Accident Occurred During -LANDING  |                            | UN GRUUNU             | ra55                     | O               | O                          | O                    | U      |
| ·Aircraft Information  |                            |                       |                          |                 |                            |                      |        |
| Make/Model - BALLOON WORKS FIRFLY  |                            | /Model -              |                          |                 |                            | /Activated -         |        |
| Landing Gear - UNK/NR  |                            | ngines - 1            |                          |                 |                            | System - NC          | )      |
| Max Gross Wt - 1660  | Engine 1                   |                       |                          | Weat            | her Radar                  | - NO                 |        |
| No. of Seats - O   | Rated Po                   | wer - UNK/NR          |                          |                 |                            |                      |        |
| Environment/Operations Information   | <b>*1</b> *                |                       |                          | • • • • • •     | D                          |                      |        |
| Weather Data   | Itinerary                  | ntuna Dairt           |                          | •               | Proximity                  |                      |        |
| Wx Briefing - FSS Method - TELEPHONE   | •                          | rture Point           |                          | UFF AI          | RPORT/STR                  | IP                   |        |
| Completeness - FULL  | EUREKA,<br>Destinatio      |                       |                          | Airport D       | 12+2                       |                      |        |
| Basic Weather - VMC  | LOCAL                      | П                     | ,                        | triport u       | ala                        |                      |        |
| Wind Dir/Speed- 250/008 KTS  | EOCAL                      |                       |                          | Runway          | Ident                      | - UNK/NR             |        |
| Visibility - 8.0 SM  | ATC/Airspac                | e                     |                          |                 | Lth/Wid                    | •                    |        |
| Cloud Conditions(1st) - NONE   | ·                          | light Plan - NONE     |                          |                 |                            | - GRASS/TUR          | ?F     |
| Cloud Conditions(2nd) - NONE   |                            | learance - NONE       |                          |                 |                            | - DRY                |        |
| Obstructions to Vision- NONE   |                            | oach Flown - VISUAL   | STRAIGHT-IN              |                 |                            |                      |        |
| Precipitation - NONE   |                            |                       |                          |                 |                            |                      |        |
| Condition of Light - DAYLIGHT  |                            |                       |                          |                 |                            |                      |        |
| Personnel Information  |                            | ***                   | 01/61                    | . No to         | DICAL                      |                      |        |
| Pilot-In-Command   | Age - 30                   |                       | Certificate              |                 |                            |                      |        |
| Certificate(s)/Rating(s)<br>STUDENT  | Biennial Flight<br>Current |                       | _                        | : Time (F<br>15 | 1 1                        | 24 Hrs -             | 1      |
| STUDENT  | Months Sind                | •                     | aı -<br>e/Model-         | 15              | Last :                     | 24 HI'S -            | 3      |
|  | Aircraft Ty                |                       | e/Model-<br>trument- UNA | (/NR            | Last :<br>Last :<br>Last : | 30 Days-<br>90 Days- | 4      |
|  | AllClaft Ty                | pe N/A IIIS           | ci dillette divi         | N/ INC          | cast.                      | JO Days              | 7      |
| FREE BALLOON<br>Instrument Rating(s) - NONE  |                            |                       |                          |                 |                            |                      |        |
| ·Narrative   |                            |                       |                          |                 |                            |                      |        |
| STUDENT PILOT WAS DEMONSTRATING HIS ABI  | LITY TO MAKE 3 LAN         | DINGS TO MEET THE FI  | LIGHT REQUIF             | REMENTS F       | OR A                       |                      |        |
| /ATE PILOT RATING. THE FIRST 2 LANDING W   |                            |                       |                          |                 |                            |                      |        |
| VELOCITY WAS ENCOUNTERED. FOR THE THIR   |                            |                       |                          |                 |                            |                      |        |
| A HIGH VOLTAGE POWER LINE. ACCORDING TO  |                            |                       |                          |                 |                            |                      |        |
| CH COLLAPSED THE SIDE OF THE ENVELOPE, A   |                            |                       |                          |                 |                            |                      |        |
| ROACH WAS ESTABLISHED. THE STUDENT TRIED   |                            |                       |                          |                 |                            |                      |        |
| LLARY BURNERS. BUT WHILE STILL DESCENDI<br>DIATE LANDING. HOWEVER, THE ENVELOPE DR |                            |                       |                          |                 |                            | N FOR AN             |        |
|  | ADED OVER THE LINE         | C AND CTARTER BURNITA | NO WHEN THE              | I TRIEC AD      | CED                        |                      |        |

File No. - 1326 6/20/82 BALLWIN, MO A/C Reg. No. N1506A Time (Lc1) - 0845 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - DOWNDRAFT Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - WIRE, TRANSMISSION ----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 1277 7  | //24/82<br> | NEAR WRIGHT CITY, MO        | A/C Reg. No.                  | N49789                   | Time (Lc1) - 1737 CDT |                 |            |          |
|---|-------------|-----------------------------|-------------------------------|--------------------------|-----------------------|-----------------|------------|----------|
| Basic Information<br>Type Operating Certifica   | +o-NONE (C  | CNEDAL AVIATION             | Airenest Demos                |                          |                       | Tmáir           | n:         |          |
| Type operating centifica  | ITE-NUNE (G | ENERAL AVIATION)            | Aircraft Damag<br>SUBSTANTIAL |                          | Fatal                 | Inju<br>Serious |            | None     |
| Type of Operation   | -PERSONA    | 1                           | Fire                          | Crew                     | 0                     |                 | 0          | 1        |
| Flight Conducted Under  |             |                             | NONE                          | Pass                     | Ô                     | 0               | 0          | Ċ        |
| Accident Occurred During  | -LANDING    | i i                         |                               |                          | J                     | J               | Ü          | Ü        |
| Aircraft Information  |             |                             |                               |                          |                       |                 |            |          |
| Make/Model ~ CESSNA 1   |             |                             | /Model - LYCOMING             |                          |                       | Installed/      | Activated  | - YES/YI |
| Landing Gear - TRICYCLE   | -FIXED      | Number E                    | ngines - 1                    |                          | Stal                  |                 | System - Y | 'ES      |
| Max Gross Wt - 1670   |             |                             | ype - RECIPROCA               |                          | R Weat                | her Radar       | - NO       |          |
| No. of Seats - 2  |             | Rated Po                    | wer - 110 HP                  |                          |                       |                 |            |          |
| Environment/Operations Inf  | ormation    |                             |                               |                          |                       |                 |            |          |
| Weather Data  |             | Itinerary                   |                               | Α                        |                       | Proximity       |            |          |
| Wx Briefing - FSS   |             |                             | rture Point                   |                          | OFF AI                | RPORT/STRI      | Р          |          |
| Method - TELEPH   | IONE        | TRENTON                     | •                             |                          |                       |                 |            |          |
| Completeness - FULL   |             | Destinatio                  |                               | Αi                       | rport Da              | ata             |            |          |
| Basic Weather - VMC   |             | SPIRIT                      | OF ST. LOUIS,MO               |                          |                       |                 |            |          |
| Wind Dir/Speed- 030/00  |             | ,                           |                               |                          | Runway                | Ident           | - UNK/NR   |          |
| Visibility - 6.0  |             | ATC/Airspac                 |                               |                          |                       | Lth/Wid         |            |          |
| Cloud Conditions(1st)   | - 3800 FT   | SCATTERED Type of F         | light Plan - VFR              |                          |                       |                 | - GRASS/TU | IRF      |
| Cloud Conditions(2nd) Obstructions to Vision  | - NONE      | Type of C                   | learance - NONE               |                          | Runway                | Status          | - DRY      |          |
|   |             | Type Appr                   | oach Flown - NONE             |                          |                       |                 |            |          |
| Precipitation   | - NONE      |                             |                               |                          |                       |                 |            |          |
| Condition of Light  | - DAYLIGHT  |                             |                               |                          |                       |                 |            |          |
| Personnel Information<br>Pilot-In-Command   |             | 4                           |                               |                          | V41.7D                | MEDICAL N       | o waturdo/ | '        |
| Certificate(s)/Rating(s   | . )         | Age - 24<br>Biennial Flight |                               | ıl Certificate<br>Flight |                       |                 | U WAIVERS/ | CIMII    |
| STUDENT   | • )         | Current                     |                               | otal -                   |                       |                 | 4 Unc -    | 4        |
| STODENT   |             | Months Sinc                 |                               | ke/Model-                |                       |                 |            | 10       |
|   |             | Aircraft Ty                 | e - N/A Ma                    | strument- UNK/I          |                       | Last 9          | O Days     | 28       |
|   |             | All Chart Ty                | pe - N/A II                   | is traillerit - divk/i   | NK.                   | Last 5          | O Days     | 28       |
| Instrument Rating(s)  | - NONE      |                             |                               |                          |                       |                 |            |          |
|   |             |                             |                               |                          |                       |                 |            |          |
| Narrative<br>E STUDENT PILOT WAS ON A SOL<br>RING THE RETURN FLIGHT THE A<br>CIDENT EXAMINATION OF THE AI | IRCRAFT'S   | ENGINE QUIT. DURING T       | HE FORCED LANDING             | THE AIRCRAFT C           | OLLIDED               | WITH TREE       | S. POST    |          |

| File No 12                               | 77 7/24/82 NEAR WRIGHT CITY,MO   | A/C Reg. No. N49789            | Time (Lcl) - 1737 CDT                 |
|--|--|--------------------------------|---------------------------------------|
| Occurrence #1<br>Phase of Operation      | LOSS OF POWER(TOTAL) - NON-MECHANICAL<br>CRUISE - NORMAL                         |                                |                                       |
| 3. IN-FLIGHT PLANN                       | HAUSTION<br>MPROPER - PILOT IN COMMAND<br>ING/DECISION - POOR - PILOT IN COMMAND |                                |                                       |
| Occurrence #2<br>Phase of Operation      | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN                                      |                                |                                       |
| Occurrence #3 Phase of Operation         |  |                                |                                       |
|  | N POINT - MISJUDGED - PILOT IN COMMAND   |                                | · · · · · · · · · · · · · · · · · · · |
| Occurrence #4<br>Phase of Operation      | ON GROUND COLLISION WITH OBJECT LANDING - ROLL                                   |                                |                                       |
| Finding(s) 5. OBJECT - TREE(S            | )  |                                |                                       |
| Probable Cause                           |  | ·                              |                                       |
| The National Transpois/are finding(s) 2, | rtation Safety Board determines that the P<br>3,4                                | robable Cause(s) of this accid | ent                                   |
| Factor(s) relating t                     | o this accident is/are finding(s) 1,5  |                                |                                       |

| -Basic Information                         |                       |                   |            |           |           |             |         |
|--|-----------------------|-------------------|------------|-----------|-----------|-------------|---------|
| Type Operating Certificate-NONE (GENERAL   | _ AVIATION) A         | ircraft Damage    |            |           | Inj       | uries       |         |
|  |                       | SUBSTANTIAL       |            | Fatal     | Serious   | Minor       | None    |
| Type of Operation -PERSONAL                | F                     | ire               | Crew       | ©<br>© 0  | 0         | 0           | 1       |
| Flight Conducted Under -14 CFR 91          |                       | NONE              | Pass       | · O       | 0         | 0           | 2       |
| Accident Occurred During -LANDING          |                       |                   |            |           |           |             |         |
| -Aircraft Information                      |                       |                   |            |           |           |             |         |
| Make/Model - PIPER PA-28-151               | Eng Make/Mode         | el - LYCOMING D~3 | 20-E3D     | ELT       | Installed | /Activated  | - YES/Y |
| Landing Gear - TRICYCLE-FIXED              | Number Engine         | s - 1             |            | Stal      | 1 Warning | System - Y  | ES      |
| Max Gross Wt - 2325                        | Engine Type           | - RECIPROCATIN    | IG-CARBURE | TOR Weat  | her Radar | - NO        |         |
| No. of Seats - 4                           | Rated Power           | - 150 HP          |            |           |           |             |         |
| -Environment/Operations Information        |                       |                   |            |           |           |             |         |
| Weather Data                               | Itinerary             |                   |            | Airport   | Proximity |             |         |
| Wx Briefing - NO RECORD OF BRIEFING        | Last Departure        | Point             |            | ON AIR    | PORT      |             |         |
| Method - N/A                               | HELENA, MT            |                   |            |           |           |             |         |
| Completeness - N/A                         | Destination           |                   | Į.         | Airport D |           |             |         |
| Basic Weather - VMC                        | JACKSON,MT            |                   |            | HIRSHY    |           |             |         |
| Wind Dir/Speed- UNK/NR                     |                       |                   |            |           | Ident     |             |         |
| Visibility - 50.0 SM                       | ATC/Airspace          |                   |            |           |           | - 4000/     |         |
| Cloud Conditions(1st) - NONE               | Type of Flight        |                   |            |           |           | - GRASS/TU  | RF      |
| Cloud Conditions(2nd) - NONE               | Type of Cleara        |                   |            |           | Status    | - DRY       |         |
| Obstructions to Vision- NONE               | Type Approach         | Flown - VISUAL F  | ULL CIRCU  | ſΤ        |           |             |         |
| Precipitation - NONE                       |                       |                   |            |           |           |             |         |
| Condition of Light - DAYLIGHT              |                       |                   |            |           |           |             |         |
| -Personnel Information                     |                       |                   |            |           |           |             |         |
| Pilot-In-Command                           | Age - 38              |                   |            |           |           | NO WAIVERS/ | LIMIT   |
| Certificate(s)/Rating(s)                   | Biennial Flight Revi  |                   |            | t Time (H |           |             | _       |
| PRIVATE                                    |                       | UNK/NR Total      |            | 94        |           | 24 Hrs -    | 0       |
| SE LAND                                    | Months Since -        |                   | Model-     | 61        |           | 30 Days- UN |         |
|  | Aircraft Type -       | UNK/NR Instr      | ument-     | O         | Last      | 90 Days-    | 14      |
| Instrument Rating(s) - NONE                |                       |                   |            |           |           |             |         |
|  |                       |                   |            |           |           |             |         |
| -Narrative                                 |                       |                   |            |           |           |             |         |
| PILOT STATED THAT HE OVERSHOT THE RUNWAY   | BY BEING TOO HIGH AND | THAT IT WAS HIS   | INTENTION  | N TO GO A | ROUND FOR |             |         |
| ECOND PASS. HE FURTHER STATED THAT HIS AIR |                       |                   |            |           |           |             |         |
| ABLE TO CLIMB OUT OF THE VALLEY AT THE EN  | O OF THE RUNWAY. THE  | AIRCRAFT WAS FOR  | CED TO LAN | ND ON THE | FLAT SID  | E           |         |
| THE VALLEY.                                |                       |                   |            |           |           |             |         |

File No. - 1391 6/19/82 JACKSON,MT A/C Reg. No. N4346F Time (Lc1) - 0945 MDT

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

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. ALTITUDE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 4. TERRAIN CONDITION HIGH TERRAIN

----Probable Cause----

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

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

| File No 1328 6/21/82 N  | R RAPELJE,MT A/C Reg. No. N9228W Time (Lc1) - 0630 MDT                  |   |   |  |                                      |            |          |
|---|---|---|---|--|--------------------------------------|------------|----------|
| Basic Information Type Operating Certificate-NONE (GE)  | NERAL AVIATION)   | Aircraft (                                  | )amage  |  | Injur                                | ries       |          |
| , , , , , , , , , , , , , , , , , , ,   |   | SUBSTANT                                    |   | Fatal                                    | Serious                              | Minor      | None     |
| Type of Operation -CROP CON   | TROL RELATED FLIGHT   | Fire  | Cre   |  | 0                                    | 0          | 1        |
| Flight Conducted Under -14 CFR 1<br>Accident Occurred During -LANDING   |   | NONE  | Pas   | s 0                                      | Ō                                    | 0          | 0        |
| Aircraft Information  |   |   |   |  |                                      |            |          |
| Make/Model - WEATHERLY 2010   | Eng Make/   | Model - P&W                                 | R-985   | ELT                                      | Installed/A                          | Activated  | - NO -N/ |
| Landing Gear - TAILWHEEL-ALL FIXED  | Number En   | gines - 1                                   |   | Stal                                     | 1 Warning S                          | System - N | 10       |
| Max Gross Wt - 3500   | Engine Ty   | pe - RECII                                  | PROCATING-CARBU                                     | RETOR Weat                               | ther Radar -                         | - NO       |          |
| No. of Seats - 1  |   | er - 49                                     |   |  |                                      |            |          |
| Environment/Operations Information  |   |   |   |  |                                      |            |          |
| Weather Data  | Itinerary   |   |   |  | Proximity                            |            |          |
| Wx Briefing - NO RECORD OF BRIE  Method - N/A   | FING Last Depar<br>SAME AS  |   |   | OFF A                                    | RPORT/STRIF                          | •          |          |
| Completeness - N/A  | Destination   | •   |   | Airport [                                | )ata                                 |            |          |
| Basic Weather - VMC   | LOCAL   |   |   | •  | ROAD #306                            |            |          |
| Wind Dir/Speed- 090/003 KTS   | LOGAL   |   |   |  | -                                    | - 36       |          |
| Visibility - 20.0 SM  | ATC/Airspace  |   |   |  | Lth/Wid -                            |            | INK/NR   |
| Cloud Conditions(1st) - NONE  |   | ight Plan - I                               | NONE  |  | / Surface -                          |            |          |
| Cloud Conditions(2nd) - NONE  |   | earance - I                                 |   |  | / Status -                           |            |          |
| Obstructions to Vision- NONE  |   | ach Flown - I                               |   | Karway                                   | graras                               |            |          |
| Precipitation - NONE  | Type Applio   | 4011 1 10 1111                              |   |  |                                      |            |          |
| Condition of Light - DAYLIGHT   |   |   |   |  |                                      |            |          |
|   |   |   |   |  |                                      |            |          |
| Pilot-In-Command  | Age - 23  | Me  | edical Certific                                     | ate - VALID                              | MEDICAL-NO                           | WAIVERS/   | LIMIT    |
| Certificate(s)/Rating(s)  | Biennial Flight   |   |   | aht Time (F                              | Hours)                               |            |          |
| COMMERCIAL  | Current   |   | Total -   | 1058                                     | Last 24<br>Last 30                   | 4 Hrs -    | 1        |
| SE LAND   | Months Since  |   | Make/Mode1-   | 281                                      | Last 30                              | Days- UN   |          |
| SE EARL   | Aircraft Typ  |   |   |  | Last 90                              |            |          |
|   | 41101011111   | C Citity / Vit                              | Multi-Eng -   | 25                                       | 2001                                 | , ,,,,     | , ,      |
| Instrument Rating(s) - NONE   |   |   |   |  |                                      |            |          |
|   |   |   |   |  |                                      |            |          |
| Narrative ILE LANDING ON A COUNTY ROAD, THE PILOT RUCK A POLE. AN INVESTIGATION REVEALED STER CYLINDER HAD FAILED AND HYDRAULIC IS S HARD AND NON-FLEXIBLE. ACCORDING TO R LY RECORDED MAINTENANCE ON THE BRAKES (SEREPLACED. | THAT AN O-RING, PN 10<br>FLUID WAS LOST. THE B<br>ECORDS, THE CLEVELAND | 1-00500, ON<br>ROKEN O-RING<br>BRAKES HAD I | THE PARKING BRA<br>WAS NO LONGER<br>BEEN MANUFACTUR | KE VALVE IN<br>SOFT AND PL<br>ED IN JUNE | THE RIGHT<br>IABLE, BUT<br>1977. THE |            |          |
|   |   |   |   |  |                                      |            |          |

File No. - 1328 6/21/82 A/C Reg. No. N9228W Time (Lc1) - 0630 MDT NEAR RAPELJE, MT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. HYDRAULIC SYSTEM, SEAL - BRITTLE FRACTURE 2. FLUID, HYDRAULIC - LEAK 3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) , 6. OBJECT - UTILITY POLE ----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) 6

| File No 1399 6/22/82 CAMERO  | DN,MT A/C Re   | g. No. N3901T   | Τi                                   | me (Lc1)                            | - 1000 MDT        |            |
|--|--|---|--------------------------------------|-------------------------------------|-------------------|------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL  | _ AVIATION) Aircraft DESTROY   |   | Fatal                                | Inju<br>Serious                     |                   | None       |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING  | Fire<br>NONE   | Crew<br>Pass  | 0                                    | 1<br>2                              | O<br>1            | 0          |
| Aircraft Information   |  |   |                                      |                                     |                   |            |
| Make/Model - PIPER PA-28-R-180<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2500   |  | IP - FUEL INJECTED  | Stall                                | nstalled/<br>Warning :<br>her Radar | System - U        |            |
| No. of Seats - 4   | Rated Power -  | 180 HP  |                                      |                                     |                   |            |
| Environment/Operations Information   |  |   |                                      |                                     |                   |            |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A  | Itinerary<br>Last Departure Point<br>ENNIS,MT  |   | Airport P<br>OFF AIR                 | PORT/STRI                           | •                 |            |
| Completeness - N/A<br>Basic Weather - VMC  | Destination<br>LOCAL   | ,   | Airport Da                           | ita                                 |                   |            |
| Wind Dir/Speed- UNK/NR   |  |   | Runway                               |                                     | - N/A             |            |
| Visibility - 45.0 SM   | ATC/Airspace   |   | Lth/Wid                              | * .                                 |                   |            |
| Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE  | Type of Flight Plan -<br>Type of Clearance -<br>Type Approach Flown -                      | NONE  |                                      |                                     | - N/A<br>- N/A    |            |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT  |  |   |                                      |                                     |                   |            |
|  |  |   |                                      |                                     |                   |            |
| Pilot-In-Command<br>Certificate(s)/Rating(s)   | Age - 47<br>Biennial Flight Review   | Medical Certificate<br>Fligh                                    | e - VALID<br>t Time (Ho              |                                     | D WAIVERS/        | LIMIT      |
| PRIVATE  | Current - YES  | Total -   | 273                                  | Last 2                              |                   | 2          |
| SE LAND  | Months Since - UNK/NR  |   | 217<br>60                            |                                     | Days- UN<br>Days- | K/NR<br>49 |
|  | Aircraft Type - UNK/NR   | Instrument-<br>Multi-Eng - UN                                   | - •                                  | Last 90                             | J Days-           | 49         |
| Instrument Rating(s) - AIRPLANE  |  |   |                                      |                                     |                   |            |
| Narrative E PILOT REPORTED THAT HE ENCOUNTERED A DOWNE<br>AR MOUNTAINS. HE REPORTED A LOSS OF AIRSPEED<br>ABOUT THAT TIME, THE GEAR EXTENDED AUTOMATI<br>ERGENCY OVERRIDE WAS ACTUATED; HOWEVER, THE<br>EA. THE ELEVATION OF THE CRASH SITE WAS ABOUTENHEIT. | O AND ALTITUDE WHEN THE AIRC<br>ICALLY. A TURN WAS MADE OVER<br>AIRCRAFT CONTINUED TO LOSE | RAFT WAS ABOUT 1000<br>A LESSER RISE AND<br>AIRSPEED AND CRASHI | O FT FROM<br>THE LANDI<br>ED INTO TR | THE CREST<br>NG GEAR<br>REES IN A   | ₩OODED            |            |

File No. - 1399 6/22/82 CAMERON,MT A/C Reg. No. N3901T Time (Lc1) - 1000 MDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

ion MANEUVERING - TURN TO REVERSE DIRECTION

#### Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED MISJUDGED PILOT IN COMMAND
- 4. ALTITUDE MISJUDGED PILOT IN COMMAND
- 5. WEATHER CONDITION DOWNDRAFT
- 6. TERRAIN CONDITION RISING
- 7. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 8. OBJECT TREE(S)

----Probable Cause----

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

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

| Basic Information Type Operating Certificate-NONE (GENER)  | AL AVIATION) Ai         | rcraft Damage   |           |                | Injur       | `i <b>e</b> s |       |
|--|-------------------------|-----------------|-----------|----------------|-------------|---------------|-------|
| ,,   |                         | UBSTANTIAL      |           | Fat <b>a</b> l | -           |               | None  |
| Type of Operation -PERSONAL  | Fi                      | re              | Crew      | 0              | 0           | 0             | 1     |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | N                       | ONE             | Pass      | 0              | 0           | 0             | 3     |
| Accident occurred buring -Landing  |                         |                 |           |                |             |               |       |
| -Aircraft Information  |                         |                 |           |                |             |               |       |
| Make/Model - MOONEY M20J   |                         | - LYCOMING IO-  | 360-A3B6D |                | Installed/A |               |       |
| Landing Gear - TRICYCLE-RETRACTABLE  | Number Engines          |                 | *******   |                | 1 Warning S |               | ES    |
| Max Gross Wt - 2740  |                         | - RECIP - FUEL  | INJECTED  | Weat           | her Radar - | NO            |       |
| No. of Seats - 4   | Rated Power             |                 |           |                |             |               |       |
| Environment/Operations Information   | •                       |                 |           |                |             |               |       |
| Weather Data   | Itinerary               |                 |           |                | Proximity   |               |       |
| ·Wx Briefing - UNK/NR  | Last Departure          |                 |           | ON AIR         | PORT        |               |       |
| Method - TELEVISION  | FAYETTEVILLE,           | NC              |           |                | •           |               |       |
| Completeness - UNK/NR  | Destination             |                 |           | Airport D      |             |               |       |
| Basic Weather - VMC  | SWAN QUARTER,           | NC              |           |                | E AIRSTRIP  |               |       |
| Wind Dir/Speed- 225/012 KTS  |                         |                 |           |                |             | . 27          |       |
| Visibility - 7.0 SM  | ATC/Airspace            |                 |           |                | Lth/Wid -   |               |       |
| Cloud Conditions(1st) - NONE   | Type of Flight          |                 |           |                | Surface -   |               | RF    |
| Cloud Conditions(2nd) - NONE   | Type of Clearan         |                 |           |                | Status -    | - DRY         |       |
| Obstructions to Vision- NONE   | Type Approach F         | lown - VISUAL F | ULL CIRCU | IT             |             |               |       |
| Precipitation - NONE   |                         |                 |           |                |             |               |       |
| Condition of Light - DAYLIGHT  |                         |                 |           |                |             | . <b></b>     |       |
| Personnel Information  |                         |                 |           |                |             |               |       |
| Pilot-In-Command   | Age - 32                |                 |           |                | MEDICAL-NO  | ) WAIVERS/    | LIMIT |
| <pre>Certificate(s)/Rating(s)</pre>  | Biennial Flight Revie   |                 |           | t Time (F      |             |               |       |
| PRIVATE  | Current - Y             | ES Total        | -         |                | Last 24     |               | , 0   |
| SE LAND  | Months Since - 1        |                 |           | 252            | Last 30     | Days- UN      |       |
|  | Aircraft Type - U       |                 | ument-    | 574            | Last 90     | Days-         | 40    |
|  |                         | Multi           | -Eng -    | 10             | `           |               |       |
| Instrument Rating(s) - AIRPLANE  |                         |                 |           |                |             |               |       |
|  |                         |                 |           |                |             |               |       |
| -Narrative PILOT LANDED WITH AN EFFECTIVE CROSSWIND PS, THE AIRCRAFT BEGAN TO YAW TO THE LEFT SEQUENTLY, THE LEFT WING IMPACTED 8-FOOT I LAPSED. | . HE APPLIED RIGHT RUDD | ER AND STARTED  | TO GO ARO | UND, BUT       |             |               |       |

File No. - 1367 7/03/82 SWAN QUARTER, NC A/C Reg. No. N1140M Time (Lc1) - 1430 EDT 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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

| -Basic Information  |   | A/C Reg. No. N16867   |  |   | Time (Lc1) - 1225 CST      |      |  |
|---|---|---|--|---|----------------------------|------|--|
| Type Operating Certificate-NONE (GENERAL  | _ AVIATION) Aircraft<br>SUBSTAN   |   | Fatal  | Injuri<br>Serious                                     | es<br>Minor                | None |  |
| Type of Operation -OTHER Flight Conducted Under -14 CFR 133 Accident Occurred During -LANDING   | Fire<br>NONE  | Crew<br>Pass  | -  | 1<br>O  | 0<br>0                     | 0    |  |
| -Aircraft Information<br>Make/Model - BELL 206B III<br>Landing Gear - SKID<br>Max Gross Wt - 3200<br>No. of Seats - 5   |   | ISON 250C-20B<br>BOSHAFT<br>420 HP  | Stall  | nstalled/Ac<br>Warning Sy<br>er Radar -               | stem - NO                  |      |  |
| -Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Point WILLISTON,ND Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown | NONE  | Airport Da<br>Runway<br>Runway<br>Runway<br>Runway | PORT/STRIP<br>ta<br>Ident -<br>Lth/Wid -<br>Surface - |                            |      |  |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER  Instrument Rating(s) - AIRPLANE   | Age - 35<br>Biennial Flight Review<br>Current - UNK/NR<br>Months Since - UNK/NR<br>Aircraft Type - UNK/NR                             | Medical Certifica<br>Flig<br>Total -<br>Make/Model-<br>Instrument-<br>Multi-Eng - | ht Time (Ho<br>6538<br>2500<br>212                 |   | Hrs -<br>Days- UN<br>Days- | 5    |  |

| File No 12                                  | 95 3/07/82 TRENTON,ND                       | A/C Reg. No. N16867                   | Time (Lcl) - 1225 CST |
|---|---|---------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation         | LOSS OF POWER(PARTIAL) - MECH FA<br>HOVER   | ILURE/MALF                            |                       |
| Finding(s) 1. FUEL SYSTEM,NOZ               | ZLE - BLOCKED(PARTIAL)                      |                                       |                       |
| Occurrence #2<br>Phase of Operation         | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN |                                       |                       |
| Finding(s) 2. LOAD JETTISON -               | PERFORMED - PILOT IN COMMAND                |                                       |                       |
|   | HARD LANDING<br>LANDING - FLARE/TOUCHDOWN   |                                       |                       |
| Probable Cause                              |   | ·                                     |                       |
| The National Transpo<br>is/are finding(s) 1 | rtation Safety Board determines tha         | at the Probable Cause(s) of this acci | dent                  |
| Factor(s) relating t                        | o this accident is/are finding(s)           | <b>2</b>                              |                       |

| File No 1249 3/28/82   | DEVILS LAKE,ND             | A/C Reg. No. 1                      | N4709H        | т         | ime (Lc1) - | - 1500 CST     |         |
|--|----------------------------|-------------------------------------|---------------|-----------|-------------|----------------|---------|
| Basic Information Type Operating Certificate-NONE (G             | ENERAL AVIATION)           | Aircraft Damage                     |               |           | Injur       | ries           |         |
| ,                          | ,                          | SUBSTANTIAL                         |               | Fatal     | Serious     |                | None    |
| Type of Operation -PERSONA Flight Conducted Under -14 CFR        | L                          | Fire                                | Crew          | 0         | 1           | 0              | 0       |
|  |                            | NONE                                | Pass          | 0         | 1           | 0              | 0       |
| Accident Occurred During -MANEUVE                                | RING                       |                                     |               |           |             |                |         |
| Aircraft Information   |                            |                                     |               |           |             |                |         |
| Make/Model - PIPER PA-11   |                            | Model - CONTINENTAL                 |               | ELT       | Installed/A | Activated ·    | · YES/N |
| Landing Gear - TAILWHEEL-ALL FIXE                                |                            |                                     |               |           | 1 Warning 9 |                | )       |
| Max Gross Wt - 1220  |                            | pe - RECIPROCAT                     | ING-CARBURETO | R Weat    | her Radar - | - NO           |         |
| No. of Seats - 2   | Rated Pov                  | ver - 90 HP                         |               |           |             |                |         |
| Environment/Operations Information                               |                            |                                     |               |           |             |                |         |
| Weather Data   | Itinerary                  |                                     | ļ             |           | Proximity   | _              |         |
| Wx Briefing - NO RECORD OF BRI                                   | •                          | ture Point                          |               | OFF AI    | RPORT/STRIF | •              |         |
| Method - N/A   | DEVILS I                   | •                                   |               |           |             |                |         |
| Completeness - N/A   | Destination                | 1                                   | A 1           | irport D  | ata         | *              |         |
| Basic Weather - VMC  | LOCAL                      |                                     |               |           |             | /.             |         |
| Wind Dir/Speed- 220/004 KTS                                      | ATO / A 1                  |                                     |               |           |             | - N/A          |         |
| Visibility - 10.0 SM   | ATC/Airspace               |                                     |               |           | Lth/Wid -   |                |         |
| Cloud Conditions(1st) - 15000 FT                                 |                            |                                     |               |           | Surface -   | - N/A<br>- N/A |         |
| Cloud Conditions(2nd) - 25000 FT<br>Obstructions to Vision- NONE |                            | earance - NONE<br>bach Flown - NONE |               | Runway    | Status -    | N/A            |         |
|  | Type Appro                 | Dach Flown - NUNE                   |               |           |             |                |         |
| Precipitation - NONE Condition of Light - DAYLIGHT               |                            |                                     |               |           |             |                |         |
|  |                            |                                     |               |           |             |                |         |
| Personnel Information  | 4                          | Manda - 1                           | 0             | V41 TD    | MEDICAL NO  | NATVEDC/       | TMTT    |
| <pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>          | Age - 33                   |                                     | Certificate   | Time (H   |             | MAIVERS/       | TIMIL   |
| COMMERCIAL   | Biennial Flight<br>Current |                                     |               | 11111e (n | Last 24     | t Unc -        | 1       |
| SE LAND, SE SEA  |                            |                                     |               |           |             |                | 30      |
| SE LAND, SE SEA  | Months 311C                | e - 15 Make<br>oe - 182RG Ins       | e/Model-      | 80        | Last 90     | Days<br>Days-  | 30      |
|  | AllClait Ty                | Je 102KG 1115                       | ci diletti    | 30        | Last St     | Days           | 30      |
| Instrument Rating(s) - AIRPLA                                    | NE                         |                                     |               |           |             |                |         |
|  |                            |                                     |               |           |             |                |         |
| Narrative  |                            |                                     |               |           |             |                |         |
| E PILOT AND PASSENGER/PILOT WERE MAKIN                           |                            |                                     |               | OT REVE   | RSED DIRECT | IIONS AND      |         |
| E AIRCRAFT STALLED. THE PILOT STATED H                           | E WAS LOOKING AT THE (     | GROUND AND BECAME D                 | ISTRACTED.    |           |             |                |         |
|  |                            |                                     |               |           |             |                |         |

File No. - 1249 3/28/82 DEVILS LAKE, ND A/C Reg. No. N4709H Time (Lc1) - 1500 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 3. LOW PASS - INTENTIONAL - PILOT IN COMMAND 4. VMC - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 5. TERRAIN CONDITION - ICY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

| File No 1356 4/13/82 C                                | ROSBY,ND                      | A/C Reg.       | No. N7446V              | T                        | ime (Lc1) - | 1630 MS   | Г         |
|---|-------------------------------|----------------|-------------------------|--------------------------|-------------|-----------|-----------|
| Basic Information Type Operating Certificate-NONE (GE | NERAL AVIATION)               | Aircraft Da    | amage                   |                          | Injur       | ies       |           |
|   |                               | SUBSTANTI      | AL                      | Fatal                    | Serious     | Minor     | None      |
| Type of OperationBUSINESS                             |                               | Fire           | Crew                    | 0                        | 0           | 0         | 1         |
| Flight Conducted Under -14 CFR 9                      | 1                             | NONE           | Pass                    | 0                        | 0           | 0         | 1         |
| Accident Occurred During -LANDING                     |                               |                |                         |                          |             |           |           |
| Aircraft Information                                  |                               |                |                         |                          |             |           |           |
| Make/Model - MOONEY M2OF                              | Eng Make/M                    | lode1 - LYCOM  | ING 10-360-A1A          | ELT                      | Installed/A | ctivated  | - YES/YES |
| Landing Gear - TRICYCLE-RETRACTABL                    | E Number Eng                  | ines - 1       |                         | Stal                     | 1 Warning S | ystem - ` | YES       |
| Max Gross Wt - 2740                                   | Engine Typ                    | e - RECIP      | - FUEL INJECTE          | D Weat                   | her Radar - | NO        |           |
| No. of Seats - 4                                      | Rated Powe                    | r - 20         | O HP                    |                          |             |           |           |
| Environment/Operations Information                    | -                             |                |                         |                          |             |           |           |
| Weather Data  | Itinerary                     |                |                         | Airport                  | Proximity   |           |           |
| Wx Briefing - NO RECORD OF BRIE                       |                               | ure Point      |                         | ON AIR                   |             |           |           |
| Method - N/A  | MINOT.ND                      |                |                         |                          |             |           |           |
| Completeness - N/A                                    | Destination                   |                |                         | Airport D                | ata         |           |           |
| Basic Weather - VMC                                   | CROSBY, ND                    |                |                         | CROSBY                   | MUNICIPAL   |           |           |
| Wind Dir/Speed- 225/008 KTS                           |                               |                |                         | Runway                   | / Ident -   | 12        |           |
| Visibility - 25.0 SM                                  | ATC/Airspace                  |                |                         | ,                        | / Lth/Wid - | •         |           |
| Cloud Conditions(1st) - 25000 FT                      |                               |                |                         |                          | Surface -   |           |           |
| Cloud Conditions(2nd) - NONE                          |                               | arance - N     |                         | Runway                   | Status -    | WATER C   | JAEKED    |
| Obstructions to Vision- NONE Precipitation - NONE     | Type Approa                   | ch Flown - N   | JNE                     |                          |             |           |           |
| Precipitation - NONE Condition of Light - DAYLIGHT    |                               |                |                         |                          |             |           |           |
|   |                               |                |                         |                          |             |           |           |
| Personnel Information                                 |                               |                |                         |                          | MEDICAL NO  | LIA TVEDO | /         |
| Pilot-In-Command                                      | Age - 32<br>Biennial Flight R |                | dical Certifica<br>Flio | te - VALIL<br>ht Time (F |             | WAIVERS,  | / LIMII   |
| Certificate(s)/Rating(s) PRIVATE                      | Current                       | eview<br>- YES | Total -                 | 125                      | Last 24     | Une -     | 1         |
| SE LAND   | Months Since                  |                | Make/Model-             |                          | Last 30     |           | Ó         |
| SE EAIND  | Aircraft Type                 |                |                         | 0                        | Last 90     | Days-     | 36        |
|   |                               | <b>,</b>       |                         |                          |             | •         |           |
| Instrument Rating(s) - NONE                           |                               |                |                         |                          |             |           |           |
|   |                               |                |                         |                          |             |           |           |
| HE PILOT REPORTED THAT THE RUNWAY HAD A               | S TO 7 ST SNOWDAND ON         | THE LEET SID   | E OF THE DUNIMAY        | AND A 2 T                | O 2 ET      |           |           |
| NOWBANK ON THE RIGHT SIDE. ALSO, WATER W              |                               |                |                         |                          |             |           |           |
| ANDING, THE PLANE STARTED HYDROPLANING.               | AS THE PILOT MOVED THE        | PLANE TO TH    | F LEFT TO GET O         | UT OF THE                | WATER. THE  |           |           |
| EFT WING STRUCK THE SNOWBANK. THIS PULLE              |                               |                |                         |                          |             |           |           |
| NOTAM HAD BEEN ISSUED TO WARN PILOTS OF               |                               |                |                         |                          |             |           |           |
|   |                               | <del>-</del> - |                         |                          |             |           |           |
|   |                               |                |                         |                          |             |           |           |

File No. - 1356 4/13/82 CROSBY, ND A/C Reg. No. N7446V Time (Lc1) - 1630 MST

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- NOTAMS ISSUED FAA(OTHER/ORGANIZATION)
- 3. AIRCRAFT PERFORMANCE. HYDROPLANING CONDITION OTHER
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOWBANK
- 5. 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) 5

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

| Basic Information  |   |  |                    |                           |                   |      |
|--|---|--|--------------------|---------------------------|-------------------|------|
| Type Operating Certificate-NONE (GENERAL AVIA  | TION) Aircraft [                              | Damage                                     |                    | Injur                     |                   |      |
|  | SUBSTANT                                      |  | atal               |                           |                   | None |
| Type of Operation -PERSONAL  | Fire  | Crew                                       | 0                  | 0                         | O                 | 1    |
| Flight Conducted Under -14 CFR 91  | NONE  | Pass                                       | 0                  | 0                         | 0                 | 0    |
| Accident Occurred During -LANDING  |   |  |                    |                           |                   |      |
| Aircraft Information   |   |  |                    |                           |                   |      |
| Make/Model - CESSNA 180  | Eng Make/Model - CONT                         |  | ELT I              | nstalled/A                |                   |      |
| Landing Gear - TAILWHEEL-ALL FIXED   | Number Engines - 1                            |  | Stall              | Warning S                 | system - Y        | ES   |
| Max Gross Wt - 2800  |   | PROCATING-CARBURETOR                       | weatr              | ner kadar -               | · NU              |      |
| No. of Seats - 4   | Rated Power - 23                              | 30 HP<br>                                  |                    |                           |                   |      |
| Environment/Operations Information   |   |  |                    |                           |                   |      |
|  | tinerary                                      | Ai   |                    | roximity                  |                   |      |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A   | Last Departure Point ST. THOMAS,ND            |  | UFF AIR            | RPORT/STRIF               | ,                 |      |
|  | Destination                                   | Α ; .                                      | port Da            | .+.                       |                   |      |
| Basic Weather - VMC  | CAVALIER, ND                                  | AII  | port be            | ita                       |                   |      |
| Wind Dir/Speed- 300/004 KTS  | CAVALIER, NO                                  |  | Runway             | Ident -                   | - N/A             |      |
|  | TC/Airspace                                   |  | ,                  | Lth/Wid -                 | •                 |      |
| Cloud Conditions(1st) - 2000 FT OVERCAST   |   | NONE                                       |                    | Surface -                 | • .               |      |
| Cloud Conditions(2nd) - UNK/NR   | Type of Clearance - I                         |  |                    | Status -                  |                   |      |
| Obstructions to Vision- NONE   | Type Approach Flown - I                       |  |                    | _                         | •                 |      |
| Precipitation - NONE   | • • •   |  |                    |                           |                   |      |
| Condition of Light - DAYLIGHT  |   |  |                    |                           |                   |      |
| Personnel Information  |   |  |                    |                           |                   |      |
| Pilot-In-Command Age -   |   | edical Certificate -                       |                    |                           | IVERS/LIM         | ΙT   |
|  | ial Flight Review                             | Flight                                     |                    |                           |                   |      |
|  | urrent - YES                                  | Total - 90                                 | )4                 | Last 24                   | Hrs -             | - 1  |
| SE LAND M  | onths Since - 21<br>ircraft Type - UNK/NR     | Make/Model- 10                             | 18                 | Last 30                   | Days-             | 0    |
| A  | ircraft Type - UNK/NR                         | instrument- 10                             | וּ                 | Last 90                   | Days-             | 18   |
| Inchryment Dating(-) AIDDIANE  |   |  |                    |                           |                   |      |
| Instrument Rating(s) - AIRPLANE  |   |  |                    |                           |                   |      |
| Narrative  |   |  |                    |                           |                   |      |
| PILOT FLEW TO THE VICINTLY OF HIS DESTINATION B  | Y FOLLOWING THE PATH OF                       | RECENT SHOWERS. HE                         | WAS A F            | ARMER                     |                   |      |
| WAS INTERESTED IN THE AMOUNT OF STANDING WATER.  |   |  |                    |                           |                   |      |
| D PICK HIM UP AT THE AIRPORT. AFTER FLYING OVER  |   |  |                    |                           |                   |      |
| ING ROUGH. THE PILOT ENRICHED THE MIXTURE, BUT   | ONLY MOMENTARILY APPLIE                       | D CARBURETOR HEAT. N                       | NEITHER            | SEEMED TO                 |                   |      |
| OF THE MAY THE ENGINE WAS BURNISHO SO HE ELECTE  | D TO LAND ON A ROAD NEAD                      | R THE FRIEND'S HOUSE                       | . REPOR            | RTEDLY, HE                | HAD               |      |
| GE THE WAY THE ENGINE WAS RUNNING, SO HE ELECTE  |   | TIRE ELICUIT AND MARK                      | NO CHA             | NGES IN HI                | 7.5               |      |
| ATED THE ENGINE AT 16 INCHES MANIFOLD PRESSURE   |   |  |                    |                           |                   |      |
| ATED THE ENGINE AT 16 INCHES MANIFOLD PRESSURE<br>R SETTING. WHILE LANDING ON A ROAD WITH A RIGHT  | CROSS WIND, THE LEFT G                        | EAR ENCOUNTERED A SO                       | OFT SHOL           | JLDER. THE                | PLANE             |      |
| GE THE WAY THE ENGINE WAS RUNNING, SU HE ELECTE<br>ATED THE ENGINE AT 16 INCHES MANIFOLD PRESSURE<br>R SETTING. WHILE LANDING ON A ROAD WITH A RIGHT<br>ED INTO A DITCH, THEN FLIPPED OVER. AN EXAMINAT<br>TEMPERATURE WAS 59 DEGREES; AT THAT TEMPERATURE | CROSS WIND, THE LEFT GION OF THE AIRCRAFT AND | EAR ENCOUNTERED A SO<br>ENGINE REVEALED NO | FT SHOU<br>PRE-IMF | JLDER. THE<br>PACT MALFUN | PLANE<br>NCTIONS. |      |

| File No 13  | 5/18/82  | BACKOO,ND  | A/C Reg.           | No. N2195C      | Time (Lc1) - 2045 CDT |
|---|--|--|--------------------|-----------------|-----------------------|
| Occurrence #1 Phase of Operation  |  | RTIAL) - NON-MECHAN  | ICAL               |                 |                       |
|   | BURETOR - ICE  | OF - PILOT IN COMMAN   | ND                 |                 |                       |
| Occurrence #2<br>Phase of Operation                                     | LOSS OF CONTROL<br>LANDING - ROLL  | - ON GROUND  |                    |                 |                       |
| 5. WEATHER CONDITI 6. PROPER ALIGNM 7. TERRAIN CONDITI 8. DIRECTIONAL C | ON - CROSSWIND<br>ENT - NOT MAINTAIN<br>ON - SOFT<br>ONTROL - NOT MAINT<br>RVF - INADVERTENT | - PILOT IN COMMAND  ED - PILOT IN COMMAN  AINED - PILOT IN COM  - PILOT IN COMMAND | MMAND              |                 |                       |
| Occurrence #3 Phase of Operation  | ON GROUND COLLIS   |  |                    |                 |                       |
| Finding(s) 10. TERRAIN CONDITI  | ON - DITCH   |  |                    |                 |                       |
| Occurrence #4 Phase of Operation  | LANDING - ROLL   |  |                    |                 |                       |
| Probable Cause  |  |  |                    |                 |                       |
| The National Transpois/are finding(s) 2,                                |  | rd determines that 1   | the Probable Cause | (s) of this acc | aident                |
| Factor(s) relating t  | o this accident is   | /are finding(s) 1,5,   | ,7,10              |                 |                       |

| -Basic Information<br>Type Operating Certific |                  | D FORKS,ND                 |                | No. N6145Q<br>  |                         |              | 1730 CDT  |         |
|---|------------------|----------------------------|----------------|-----------------|-------------------------|--------------|-----------|---------|
| The operating out this                        | ate-NONE (GENER  | AL AVIATION)               | Aircraft Da    | mane            |                         | Injur        | ies       |         |
|   | ate none (achen  | ac Aviation,               | SUBSTANTIA     |                 | Fatal                   | Serious      |           | None    |
| Type of Operation                             | -INSTRUCTION     | AL - SOLO                  | Fire           | Crew            | 0                       | 0            | 0         | 1       |
| Flight Conducted Under                        |                  |                            | NONE           | Pass            | 0                       | 0            | 0         | 0       |
| Accident Occurred Durir                       | ng -TAKEOFF      |                            |                |                 |                         |              |           |         |
| Aircraft Information                          |                  |                            |                |                 |                         |              |           |         |
| Make/Mode1 - CESSNA                           | 152              | Eng Make/                  | Model - LYCOMI | NG 0-235-L2C    | ELT :                   | [nstalled/Ad | ctivated  | - YES/N |
| Landing Gear - TRICYCL                        | .E-FIXED         | Number En                  | gines - 1      |                 | Stal                    | Warning Sy   | /stem - Y | ES      |
| Max Gross Wt - 1670                           |                  |                            |                | OCATING-CARBURE | TOR Weat                | ner Radar -  | NO        |         |
| No. of Seats - 2                              |                  | Rated Pow                  | er - 110       | HP              |                         |              |           |         |
| -Environment/Operations Ir                    | nformation       | <b></b>                    |                | <b></b>         |                         |              |           |         |
| Weather Data                                  |                  | Itinerary                  |                |                 | Airport F               |              |           |         |
|   | CORD OF BRIEFING |                            |                |                 | ON AIR                  | PORT         |           |         |
| Method - N/A                                  |                  | SAME AS                    | •              |                 |                         |              |           |         |
| Completeness - N/A                            |                  | Destination                |                |                 | Airport Da              |              |           |         |
| Basic Weather - VMC                           |                  | LOCAL                      |                |                 |                         | FORKS INTER  |           |         |
| Wind Dir/Speed- 310/0                         |                  |                            |                |                 |                         | Ident -      |           |         |
| Visibility - 20.                              |                  | ATC/Airspace               |                |                 |                         | Lth/Wid -    |           | 150     |
| Cloud Conditions(1st)                         | - 3000 FT SCA    |                            |                |                 |                         | Surface -    |           |         |
| Cloud Conditions(2nd)                         |                  |                            | earance - TO   |                 |                         | Status -     | DRY       |         |
| Obstructions to Visio                         |                  | Type Appro                 | ach Flown - VI | SUAL FULL CIRCU | IT                      |              |           |         |
| Precipitation<br>Condition of Light           | - NONE           |                            |                |                 |                         |              |           |         |
|   | - DATLIGHT       |                            |                |                 |                         |              |           |         |
| Personnel Information                         | •                | A 0.4                      |                | 1 O+1C1+        | - VALTO                 | MEDICAL MA   |           |         |
| Pilot-In-Command<br>Certificate(s)/Rating(    | (a)              | Age - 24                   |                | ical Certificat | e - VALID<br>t Time (Ho |              | LVERS/LIM | 11      |
| STUDENT                                       | 5)               | Biennial Flight<br>Current |                | Total -         |                         |              | Una       | 0       |
| SE LAND                                       |                  | Months Since               |                | Make/Model-     |                         |              |           | . 0     |
| SE LAND                                       |                  |                            |                | Instrument-     | 22                      | Last 90      |           | 22      |
|   |                  | Anciare typ                | e IV/A         | Tristi dilletti | U                       | Last 90      | Days      | 22      |
|   |                  |                            |                |                 |                         |              |           |         |

| File No 132  | 24 6/18/82   | GRAND FORKS,ND   | A/C Reg. No. N6145Q            | Time (Lc1) - 1730 | CDT |
|--|--|--|--------------------------------|-------------------|-----|
| Occurrence #1<br>Phase of Operation  |  |  |                                |                   |     |
| 3. QBJECT - ANIMAL( 4. AIRPLANE HANDL 5. IMPROPER USE 6. WEATHER CONDITION 7. COMPENSATION F | OF EQUIPMENT/AIRS) ING - DISREGARDED OF EQUIPMENT/AIR OF CROSSWIND OR WIND CONDITION ROL - NOT MAINTAI | CRAFT, LACK OF TOTAL EX - PILOT IN COMMAND CRAFT, DIVERTED ATTENTI S - IMPROPER - PILOT I NED - PILOT IN COMMAND |                                |                   |     |
| Occurrence #2<br>Phase of Operation  |  | ION WITH TERRAIN   |                                |                   |     |
| Finding(s) 10. TERRAIN CONDITION   | N - DIRT BANK  |  |                                |                   |     |
| Probable Cause   |  |  |                                |                   |     |
| The National Transporis/are finding(s) 7,8   |  | rd determines that the   | Probable Cause(s) of this acci | dent              | •   |

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

| Sinjected We<br>Njected We<br>Airpor<br>Airport<br>Runy<br>Runy | Serious O O T Installed/ tall Warning eather Radar  T Proximity AIRPORT/STRI           | O O O Activates System - NO IP  | 1<br>0<br><br>d - NO -N  |
|---|--|---|--|
| Pass 0 540 EL NJECTED We OFF Airpor                             | O  T Installed/ tall Warning eather Radar  T Proximity AIRPORT/STRI  T Data  Way Ident | Activated<br>System -<br>- NO   | 0<br><br>d - NO -N   |
| Sinjected We<br>Njected We<br>Airpor<br>Airport<br>Runy<br>Runy | tall Warning eather Radar  rt Proximity AIRPORT/STRI t Data way Ident                  | System -<br>- NO<br>  |  |
| Sinjected We<br>Njected We<br>Airpor<br>Airport<br>Runy<br>Runy | tall Warning eather Radar  rt Proximity AIRPORT/STRI t Data way Ident                  | System -<br>- NO<br>  |  |
| Airpor<br>Airpor<br>OFF<br>Airpor<br>Runy<br>Runy               | eather Radar  rt Proximity AIRPORT/STRI  t Data  way Ident                             | - NO<br><br>P<br>- N/A  |  |
| Airpor<br>OFF<br>Airpor<br>Runy<br>Runy                         | rt Proximity<br>AIRPORT/STRI<br>t Data<br>way Ident                                    | P - N/A   |  |
| OFF<br>Airport<br>Run<br>Run                                    | AIRPORT/STŔI<br>t Data<br>way Ident  | - N/A   |  |
| OFF<br>Airport<br>Run<br>Run                                    | AIRPORT/STŔI<br>t Data<br>way Ident  | - N/A   |  |
| Airport<br>Runi<br>Runi   | t Data<br>way Ident  | - N/A   |  |
| Runi<br>Runi<br>Runi  | way Ident  |   |  |
| Runi<br>Runi<br>Runi  | way Ident  |   |  |
| Runy  |  |   |  |
|   | way Lth/Wid  | - N/A   |  |
| Dum   |  |   |  |
|   | way Surface  |   |  |
| Runi  | way Status   | - N/A   |  |
|   |  |   |  |
|   |  |   |  |
|   |  |   |  |
|   |  | VAIVERS/L   | IMIT   |
|   |  |   | •  |
| - 2727  | Last 2   | 24 Hrs -  | 6<br>(ND) 2000   |
| nant- 200   | Last o   | BO Days-  |  |
|   |  |   | 275  |
| Mc<br>un  | Flight Time - 2727 Model- 200 ument- 123 FIELD AND BEGA                                | Flight Time (Hours) - 2727 Last 2 Model- 200 Last 3 ument- 123 Last 9 | - 2727 Last 24 Hrs - Model- 200 Last 30 Days- ument- 123 Last 90 Days- |

File No. - 1323 6/20/82 ROLLA,ND A/C Reg. No. N7634V Time (Lc1) - 0545 MST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

| Landing Gear - TRICYCLE-RETRACTABLE Nu<br>Max Gross Wt - 4000 En  | SUBSTAN<br>Fire<br>NONE<br><br>g Make/Model - CON | 4           | Crew<br>Pass | Fatal<br>O<br>O | Serious<br>O<br>1 | Minor<br>1<br>3 |             |
|---|---|-------------|--------------|-----------------|-------------------|-----------------|-------------|
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA T210N En Landing Gear - TRICYCLE-RETRACTABLE Nu Max Gross Wt - 4000 En | NONE<br><br>g Make/Model - CON                    |             |              | •               | _                 |                 | -           |
| Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA T210N En Landing Gear - TRICYCLE-RETRACTABLE Nu Max Gross Wt - 4000 En                                  | g Make/Mode1 - CON                                | 4           | Pass         | 0               | 1                 | 3               | O           |
| Make/Model - CESSNA T210N En<br>Landing Gear - TRICYCLE-RETRACTABLE Nu<br>Max Gross Wt - 4000 En  |   |             |              |                 |                   |                 |             |
| Landing Gear - TRICYCLE-RETRACTABLE Nu<br>Max Gross Wt - 4000 En  |   |             |              |                 | _'                |                 |             |
| Landing Gear - TRICYCLE-RETRACTABLE Nu<br>Max Gross Wt - 4000 En  |   | TINENTAL TS | IO-520-R     | ELT I           | nstalled/         | Activate        | ed - YES-UN |
|   | mber Engines - 1                                  |             |              |                 | Warning           |                 |             |
|   | gine Type - REC                                   | IP - FUEL I | NJECTED      | Weath           | ner Radar         | - NO            |             |
|   | ted Power -                                       |             |              |                 |                   |                 |             |
| Environment/Operations Information  |   |             |              |                 |                   |                 |             |
| Weather Data Itine  |   |             | Α            |                 | roximity          |                 |             |
|   | t Departure Point                                 | •           |              | OFF AIR         | RPORT/STRI        | Р               |             |
|   | ENTERVILLE,IA                                     |             |              |                 |                   |                 |             |
|   | ination   |             | Αi           | rport Da        | ₁ta               |                 |             |
|   | ASSETT, NE  |             |              |                 |                   |                 |             |
| Wind Dir/Speed- VARIABLE-UNK/NR   |   |             |              |                 |                   | - UNK/NR        |             |
|   | irspace   |             |              |                 | Lth/Wid           |                 | ł .         |
| Cloud Conditions(1st) - 300 FT OVERCAST Typ   |   |             |              |                 | Surface           |                 |             |
|   | e of Clearance -                                  |             |              | Runway          | Status            | - DRY           |             |
|   | e Approach Flown -                                | UNK/NR      |              |                 |                   |                 |             |
| Precipitation - NONE  |   |             |              |                 |                   |                 |             |
| Condition of Light - DAYLIGHT   |   |             |              |                 |                   |                 |             |
| Personnel Information   |   |             |              |                 |                   |                 |             |
| Pilot-In-Command Age -  |   | Medical Cer |              |                 |                   | O WAIVER        | S/LIMIT     |
|   | Flight Review                                     |             |              | Time (Ho        |                   |                 | _           |
| COMMERCIAL, CFI Curre   |   | Total       |              | 50              |                   | 4 Hrs -         |             |
| • = ***   | s Since - 3                                       | Make/Mc     |              |                 |                   | O Days-         |             |
| Aircr   | aft Type - 310                                    | Instrum     |              |                 | Last 9            | 0 Days-         | 199         |
|   |   | Multi-E     | ing -        | 15              |                   |                 |             |
| Instrument Rating(s) - AIRPLANE   |   |             |              |                 |                   |                 |             |
| Narrative   |   |             |              |                 |                   |                 |             |
|   | ITS FIRST LEG OF T                                | HE ELICHT   | THE ATROD    | AET WAS         | NOT BEFUE         | LED             |             |
| AIRCRAFT LANDED SUCCESSFULLY AT CENTERVILLE, IA ON  |   | ne reigni.  | THE ATKOK    | AFI WAS         | NUI KEFUE         | LED             |             |

File No. - 1203 5/12/82 NEAR O'NEILL, NE Time (Lc1) - 1120 CDT A/C Reg. No. N9649Y Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. REFUELING - NOT PERFORMED - PILOT IN COMMAND 2. WEATHER CONDITION - LOW CEILING 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 4. MISSED APPROACH - PERFORMED - PILOT IN COMMAND 5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 6. FLUID, FUEL - EXHAUSTION 7. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - FENCE Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7 Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

| File No 1365 7/03/82 NEW LC  | ONDON,NH A/C R   | ON,NH A/C Reg. No. N362OY |  |   | Time (Lc1) - 1000 EDT  |                |  |  |
|--|--|---------------------------|--|---|------------------------|----------------|--|--|
| -Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING  | AL AVIATION) Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE  |                           | Fatal<br>O<br>O                              | Injur<br>Serious<br>O<br>O                | ies<br>Minor<br>O<br>O | None<br>1<br>0 |  |  |
| -Aircraft Information<br>Make/Model - SCHWEIZER SGS-1-36<br>Landing Gear - N/A<br>Max Gross Wt - 840<br>No. of Seats - 1   | Eng Make/Model - N/<br>Number Engines - N/<br>Engine Type - N/<br>Rated Power - N/   | A<br>A                    | Stal   | Installed/A<br>1 Warning S<br>her Radar - | ystem - NO             |                |  |  |
| -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 315/005 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown | - NONE<br>- NONE          | OFF AI Airport D EAGLES Runway Runway Runway | NEST Ident - Lth/Wid - Surface -          | UNK/NR<br>UNK/NR       | ₹F             |  |  |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE   | Age - 54<br>Biennial Flight Review<br>Current - YES<br>Months Since - 9<br>Aircraft Type - UNK/NR  | Total -<br>Make/Model-    | ht Time (F<br>1685                           |   | Hrs -<br>Days- UN      | 2              |  |  |
| Instrument Rating(s) - NONE<br>Narrative<br>ILE BEING TOWED DURING TAKEOFF, THE WEAK LIN<br>LOT STARTED TO LAND ON A GOLF COURSE AHEAD,<br>ALLED WHILE HE WAS IN A STEEP TURN. HE THEN   | NK ON THE TOW ROPE FAILED W<br>BUT SPOTTED GOLFERS IN HIS  | HEN THE GLIDER WAS        |  | FT AGL. TH                                |                        |                |  |  |

| File No 13                              | 65 7/03/82 NEW LONDON,NH   | A/C Reg. No. N3620Y                | Time (Lc1) - 1000 EDT |
|---|--|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation     | AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  tion TAKEOFF - INITIAL CLIMB  UNCH/TOW EQUIPMENT - FAILURE, TOTAL  FORCED LANDING  MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  LOSS OF CONTROL - IN FLIGHT  tion MANEUVERING - TURN TO LANDING AREA (EMERGENCY)  OTHER PERSON  R - PERFORMED - PILOT IN COMMAND  - INADEQUATE - PILOT IN COMMAND NADVERTENT - PILOT IN COMMAND  IN FLIGHT COLLISION WITH OBJECT  tion DESCENT - UNCONTROLLED  TREE(S)  ause  transportation Safety Board determines that the Probable Cause(s) of this accident |                                    |                       |
| Finding(s) 1. GLIDER LAUNCH/T           | OW EQUIPMENT - FAILURE, TOTAL  | ·                                  |                       |
| Phase of Operation                      | MANEUVERING - TURN TO LANDING AREA (EM   |                                    |                       |
|   |  | MERGENCY)                          |                       |
| 4. AIRSPEED - INAD                      | RFORMED - PILOT IN COMMAND<br>EQUATE - PILOT IN COMMAND<br>TENT - PILOT IN COMMAND   |                                    |                       |
|   |  |                                    |                       |
| Finding(s)<br>6. OBJECT - TREE(S        |  |                                    |                       |
| Probable Cause                          |  |                                    |                       |
| The National Transpois/are finding(s) 1 | rtation Safety Board determines that the   | e Probable Cause(s) of this accide | ent                   |
| Factor(s) relating to                   | o this accident is/are finding(s) 2,6  |                                    |                       |

|   | SON, NH A  | /C Reg. No. N2147F  |                        | ime (Lc1) -                                 | 1140 EUI                              |                |
|---|--|---|------------------------|---|---------------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENE  |  | craft Damage  |                        | Injur                                       |                                       |                |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF   | Fir  | -   | Fatal<br>ew O<br>ss O  | Serious<br>O<br>O                           | Minor<br>O<br>O                       | None<br>1<br>2 |
| -Aircraft Information Make/Model - CESSNA U206 Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 6  | Number Engines<br>Engine Type  | - CONTINENTAL IO-520<br>- 1<br>- RECIP - FUEL INJEC<br>- 300 HP | Stal                   | Installed/Ad<br>1 Warning Sy<br>her Radar - | /stem - U                             |                |
| -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A   | SAME AS ACC/IN   |   | OFF AI                 | Proximity<br>RPORT/STRIP                    |                                       |                |
| Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Destination UNK/NR  ATC/Airspace Type of Flight P Type of Clearanc Type Approach Fl          | e - NONE  | Runway<br>Runway       | Ident -<br>Lth/Wid -<br>Surface -           |                                       | CALM           |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND   | Age - 43<br>Biennial Flight Review<br>Current - YE<br>Months Since - 8<br>Aircraft Type - UN | S Total -<br>Make/Model-  | ight Time (H<br>UNK/NR | ours)<br>Last 24<br>Last 30<br>Last 90      | Hrs - UN                              | K/NR           |
| Instrument Rating(s) - NONE   |  |   |                        |   |                                       |                |
| Narrative E PILOT OF THE FLOAT EQUIPPED AIRCRAFT ST IED TO TURN AND LAND; HOWEVER, THE PLANE ACUATED WITHOUT INJURY.  |  |   |                        |   | · · · · · · · · · · · · · · · · · · · |                |

| File No 130                         | 61 7/05/82                          | NELSON,NH       | A/C Reg. | No. N2147F | Time (Lc1) - 1140 EDT |
|-------------------------------------|-------------------------------------|-----------------|----------|------------|-----------------------|
| Occurrence #1 Phase of Operation    |                                     | CLIMB           |          |            |                       |
| Finding(s) 1. UNDETERMINED          |                                     |                 |          |            |                       |
| Occurrence #2<br>Phase of Operation | FORCED LANDING<br>LANDING - FLARE/T | DUCHDOWN        |          |            |                       |
|                                     | IN FLIGHT COLLISI                   | ON WITH TERRAIN |          |            |                       |

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

is/are finding(s) 1

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| Basic Information   |                                |                                |              |            | <b>T</b> *               | . •           |             |
|---|--------------------------------|--------------------------------|--------------|------------|--------------------------|---------------|-------------|
| Type Operating Certificate-NONE (GEN                          | ERAL AVIATION)                 | Aircraft Damage<br>SUBSTANTIAL |              | Fatal      | Injur<br>Serious         | ries<br>Minor | None        |
| Type of Operation -APPLYING Flight Conducted Under -14 CFR 13 | SEEDS, CHEMICALS, ETC          | Fire                           | Crew<br>Pass | 0          | 0                        | 0             | 1           |
| Flight Conducted Under -14 CFR 13                             | 7                              | NONE                           | Pass         | 0          | 0                        | 0             | 0           |
| Accident Occurred During -MANEUVERI                           |                                |                                |              |            |                          |               |             |
| Aircraft Information  |                                |                                |              |            |                          |               |             |
| Make/Model - CONTINENTAL EL TOMCA                             | T MK5A Eng Make/Mo             | del - LYCOMING VO              | -435A1E      | ELT I      | installed/               | Activated     | - NO -I     |
| Landing Gear - SKID<br>Max Gross Wt - 2350                    | Number Engi                    | nes - 1<br>· - RECIPROCATII    | NO CARRURET  | Stal       | Warning S                | system - N    | U           |
| No. of Seats - 3  |                                | - RECIPROCATII                 | NG-CARBURE   | UR Weati   | ier kadar -              | - NO          |             |
|   | Rated FOWE                     | 240 116                        |              |            |                          |               |             |
| Environment/Operations Information                            | Thimpnon                       |                                |              | Ainmon+ F  | )novimit:                |               |             |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEF              | Itinerary<br>ING Last Departu  | no Boint                       |              |            | Proximity<br>RPORT/STRIF |               |             |
| Method - N/A  | SAME AS AC                     |                                |              | OFF AIR    | RPURI/SIRIF              |               |             |
| Completeness - N/A  | Destination                    | 75, 1145                       | ,            | Airport Da | ata                      |               |             |
| Basic Weather - VMC   | LOCAL                          |                                |              |            |                          |               |             |
| Wind Dir/Speed- UNK/NR  |                                |                                |              |            | Ident -                  |               |             |
| Visibility - 10.0 SM  | ATC/Airspace                   |                                |              |            | Lth/Wid -                |               |             |
| Cloud Conditions(1st) - NONE                                  |                                | ht Plan - NONE                 |              |            | Surface ·                |               |             |
| Cloud Conditions(2nd) - NONE                                  |                                | rance - NONE                   |              | Runway     | Status ·                 | - N/A         |             |
| Obstructions to Vision- NONE Precipitation - NONE             | Type Approac                   | th Flown - NONE                |              |            |                          |               |             |
| Condition of Light - DAYLIGHT                                 |                                |                                |              |            |                          |               |             |
| <br>Personnel Information                                     |                                |                                |              |            |                          |               |             |
| Pilot-In-Command  | Age - 55                       | Medical                        | Certificate  | - VALID    | MEDICAL-NO               | WAIVERS/      | LIMIT       |
| <pre>Certificate(s)/Rating(s)</pre>                           | Age - 55<br>Biennial Flight Re | eview                          | Flight       | t Time (Ho | ours)                    |               |             |
| COMMERCIAL  | Current                        | - YES Tota                     | 1 - 15       | 7290       | Last 24                  | 4 Hrs -       | 10          |
| SE LAND   | Months Since                   | - 15 Make<br>- UNK/NR Inst     | /Model-      | 600        | Last 30                  | Days- UN      | K/NR        |
|   | Aircraft Type                  | - UNK/NR Inst                  | rument-      | O          | Potorce                  | raft - 1      | 145<br>5745 |
|   |                                |                                |              |            | KO (O) C)                | art i         | 3743        |
| Instrument Rating(s) - NONE                                   |                                |                                |              |            |                          |               |             |
|   |                                |                                |              |            |                          |               |             |
| Narrative   | THE                            | T DOLLED THE                   |              | THE BLOUT  | TO 41/075                |               |             |
| NG A SWATH RUN, A BIRD FLEW INTO THE W                        |                                |                                |              |            |                          | J.C           |             |
| HER BIRD STRIKES. THE RIGHT SPRAY BOOM<br>UBSTANTIAL DAMAGE.  | CONTACTED THE CROPS A          | IND PULLED THE AIR             | CKAFI INIU   | THE GROUP  | AD KEZOFITE              | NG            |             |

| File No 12                                   | 89 6/15/82 IMLAYSTOWN,NJ   | A/C Reg. No. N9062T             | Time (Lcl) - 1145 EDT |
|--|--|---------------------------------|-----------------------|
|  | IN FLIGHT COLLISION WITH OBJECT<br>MANEUVERING - AERIAL APPLICATION        |                                 |                       |
| Finding(s) 1. OBJECT - BIRD(S                | )  |                                 |                       |
| Occurrence #2<br>Phase of Operation          | DRAGGED WING, ROTOR, POD, OR FLOAT<br>MANEUVERING - AERIAL APPLICATION     |                                 |                       |
| Finding(s) 2. REMEDIAL ACTION                | - MISJUDGED - PILOT IN COMMAND   |                                 |                       |
|  | IN FLIGHT COLLISION WITH TERRAIN<br>MANEUVERING - TURN TO REVERSE DIRECTIO | N                               |                       |
| Finding(s)<br>3. TERRAIN CONDITI             |  |                                 |                       |
| Probable Cause                               |  |                                 |                       |
| The National Transpo<br>is/are finding(s) 1, | rtation Safety Board determines that the<br>2                              | Probable Cause(s) of this accid | ent                   |

| Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -TOWING BANN Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | SUBS<br>ERS Fire<br>NONE   | Pas  | w 0<br>s 0                                   | O  | Minor<br>O<br>O                | None<br>0<br>0 |
|---|--|--|--|--|--------------------------------|----------------|
| Aircraft Information<br>Make/Model - PIPER PA-18-150<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1500<br>No. of Seats - 2   | Engine Type -  | LYCOMING 0-320<br>1<br>RECIPROCATING-CARBU   | ELT<br>Stal                                  | Installed/A  | Activated<br>System - U        | - NO -N/       |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/009 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 5000 FT SCA Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT | COLT'S NECK,NJ Destination LOCAL  ATC/Airspace ITERED Type of Flight Pla                         | in - NONE<br>- NONE  | OFF AI Airport D Runway Runway Runway Runway | Proximity<br>RPORT/STRIF<br>ata<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | - UNK/NR<br>- UNK/NR<br>- DIRT | GETATION       |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND  | Age - 38<br>Biennial Flight Review<br>Current - YES<br>Months Since - 12<br>Aircraft Type - UNK/ | Medical Certifica<br>Fli<br>Total -<br>Make/Model-<br>'NR Instrument-<br>Multi-Eng - | ght Time (H<br>1913<br>58<br>145             | ours)<br>Last 24<br>Last 3(  | 4 Hrs - UI<br>Days- UI         | NK/NR<br>NK/NR |
| Instrument Rating(s) - AIRPLANENarrative HE PILOT REPORTED THAT WHILE HE WAS TOWING ROCEDURES, BUT COULD NOT RESTORE THE POWER. RASHED ON THE BEACH WHILE THE PILOT WAS TUR D. 3 CYLINDER HAD NO COMPRESSION WHEN IT WA KHAUST VALVE AND ON ITS VALVE SEAT. THE FAC   | THE PLANE WAS MANEUVERED<br>NING TO AVOID PEOPLE AND D<br>S CHECKED. SIGNIFICANT LEA             | FOR A FORCED LANDING<br>PRIFTWOOD. DURING AN<br>DD DEPOSITS WERE FOU                 | G ON A BEAC<br>INVESTIGAT<br>ND ON THE S     | H. THE PLAN<br>ION, THE<br>TEM OF THE  | NO. 3                          |                |

File No. - 1354 6/20/82 SANDY HOOK BEACH.NJ A/C Reg. No. N6879B Time (Lc1) - 1440 EST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, VALVE - OTHER 2. ENGINE ASSEMBLY, VALVE - MOVEMENT RESTRICTED Occurrence #2 FORCED LANDING Phase of Operation APPROACH Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 3. OBJECT - OTHER PERSON 4. OBJECT - OBJECT 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED Phase of Operation Finding(s) 8. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) ----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

| -Basic Information<br>Type Operating Certificate-NONE (GENERA                            | I AVIATION) Ai               | rcraft Damage      |          |                 | Injur              | ies       |          |
|--|------------------------------|--------------------|----------|-----------------|--------------------|-----------|----------|
| Type operating our tri route none (denema  |                              | UBSTANTIAL         |          | Fatal           | Serious            | Minor     | None     |
| Type of Operation -INSTRUCTIONA  | L - DUAL Fi                  | re                 | Crew     | 0               | 0                  | 0         | 2        |
| Flight Conducted Under -14 CFR 91  | N                            | ONE                | Pass     | 0               | 0                  | 0         | 0        |
| Accident Occurred During -LANDING  | <b></b>                      |                    |          |                 |                    |           |          |
| -Aircraft Information  |                              |                    |          |                 |                    |           |          |
| Make/Model - GRUMMAN AA-5A   | Eng Make/Model               | - LYCOMING 0-320-  | E1C      | ELT I           | nstalled/A         | ctivated  | - YES/YI |
| Landing Gear - TRICYCLE-FIXED  | Number Engines               | - 1                |          | Stall           | Warning S          | ystem - Y | ES       |
| Max Gross Wt - 2400  |                              | - RECIPROCATING-C  | ARBURETO | R Weath         | er Radar -         | NO        |          |
| No. of Seats ~ 4   | Rated Power                  |                    |          |                 |                    |           |          |
| -Environment/Operations Information  |                              |                    |          |                 |                    |           |          |
| Weather Data   | Itinerary                    |                    | Δ        | •               | roximity           |           |          |
| Wx Briefing - NO RECORD OF BRIEFING  | Last Departure Point         |                    |          | ON AIRP         | PORT               |           |          |
| Method - N/A<br>Completeness - N/A   | TETERBORO,NJ<br>Destination  |                    | Α -      | rport Da        | +-                 |           |          |
| Basic Weather - VMC  | LOCAL                        |                    | A        | LINCOLN         |                    |           |          |
| Wind Dir/Speed- UNK/NR   | 20072                        |                    |          |                 | Ident -            | 19        |          |
| Visibility - 5.0 SM  | ATC/Airspace                 |                    |          |                 | Lth/Wid -          |           | 40       |
| Cloud Conditions(1st) - UNK/NR   | Type of Flight Plan - NONE   |                    |          |                 | Surface -          |           |          |
| Cloud Conditions(2nd) - UNK/NR   | Type of Clearan              |                    |          | Runway          | Status -           | DRY       |          |
| Obstructions to Vision- NONE   | Type Approach F              | lown - NONE        |          |                 |                    |           |          |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT                                    |                              |                    |          |                 |                    |           |          |
|  |                              |                    |          |                 |                    |           |          |
| -Personnel Information Pilot-In-Command  | Age - 22                     | Medical Cert       | ificate  | - VALTD         | MEDICAL -NO        | WATVERS/  | LIMIT    |
| Certificate(s)/Rating(s)   | Biennial Flight Review Fligh |                    |          | nt Time (Hours) |                    |           |          |
| PRIVATE, CFI   | Current - Y                  | ES Total           | - 14     | 95              | Last 24            |           | 0        |
| SE LAND, ME LAND   | Months Since -               | 1 Make/Mod         | te1-     | 32              | Last 30<br>Last 90 | Days- UN  | IK/NR    |
|  | Aircraft Type - U            | NK/NR Instrume     | ent- 1   | 38              | Last 90            |           |          |
|  |                              | Multi-Er           | ng - 2   | 205             | Rotorcr            | aft - UN  | IK/NR    |
| Instrument Rating(s) - AIRPLANE  |                              |                    |          |                 |                    |           |          |
|  |                              |                    |          |                 |                    |           |          |
| -Narrative   | AND ELLI DOWED WAS AD        | DITED THE ATROPAS  | T COLLE  | NED WITH        | A EENCE AT         | THE       |          |
| FINAL APPROACH THE AIRCRAFT SEEMED TO SINK<br>ROACH END OF RUNWAY 19 RESULTING IN SUBSTA | AND FULL PUWER WAS AP        | PLIED. THE AIRCRAF | TIMOTTOL | LED MILH        | A FENCE AT         | INE       |          |

File No. - 1290 6/26/82 LINCOLN PARK,NJ A/C Reg. No. N26870 Time (Lc1) - 0930 EDT

Cocurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT
2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
3. VMC - NOT MAINTAINED - DUAL STUDENT

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

Finding(s)

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

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

| File No 1366 7/03/82 CI   | _EMENTON,NJ           | A/C Reg.       | No. N64657      | T           | ime (Lc1)  | - 1230 ED | T<br>   |
|---|-----------------------|----------------|-----------------|-------------|------------|-----------|---------|
| -Basic Information Type Operating Certificate-NONE (GEI   | NERAL AVIATION)       | Aircraft D     |                 |             | Inju       |           |         |
|   |                       | SUBSTANTI      | AL .            | Fatal       | Serious    | Minor     | None    |
| Type of Operation -PERSONAL   |                       | Fire           | Crew            | -           | 0          | 0         | 1       |
| Flight Conducted Under -14 CFR 9  | 1                     | NONE           | Pass            | Ο           | 0          | 0         | 3       |
| Accident Occurred During -LANDING   |                       |                |                 |             |            |           |         |
| -Aircraft Information   |                       |                |                 |             |            |           |         |
| Make/Model - CESSNA 172P  | Eng Make,             | /Model - LYCOM | ING 0-320-D2J   | ELT         | Installed/ | Activated | - YES/Y |
| Landing Gear - TRICYCLE-FIXED   | Number Er             | ngines - 1     |                 | Stal        | 1 Warning  | System -  | YES     |
| Max Gross Wt - 2150   |                       |                | ROCATING-CARBUR | ETOR Weat   | her Radar  | - NO      |         |
| No. of Seats - 4  | Rated Po              | ver - 16       | O HP            |             |            |           |         |
| -Environment/Operations Information   | -                     |                |                 |             |            |           |         |
| Weather Data  | Itinerary             |                |                 | Airport     | Proximity  |           |         |
| Wx Briefing - FSS   | Last Depai            | rture Point    |                 | ON AIR      | PORT       |           |         |
| Method - UNK/NR   | SALISBU               | RY,MD          |                 |             |            |           |         |
| Completeness - SELF   | Destination           |                |                 | Airport D   |            |           |         |
| Basic Weather - VMC   | CLEMENT               | UN, NC         |                 | CROSS       |            |           |         |
| Wind Dir/Speed- 210/010 KTS   |                       |                |                 |             | Ident      |           |         |
| Visibility - 6.0 SM   | ATC/Airspace          |                |                 |             | Lth/Wid    |           |         |
| Cloud Conditions(1st) - 4000 FT   | SCATTERED Type of F   | light Plan - N | ONE             |             | Surface    |           |         |
| Cloud Conditions(2nd) - 10000 FT  |                       |                |                 | Runway      | Status     | - WET     |         |
| Obstructions to Vision- HAZE  | Type Appro            | oach Flown - N | ONE             |             |            |           |         |
| Precipitation - RAIN  |                       |                |                 |             |            |           |         |
| Condition of Light - DAYLIGHT   |                       |                |                 |             |            |           |         |
| -Personnel Information  |                       |                |                 |             |            |           |         |
| Pilot-In-Command  | Age - 29              | Me             | dical Certifica |             |            | O WAIVERS | /LIMIT  |
| Certificate(s)/Rating(s)  | Biennial Flight       |                | Flig            | ht Time (F  | lours)     |           |         |
| PRIVATE   |                       | - UNK/NR       |                 | 112         | Last 2     | 4 Hrs -   | . 4     |
| SE LAND   |                       | e - UNK/NR     | Make/Model-     | 37          | Last 3     | O Days- U | NK/NR   |
|   | Aircraft Ty           | oe - UNK/NR    | Instrument-     | 3           | Last 9     | O Days-   | 5       |
| Instrument Rating(s) - NONE   |                       |                |                 |             |            |           |         |
|   |                       |                |                 |             |            |           |         |
| -Narrative  |                       |                |                 |             |            |           |         |
|   | THE AIRCRAFT WAS LANI | DED ON A WET R |                 |             |            |           |         |
| ING ARRIVAL, RAIN WAS ENCOUNTERED AND   |                       |                |                 | TTONIC ***- |            |           |         |
| RING ARRIVAL, RAIN WAS ENCOUNTERED AND<br>PROACH SPEED WAS 15 TO 20 KNOTS HIGH. A<br>STOP ON THE RUNWAY. AFTER DEPARTING TH | FTER TOUCHDOWN, HE E  |                |                 |             | WAS UNABLE |           |         |

7/03/82 CLEMENTON.NJ File No. - 1366 A/C Reg. No. N64657 Time (Lc1) - 1230 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - RAIN 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 6. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER Occurrence #2 ON GROUND COLLISION WITH TERRAIN. Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - WET 8. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

| Type Operating Certificate-NONE (GENERAL AVIATION)   | File No 1239 7/09/82 HAMM                                 | UN, NOTNO              | A/C Reg. No. N2 | 2BF         | Т         | ime (Lcl  | ) - 2140  | EDT         |
|--|---|------------------------|-----------------|-------------|-----------|-----------|-----------|-------------|
| Type of Operation -PERSONAL Fire Crew O 0 1 Flight Conducted Under -14 CFR 91 UNK/NR Pass O 0 0 0 0 Accident Occurred During -LANDING  Alicraft Information Make/Model - ENSTROM F28A Eng Make/Model - LYCOMING HIO-360-C1A ELT Installed/Activated - NO -N. Alicraft Information Make/Model - ENSTROM F28A Eng Make/Model - LYCOMING HIO-360-C1A ELT Installed/Activated - NO -N. Alicraft Information Make/Model - ENSTROM F28A Eng Make/Model - LYCOMING HIO-360-C1A ELT Installed/Activated - NO -N. Alicraft Information Make/Model - ENSTROM F28A Eng Make/Model - LYCOMING HIO-360-C1A ELT Installed/Activated - NO -N. Alicraft Information Make/Model - ENSTROM F28A Eng Make/Model - LYCOMING HIO-360-C1A ELT Installed/Activated - NO -N. Alicraft Information Washer Pass  | Basic Information Type Operating Certificate-NONE (GENERA | AL AVIATION) Ai        | rcraft Damage   |             |           | In        | iuries    |             |
| Flight Conducted Under   |   |                        |                 |             | Fatal     | -         |           | r None      |
| Accident Occurred During -LANDING  Aircraft Information Make/Model - ENSTROM F28A  | Type of Operation -PERSONAL                               | · Fi                   | re              | Crew        | 0         | 0         | 0         | 1           |
| Aircraft Information  Make/Model - ENSTROM F28A  |   | u                      | NK/NR           | Pass        | 0         | 0         | 0         | 0           |
| Make/Model - ENSTROM F28A Landing Gear - SKID Max Gross Wt - 1950 No. of Seats - 3  Environment/Operations Information Weather Data Westher Data Westher Data Wind Dir/Speed- UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions to Vision - NONE Condition to Vision - NONE Condition to Light - DUSK  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Max Gross Wt - 1950 Number Engines - 1 Stall Warning System - NO -N, Number Engines - 1 Stall Warning System - NO -N, Number Engines - 1 Stall Warning System - NO -N, Stall Warning System - NO -N, Stall Warning System - NO Stall Warning System - NO Stall Warning System - NO RECORD OF BRIEFING Rated Power - 250 HP  Litinerary Last Departure Point OCEAN CITY, NJ Destination OCEAN CITY, NJ Destination Airport Data GREE LANE, PA Runway Ident - UNK/NR AIC/Airspace Runway Lth/Wid o LUNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Type Approach Flown - NONE Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR Make/Model - UNK/NR Months Since - UNK/NR Make/Model - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Make/Model - NONE Noreal Stall Warning System - NO -N, Airport Proximity  Airport Proximity  Destination OFF AIRPORT/STRIP OF           | Accident Occurred During -LANDING                         |                        |                 |             |           |           |           |             |
| Landing Gear - SKID Max Gross Wt - 1950 Max Gross Wt - 1950 No. of Seats - 3  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 Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Obstructions to Vision- NONE Condition of Light - DUSK  Personnel Information Pilot In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Narrative Narrative Narrative Narrative Narrative Narrative Rated Power - 250 HP  Stall Warning System - NO Weather Radar - NO Airport Proximity Unk/NR Walport Proximity Unk/NR Airport Proximity Unk/NR Neather Proximity Unk/NR Neather Proximity Unk/NR Neather - VMC NE Fight Time (Hours) None Precipitation - NONE None Runway Ident - Unk/NR Neather - NONE None Proximity Unk/NR None Proximity Unk/NR Neather - NONE None Proximity Unk/NR Neather - NONE None Proximity Occan CITY,ND Occan CITY,ND Occan CITY,ND Occan                                 | Aircraft Information                                      |                        |                 |             |           |           |           |             |
| Max Gross Wt - 1950 No. of Seats - 3 Rated Power - 250 HP  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information PRIVATE SE LAND  Max Gross Wt - 1950 No. of Seats - 3  Rated Power - 250 HP  - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 250 HP  - Rated Power - 250 HP  - Rated Power - 250 HP  - Reciprocations(1st) - UNK/NR Last Departure Point OFF AIRPORT/STRIP OCEAN CITY, NJ Destination  |   | Eng Make/Model         | - LYCOMING HIO  | -360-C1A    | ELT       | Installed | d/Activat | ed - N0 -N/ |
| No. of Seats - 3  Rated Power - 250 HP  Environment/Operations Information Weather Data Was Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Airport Proximity OFF AIRPORT/STRIP OFF AIRPOR         |   |                        |                 |             |           |           |           | - NO        |
| Environment/Operations Information Weather Data  | · · · · · · · · · · · · · · · · · ·                       |                        | - RECIPROCATIN  | G-CARBURETO | OR Weat   | her Radar | ~ - NO    |             |
| Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) PRIVATE SE LAND  Airport Proximity OFF AIRPORT/STRIP OCEAN CITY, NJ Destination Airport Data GREE LANE, PA  Runway Ident - UNK/NR Runway Surface - UNK/NR Type of Flight Plan - NONE Runway Surface - UNK/NR Type of Clearance - NONE Type Approach Flown - NONE Type Approach Flown - NONE Precipitation - NONE Current - UNK/NR Certificate - UNK/NR Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Months Certificate - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  | No. of Seats - 3  | Rated Power            | - 250 HP        |             |           |           |           |             |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A OCEAN CITY, NJ OC | Environment/Operations Information                        |                        |                 |             |           |           |           |             |
| Method - N/A Destination Airport Data  Basic Weather - VMC GREE LANE,PA  Wind Dir/Speed- UNK/NR  Visibility - UNK/NR  Cloud Conditions(ist) - UNK/NR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Condition of Light - DUSK  Personnel Information  Pilot-In-Command Age - UNK/NR  Certificate(s)/Rating(s)  PRIVATE SE LAND Age CITY,NJ  OCEAN CITY,NJ  OCEAN CITY,NJ  Destination Airport Data  GREE LANE,PA  Runway Ident - UNK/NR  Runway Lth/Wid - UNK/NR  Runway Stafus - UNK/NR  Type of Flight Plan - NONE  Runway Status - UNK/NR  Type Approach Flown - NONE  Type Approach Flown - NONE  Ocertificate - UNK/NR  Medical Certificate - UNK/NR  Flight Time (Hours)  Current - UNK/NR  Aircraft Type - UNK/NR  Months Since - UNK/NR  Multi-Eng - UNK/NR  Multi-Eng - UNK/NR  Narrative  PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT   |   |                        |                 | I           | Airport ! | Proximity | /         |             |
| Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - UNK/NR  Cloud Conditions(ist) - UNK/NR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DUSK  Personnel Information  Pilot-In-Command Certificate(s)/Rating(s)  PRIVATE SE LAND  Age - UNK/NR  Medical Certificate - UNK/NR  Flight Time (Hours)  Current - UNK/NR  Months Since - UNK/NR  Months Since - UNK/NR  Make/Model - UNK/NR  Last 24 Hrs - UNK/NR  Medical Certificate - UNK/NR  Flight Time (Hours)  Current - UNK/NR  Make/Model - UNK/NR  Aircraft Type - UNK/NR  Multi-Eng - UNK/NR  Narrative  PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   | G Last Departure       | Point           |             | OFF AI    | RPORT/STF | RIP       |             |
| Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision - NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command  |   | OCEAN CITY,NJ          |                 |             |           |           |           |             |
| Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) PRIVATE Current - UNK/NR SE LAND Months Since - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  | ·   |                        |                 | Α 1         | irport Da | ata       |           |             |
| Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) PRIVATE SE LAND Age - UNK/NR SE LAND Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   | GREE LANE,PA           |                 |             |           |           |           |             |
| Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR SE LAND Months Since - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   |                        |                 |             |           |           |           |             |
| Cloud Conditions(2nd) - UNK/NR   |   |                        |                 |             |           |           |           |             |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   |                        |                 |             |           |           |           |             |
| Precipitation - NONE Condition of Light - DUSK  Personnel Information Pilot-In-Command Age - UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   |                        |                 |             | Runway    | Status    | - UNK/N   | R           |
| Condition of Light - DUSK  Personnel Information Pilot-In-Command  |   | Type Approach F        | lown - NONE     |             |           |           |           |             |
| Personnel Information Pilot-In-Command   | •   |                        |                 |             |           |           |           |             |
| Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Instrument Rating(s) - UNK/NR  Narrative  PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  Age - UNK/NR  Medical Certificate - UNK/NR  Flight Time (Hours)  Fli     | Condition of Light - DUSK                                 |                        |                 |             |           |           |           |             |
| Certificate(s)/Rating(s)  PRIVATE  Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR  SE LAND  Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - UNK/NR  Multi-Eng - UNK/NR  Instrument Rating(s) - UNK/NR  Aircraft Type - UNK/NR East 90 Days - UNK/NR  Multi-Eng - UNK/NR  PRIVATE  Aircraft Type - UNK/NR Instrument - UNK/NR  Multi-Eng - UNK/NR  Aircraft Type - UNK/NR  Enstrument Rating(s) - UNK/NR  PRIVATE  Aircraft Type - UNK/NR Instrument - UNK/NR  Multi-Eng - UNK/NR  Enstrument Rating(s) - UNK/NR  Aircraft Type - UNK/NR  Enstrument Rating(s) - UNK/NR  PRIVATE  Aircraft Type - UNK/NR Examination Revealed No Preimpact   | Personnel Information                                     |                        |                 |             |           |           |           |             |
| PRIVATE  Current - UNK/NR Total - UNK/NR Last 24 Hrs - UNK/NR  SE LAND  Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR  Multi-Eng - UNK/NR  Instrument Rating(s) - UNK/NR  Narrative  PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   |                        |                 |             |           |           |           |             |
| SE LAND  Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR  Instrument Rating(s) - UNK/NR  Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT  |   |                        |                 |             |           |           |           |             |
| Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR  Multi-Eng - UNK/NR  Instrument Rating(s) - UNK/NR  |   |                        |                 |             |           |           |           |             |
| Multi-Eng - UNK/NR  Instrument Rating(s) - UNK/NR  | SE LAND   |                        |                 |             |           |           |           |             |
| Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT   |   | Aircraft Type - U      |                 |             |           | Last      | 90 Days-  | UNK/NR      |
| Narrative PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT   | Inches mant Dating(a) LINK/ND                             |                        |                 | _           |           |           |           |             |
| PILOT PERFORMED AN AUTOROTATION WHEN THE AIRCRAFT'S ENGINE LOST POWER. EXAMINATION REVEALED NO PREIMPACT   | Instrument Rating(s) - UNK/NR                             |                        |                 |             |           |           |           |             |
|  |   | AIRCRAFT'S ENGINE LOST | POWER. EXAMINA  | TION REVEAL | _ED NO P  | REIMPACT  |           |             |
|  | NORTH ON TAILURE.   |                        |                 |             |           |           |           |             |
|  |   |                        |                 |             |           |           |           |             |

7/09/82 A/C Reg. No. N22BF Time (Lc1) - 2140 EDT File No. - 1239 UN, NOTNOMMAH Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. MISCELLANEOUS - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. OBJECT - TREE(S) ----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   | e-NONE (GENERAL | AVIATION)                       | Aircraft Da<br>SUBSTANTIA |                       | Fatal                  | Injur<br>Serious | ies<br>Minor | None   |
| Type of Operation  | -PERSONAL       |                                 | Fire                      | crew                  | 0                      | 0                | 0            | 1      |
| Flight Conducted Under   |                 |                                 | NONE                      | Pass                  | Ö                      | ŏ                | ŏ            | ò      |
| Accident Occurred During   |                 |                                 |                           |                       | -                      |                  |              |        |
| -Aircraft Information  |                 |                                 |                           |                       |                        |                  |              |        |
| Make/Model - TAILWIND  | A - M - 1       |                                 | /Model - LYCOMI           |                       |                        | Installed/A      |              |        |
| Landing Gear - UNK/NR  |                 |                                 |                           |                       | Stal                   | 1 Warning S      | ystem -      | UNK/NR |
| Max Gross Wt - 1500<br>No. of Seats - 1                                    |                 | Engine T<br>Rated Po            |                           | OCATING-CARBURE<br>HP | IUR Weat               | ner Radar -      | NU           |        |
| -Environment/Operations Info   | rmation         |                                 |                           |                       |                        |                  |              |        |
| Weather Data   |                 | Itinerary                       |                           |                       |                        | Proximity        |              |        |
| Wx Briefing - UNK/NR   |                 |                                 | rture Point               |                       | OFF AI                 | RPORT/STRIP      |              |        |
| Method - UNK/NR<br>Completeness - UNK/NR                                   |                 | LAS CRU                         | •                         |                       | Airport D              | -+-              |              |        |
| Basic Weather - VMC  |                 | Destinatio<br>CARLSBA           |                           |                       | airport D              | ата              |              |        |
| Wind Dir/Speed- UNK/NR   |                 | CARLSDA                         | ויואין, ט                 |                       | Runway                 | Ident -          | N/A          |        |
| Visibility - UNK/NR  |                 | ATC/Airspac                     | e                         |                       |                        |                  | N/A          |        |
| Cloud Conditions(1st) -  | UNK/NR          |                                 | -<br>light Plan - NO      | NE                    |                        |                  | N/A          |        |
| Cloud Conditions(2nd) -  | UNK/NR          | Type of C                       | learance - NO             | NE                    | Runway                 | Status -         | N/A          |        |
| Obstructions to Vision-  |                 | Type Appr                       | oach Flown - NO           | NE                    |                        |                  |              |        |
| · · · <b>!</b> - · · - · · · · · · · · · · · · · · · ·                     | UNK/NR          |                                 |                           |                       |                        |                  |              |        |
| Condition of Light -   | DAYLIGHT        |                                 |                           |                       |                        |                  |              |        |
| -Personnel Information   |                 | A LIBITZ /AID                   | <b>84</b> –               | 1 O                   | - 115112 /51           | Б                |              |        |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                               |                 | Age - UNK/NR<br>Biennial Flight |                           | ical Certificat       | e - UNK/N<br>t Time (H |                  |              |        |
| UNK/NR   |                 | Current                         | - UNK/NR                  | Total - UN            |                        | Last 24          | Hrs -        | UNK/NR |
| Oldry Mic  |                 | Months Sinc                     |                           | Make/Model - UN       |                        | Last 30          |              |        |
|  |                 | Aircraft Ty                     |                           | Instrument- UN        |                        | Last 90          |              |        |
|  |                 |                                 | •                         | Multi-Eng - UN        | K/NR                   | Rotorcr          | aft -        | UNK/NR |
| Instrument Rating(s)   | - UNK/NR        |                                 |                           |                       |                        |                  |              |        |
|  |                 |                                 |                           |                       |                        |                  |              |        |
| -Narrative<br>PILOT ATTEMPTED A PRECAUTION<br>PILOT STATED HE LOST DIRECT: |                 |                                 |                           |                       |                        | NT ENGINE P      | ROBLEM.      |        |

File No. - 1265 4/22/82 CARLSBAD, NM A/C Reg. No. N319M Time (Lc1) - 0900 MST Occurrence #1 LOSS OF CONTROL - CN GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

| File No 1227 5/15/82 FARMI  |   | A/C Reg. No. N   | 166020  | ,T i                           | me (Lc1) -                                    | 1715 MDT        |                |
|---|---|--|---|--------------------------------|---|-----------------|----------------|
| -Basic Information<br>Type Operating Certificate-NONE (GENERA   | ,   | Aircraft Damage  |   | ·,                             | Injuņ   |                 | ,              |
| Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF  | RELATED FLIGHT  | DESTROYED<br>Fire<br>NONE  | Crew<br>Pass                                      | Fatal<br>O<br>O                | Serious<br>O<br>O                             | Minor<br>1<br>O | None<br>0<br>0 |
| -Aircraft Information<br>Make/Model - GRUMMAN G-164A<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 4500<br>No. of Seats - 1   | Number Eng  | fodel - P&W R-1340<br>gines - 1<br>ge - RECIPROCATI<br>er - 600 HP |   | Stall                          | nstalled/A<br>Warning S<br>er Radar -         | ystem - Y       |                |
| -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A  | SAME AS A<br>Destination  |  |   | Airport F<br>OFF AIR           | PORT/STRIP                                    |                 |                |
| Basic Weather - VMC. Wind Dir/Speed- 270/014 KTS Visibility - 50.0 SM Cloud Conditions(1st) - 8000 FT BROK Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Type of Cle   | ght Plan - NONE<br>sarance - NONE<br>sch Flown - NONE              |   | Runway<br>Runway               | Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A             |                |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND   | Age - 30<br>Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type | - YES Tota<br>- 14 Make<br>- UNK/NR Inst                           | Certificate Flight I - 1 PModel- Crument- I-Eng - | : Time (Ho<br>1837<br>60<br>42 | ours)<br>Last 24                              | Hrs -           | 3              |
| Instrument Rating(s) - AIRPLANE   |   |  |   |                                |   |                 |                |
| -Narrative TAKEOFF FOR AN AERIAL APPLICATION FLIGHT A ACTED THE GROUND IN A SLIGHTLY NOSE-DOWN A T MSL AND THE TAKEOFF WAS MADE TO THE EAST   | TTITUDE. INVESTIGA  | IGHT THE AIRCRAFT  | BEGAN TO SE<br>ACCIDENT SI                        | TTLE. THE                      | AIRCRAFT                                      | 00              | <b></b>        |

File No. - 1227 5/15/82 FARMINGTON.NM A/C Reg. No. N6602Q Time (Lc1) - 1715 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - GROUND 6. LOAD JETTISON - DELAYED - PILOT IN COMMAND ----Probable Cause----

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

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

1.1

| File No 1332 5/19/82 LAS C  | RUCES,NM        | A/C Reg     | . No. N54488  |         | Т       | ime (Lc1) | - 0830   | MDT         |
|---|-----------------|-------------|---------------|---------|---------|-----------|----------|-------------|
| Basic Information Type Operating Certificate-NONE (GENERA   | L AVIATION)     | Aircraft    | Damage        |         |         | Inj       | uries    |             |
|   |                 | SUBSTANT    | IAL           | 1       | Fatal   | Serious   | Mino     | r None      |
| Type of Operation -INSTRUCTIONA   | L - SOLO        | Fire        |               | Crew    | 0       | 0         | 0        | •           |
| Flight Conducted Under -14 CFR 91   |                 | NONE        |               | Pass    | 0       | 0         | 0        | 0           |
| Accident Occurred During -LANDING   | ~               |             |               |         |         |           |          |             |
| Aircraft Information  |                 |             |               |         |         |           |          |             |
| Make/Model - CESSNA 172P  |                 |             | MING 0-320-H  |         |         |           |          | ed – YES/YE |
| Landing Gear - TRICYCLE-FIXED   |                 | gines - 1   |               |         |         | 1 Warning |          |             |
| Max Gross Wt - 2150   | Engine Ty       |             | PROCATING-CA  | RBURETO | R Weat  | her Radar | - UNK/N  | R           |
| No. of Seats - 4  | Rated Pow       | er - 1      | 60 HP         |         |         |           |          |             |
| Environment/Operations Information  |                 | -           |               |         |         |           |          |             |
| Weather Data  | Itinerary       |             |               | A       |         | Proximity |          |             |
| Wx Briefing - NO RECORD OF BRIEFING   |                 |             |               |         | ON AIR  | PORT      |          |             |
| Method - N/A  | SAME AS         |             |               |         |         |           |          |             |
| Completeness - N/A  | Destination     |             |               | Aiı     | rport D |           |          |             |
| Basic Weather - VMC   | LOCAL           |             |               |         | LAS CR  |           |          |             |
| Wind Dir/Speed- VARIABLE  |                 |             |               |         |         | Ident     | - 26     |             |
| Visibility - 7.0 SM   | ATC/Airspace    |             |               |         |         | Lth/Wid   |          |             |
| Cloud Conditions(1st) - NONE  |                 | ight Plan - |               |         |         | Surface   |          |             |
| Cloud Conditions(2nd) - NONE  |                 | earance -   |               |         | Runway  | Status    | - UNK/N  | R           |
| Obstructions to Vision- NONE  | Type Appro      | ach Flown - | NONE          |         |         |           |          |             |
| Precipitation - NONE  |                 |             |               |         |         |           |          |             |
| Condition of Light - DAYLIGHT   |                 |             |               |         |         |           |          |             |
| Personnel Information   |                 |             |               |         |         |           |          |             |
| Pilot-In-Command  | Age - 36        |             | ledical Certi |         |         |           | NO WAIVE | RS/LIMIT    |
| Certificate(s)/Rating(s)  | Biennial Flight |             |               | Flight  |         |           |          |             |
| STUDENT   | Current         |             | Total         |         | 4.7     | Last      | 24 Hrs - | UNK/NR      |
|   | Months Since    |             | Make/Mode     |         | 47      | Last      | 30 Days- | UNK/NR      |
|   | Aircraft Typ    | e - N/A     | Instrumen     | τ-      | O       | Last      | 90 Days- | UNK/NR      |
| Instrument Rating(s) - NONE   |                 |             |               |         |         |           |          |             |
|   |                 |             |               |         |         |           |          |             |
| Narrative   |                 |             |               |         |         |           |          |             |
| IE STUDENT PILOT REPORTED THAT DURING LANDIN<br>.RD ON ALL THREE GEAR, PROPOISED, AND SUBSEQ<br>ID VARTARIF |                 |             |               |         |         |           | OWN      |             |
| ND VARIABLE.  |                 |             |               |         |         |           |          |             |

File No. - 1332 5/19/82 LAS CRUCES,NM A/C Reg. No. N54488 Time (Lc1) - 0830 MDT

Occurrence 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

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

----Probable Cause----

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

| File No 1333 1/04/82 NEAR   | LAS VEGAS,NV   | A/C Re                                     | g. No. N                           | 1956H                                     | Т                                       | ime (Lc1)                        | - 2120   | PST         |
|---|--|--|------------------------------------|---|---|----------------------------------|----------|-------------|
| Basic Information   |  |  | _                                  |   |   |                                  |          |             |
| Type Operating Certificate-AIR CARRIER  |  | Aircraft                                   |                                    |   |   |                                  | uries    |             |
| ON-DEMAND AI  |  | DESTROY                                    | ED                                 | _   | Fatal                                   |                                  |          |             |
| Type of Operation -NON SCHED,DO<br>Flight Conducted Under -14 CFR 135   | MESTIC, CARGO  | Fire                                       |                                    | Crew                                      | 1                                       | 0                                | 0        |             |
| Accident Occurred During -CRUISE  |  | NONE                                       |                                    | Pass                                      | 1                                       | 0                                | 0        | 0           |
| Aircraft Information  |  |  |                                    |   |   |                                  |          |             |
| Make/Model - PIPER PA-34-200T   | Eng Make   | Model - CON                                | TINENTAL                           | TSI0-360-E                                | ELT                                     | Installed                        | Activat  | ed - YES/NO |
| Landing Gear - TRICYCLE-RETRACTABLE   | Number Er  | ngines - 2                                 |                                    |   | Stal                                    | 1 Warning                        | System   | - YES       |
| Max Gross Wt - 4578   | Engine Ty  | /pe - REC                                  | IP - FUEL                          | INJECTED                                  | Weat                                    | her Radar                        | - NO     |             |
| No. of Seats - 2  | Rated Pov  | ver -                                      | 200 HP                             |   |   |                                  |          |             |
| Environment/Operations Information  |  |  |                                    |   |   |                                  |          |             |
| Weather Data  | Itinerary  |  |                                    |   | Airport                                 | Proximity                        |          |             |
| Wx Briefing - BRFG RCVD, SOURCE UNK   | Last Depar   | rture Point                                |                                    |   | OFF AI                                  | RPORT/STRI                       | ΙP       |             |
| Method - TELEPHONE  | TONOPAH.   | . NV                                       |                                    |   |   | •                                |          |             |
| Completeness - FULL   | Destination  | 1  |                                    | Α   | irport Da                               | ata                              |          |             |
| Basic Weather - VMC   | LAS VEGA   | AS.NV                                      |                                    |   | •                                       |                                  |          |             |
| Wind Dir/Speed- UNK/NR  |  |  |                                    |   | Runwa∨                                  | Ident                            | - N/A    |             |
| Visibility - 20.0 SM  | ATC/Airspace   | 2  |                                    |   |   | Lth/Wid                          | - N/A    |             |
| Cloud Conditions(1st) - UNK/NR  |  | light Plan -                               | VFR                                |   |   | Surface                          |          |             |
| Cloud Conditions(2nd) - UNK/NR  | Type of C  |  |                                    |   |   |                                  | - N/A    |             |
| Obstructions to Vision- UNK/NR  |  | pach Flown -                               |                                    |   | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                                  | ,        |             |
| Precipitation - NONE  | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,                    |  |                                    |   |   |                                  |          |             |
| Condition of Light - NIGHT (DARK)   |  |  |                                    |   |   |                                  |          |             |
| Personnel Information   |  |  |                                    |   |   | ~                                |          |             |
| Pilot-In-Command  | Age - 31   |  | Medical (                          | Certificate                               | - VALID                                 | MEDICAL-N                        | NO WAIVE | RS/LIMIT    |
| <pre>Certificate(s)/Rating(s)</pre>   | Biennial Flight  | Review                                     |                                    | Flight                                    | Time (H                                 | ours)                            |          |             |
| ATP,CFI   | Current  | ~ YES                                      | Total                              | ı - 2                                     | 505                                     | Ĺast 2                           | 24 Hrs - | 5           |
| SE LAND, ME LAND  | Months Since   | - 6  | Make                               | /Model- UNK                               | /NR                                     | Last 3                           | 30 Davs- | 86          |
|   | Months Since<br>Aircraft Typ                               | oe - PA-34                                 |                                    | /Model- UNK<br>rument- UNK<br>i-Eng - UNK |   | Last 9                           | 90 Days- | UNK/NR      |
| Instrument Rating(s) - AIRPLANE   |  |  |                                    |   |   |                                  |          |             |
| Instrument Rating(s) - AIRPLANE   |  |  |                                    |   |   |                                  |          |             |
| HE AIRCRAFT, A PIPER PA-34, WAS ON A VFR FLI<br>OMPANY PILOT IN A CESSNA 207 STATED THAT HE<br>ONOPAH TO LAS VEGAS, NV. THE CESSNA PILOT HA<br>ILOT WAS GOING TO STAY AT 9500 FT. THE WRECK | ENCOUNTERED INSTE<br>O TALKED TO THE F<br>AGE OF THE PIPER | RUMENT CONDI<br>PIPER PILOT<br>WAS FOUND A | TIONS AT<br>ON THE RA<br>T THE 950 | 9500 FT WH<br>ADIO. REPOR<br>OO FT LEVEL  | ILE HE WA<br>TEDLY, TO<br>IN MOUN       | AS FLYING<br>HE PIPER<br>TAINOUS | FROM     |             |
| ERRAIN, ABOUT 30 MILES WEST OF LAS VEGAS. TH<br>AD IMPACTED A SLOPE OF ABOUT 30 DEGREES, WHI  |  |  |                                    | MI CHARLES                                | IUN. IHE                                | AIRCKAFI                         |          |             |
|   |  |  |                                    |   |   |                                  |          |             |

File No. - 1333 1/04/82 NEAR LAS VEGAS,NV A/C Reg. No. N1956H Time (Lc1) - 2120 PST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

#### Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION CLOUDS
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER CONTINUED PILOT IN COMMAND
- 4. TERRAIN CONDITION HIGH TERRAIN
- 5. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 6. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 7. TERRAIN CONDITION UPHILL

----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) 1,2,4,6,7

| File No 1349 4/29/82 DEETH  | , NV A/C Re  | g. No. N8943   | Tir   | me (Lcl) - 1  | 325 PDT              |                |
|---|--|--|---|---|----------------------|----------------|
| Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | L AVIATION) Aircraft<br>SUBSTAN<br>Fire<br>NONE  |  | Fatal<br>O<br>O   | Injurie<br>Serious<br>O<br>O                                | s<br>Minor<br>O<br>O | None<br>1<br>1 |
| Aircraft Information<br>Make/Model - BELLANCA 7GCBC<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1650<br>No. of Seats - 2  | Eng Make/Model - LYC<br>Number Engines - 1<br>Engine Type - REC<br>Rated Power -   |  | Stall   | nstalled/Act<br>Warning Sys<br>er Radar - N                 | tem - NO             |                |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 045/008 KTS 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 Point SPRATLING RANCH,NV Destination DEETH,NV  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown | NONE<br>NONE   | irport Da<br>Runway :<br>Runway !<br>Runway :<br>Runway : | PORT/STŔIP<br>ta<br>Ident - N<br>Lth/Wid - N<br>Surface - A | /A<br>SPHALT         |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE Narrative THE PILOT CHOSE TO LAND ON AN ABANDONED HIGHW THE NORTHEAST AT 8 GUSTING 18 KNOTS. WHILE MA  | Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NR  | Total - Make/Model- Instrument-  ES. REPORTEDLY, THE | Time (How 728 653 11                                      | urs) Last 24 H Last 30 D Last 90 D                          | rs -<br>ays-         | 2<br>18<br>55  |
| ENOUGH SPEED HAD BEEN LOST TO LOWER THE TAIL.  RAN OFF THE LEFT SIDE OF THE HIGHWAY AND NOSE  | SUBSEQUENTLY, THE PILOT LOS  |  |   |   |                      |                |

File No. - 1349 4/29/82 A/C Reg. No. N8943 DEETH, NV Time (Lc1) - 1325 PDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 6. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

| File No 1257 4   | /29/82 LAT  | HROP WELLS,NV   | A/C Reg                         | . No. N7058E                                  | T                  | ime (Lc1) -                                   | 1716 PDT         |                |
|--|---|---|---------------------------------|---|--------------------|---|------------------|----------------|
| -Basic Information<br>Type Operating Certifica   | te-NONE (GENE                                     | RAL AVIATION)   | Aircraft [                      |   | <b>5</b> -1-1      | Injur   |                  |                |
| Type of Operation Flight Conducted Under Accident Occurred During  | -14 CFR 91<br>-LANDING                            |   | SUBSTANT:<br>Fire<br>NONE       | Crew<br>Pass                                  |                    | Serious<br>1<br>O                             | Minor<br>O<br>O  | None<br>O<br>O |
| -Aircraft Information<br>Make/Model - CESSNA 1<br>Landing Gear - TRICYCLE<br>Max Gross Wt - 2350<br>No. of Seats - 4   | 75A   | Number<br>Engine                                      | Engines - 1                     | PROCATING-CARBUR                              | Stal<br>ETOR Weatl | l Warning Sy                                  | /stem - UN<br>NO | NK/NR          |
| Environment/Operations Inf<br>Weather Data<br>Wx Briefing - FSS<br>Method - UNK/NR<br>Completeness - UNK/NR  |   | HENDER<br>Destinati                                   | parture Point<br>RSON,NV<br>ion |   | Airport            | Proximity<br>RPORT/STRIP                      |                  |                |
| Basic Weather - VMC Wind Dir/Speed- 360/01 Visibility - 15.0 Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Vision Precipitation Condition of Light | SM<br>- 20000 FT SC<br>- NONE<br>- HAZE<br>- NONE | ATC/Airspa<br>CATTERED Type of<br>Type of             |                                 | NONE  | Runway<br>Runway   | Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A              |                |
| -Personnel Information<br>Pilot-In-Command   |   | Age - 53  | Me                              | edical Certifica                              | te - VALID         | MEDICAL-WA                                    | TVERS/LIM        | <br>IT         |
| Certificate(s)/Rating(s<br>PRIVATE<br>SE LAND  | )   | Biennial Fligh<br>Current<br>Months Sir<br>Aircraft l | nt Review                       | Flig<br>Total -<br>Make/Model-<br>Instrument- | ht Time (Ho        | ours)   | •                |                |
| Instrument Rating(s)   | - NONE  |   |                                 |   |                    |   |                  |                |
| -Narrative AIRCRAFT'S ENGINE QUIT WHI DROPPED FROM ABOUT 15 FEET ECTOR WAS FOUND MIDWAY BETW   | AGL AND CAME                                      | TO REST INVERTED                                      | . FUEL WAS PRES                 |   |                    |   |                  |                |

| File No 125                                | 7 4/29/82 LATHRO                                     | OP WELLS, NV A/O        | C Reg. No. N7058E         | Time (Lc1) - 1716 PDT |
|--|--|-------------------------|---------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation        | LOSS OF POWER(TOTAL) - N<br>DESCENT - NORMAL         | ION-MECHANICAL          |                           |                       |
|  | CTOR VALVE - IMPROPER<br>ADEQUATE - PILOT IN COMMA   |                         |                           |                       |
| Occurrence #2<br>Phase of Operation        | FORCED LANDING<br>LANDING - FLARE/TOUCHDOW           |                         |                           |                       |
|  | LOSS OF CONTROL - IN FLI<br>LANDING - FLARE/TOUCHDOW |                         |                           |                       |
| Finding(s) 3. FLIGHT CONTROLS              | - IMPROPER USE OF - PILOT                            |                         |                           |                       |
|  | ROLL OVER<br>LANDING - FLARE/TOUCHDOW                |                         |                           |                       |
| Probable Cause                             | -  |                         |                           |                       |
| The National Transporis/are finding(s) 1,2 |  | mines that the Probable | Cause(s) of this accident | :                     |

#### Brief of Accident

| File No 1351 4/25/82 LAGRANG                   | E,NY            | A/C Reg        | No. N1796    |          | Τ.      | ime (Lc1) -                   | - <b>153</b> 0 EST | -       |
|--|-----------------|----------------|--------------|----------|---------|-------------------------------|--------------------|---------|
| Basic Information                              |                 |                |              |          |         |                               |                    |         |
| Type Operating Certificate-NONE (GENERAL .     | AVIATION)       | Aircraft [     | )amage       |          |         | Injur                         | ries               |         |
|  |                 | DESTROYED      | )            | F        | atal    | Serious                       | Minor              | None    |
| Type of Operation -AERIAL MAPPING              | /PHOTOGRAPHY    | Fire           |              | Crew     | 1       | 0                             | 0                  | 0       |
| Flight Conducted Under -14 CFR 91              |                 | NONE           |              | Pass     | 0       | 1                             | 0                  | 0       |
| Accident Occurred During -MANEUVERING          |                 |                |              |          |         |                               |                    |         |
|  |                 |                |              |          |         |                               |                    |         |
| Make/Model - SPEZIO SPORT DAL-1                | Eng Make/       | Model - LYCOM  | ING 0-290    |          | FIT '   | [nstalled/A                   | ctivated           | - YES/N |
| Landing Gear - TRICYCLE-FIXED                  |                 |                | 0 200        |          |         | Warning S                     |                    |         |
| Max Gross Wt - 900                             |                 | /pe - RECIF    |              |          |         |                               |                    | ,       |
| No. of Seats - 2                               | Rated Pov       |                | IO HP        |          |         |                               |                    |         |
| Environment/Operations Information             |                 |                |              |          |         |                               |                    |         |
| Weather Data                                   | Itinerary       |                |              | A 4      | rnort ! | Proximity                     |                    |         |
|  | •               | tuna Daint     |              |          | •       | ,                             | ,                  |         |
| . Wx Briefing - NO RECORD OF BRIEFING          |                 | rture Point    |              |          | OLL AT  | RPORT/STRIP                   | •                  |         |
| Method - N/A                                   | POUGHKEE        | · ·            |              | ٠- د ۸   |         |                               |                    |         |
| Completeness - N/A                             | Destination     | 1              |              | Alr      | port Da | ata                           |                    |         |
| Basic Weather - VMC                            | LOCAL           |                |              |          | D       | T =1 = := 4                   | NI / A             |         |
| Wind Dir/Speed- VARIABLE-UNK/NR                |                 |                |              |          | -       | _                             | - N/A              |         |
| Visibility - 15.0 SM                           | A-TC/Airspace   |                |              |          |         | Lth/Wid -                     |                    |         |
| Cloud Conditions(1st) - NONE                   |                 | light Plan - M |              |          |         | Surface -                     |                    |         |
| Cloud Conditions(2nd) - NONE                   |                 | learance - N   |              |          | Runway  | Status -                      | - N/A              |         |
| Obstructions to Vision- NONE                   | Type Appro      | oach Flown - M | IONE         |          |         |                               |                    |         |
| Precipitation - NONE                           | ,               |                |              |          |         |                               |                    |         |
| Condition of Light - DAYLIGHT                  |                 |                |              |          |         |                               |                    |         |
| Personnel Information                          |                 |                |              |          |         |                               |                    |         |
|  |                 |                | edical Certi |          |         |                               | IVERS/LIM          | MIT     |
| Certificate(s)/Rating(s) B                     | iennial Flight  | Review         |              | Flight T |         |                               |                    |         |
| PRIVATE  | Current         | - UNK/NR       | Total        | - 24     | 12      | Last 24                       | 4 Hrs -            | 1       |
| SE LAND  |                 | e - UNK/NR     |              | 1- 24    | 12      | Last 30                       | Days-              | 0       |
|  | Aircraft Typ    | oe - UNK/NR    | Instrumen    | t-       | 8       | Last 24<br>Last 30<br>Last 90 | Days-              | 2       |
|  |                 |                |              |          |         |                               |                    |         |
| Instrument Rating(s) - NONE                    |                 |                |              |          |         |                               |                    |         |
|  |                 |                |              |          |         |                               |                    |         |
| HE OWNER/PILOT OF THE AIRCRAFT WAS A PHOTOGRAP | HER WITH AN AME | PUTATION AROVE | HIS LEFT W   | RIST. HI | S CLAS  | S III MEDIC                   | CAL                |         |
| ERTIFICATE STATED THAT HE MUST WEAR AN ARTIFIC |                 |                |              |          |         |                               |                    |         |
| JILDING IN AN INDUSTRIAL PARK. AFTER HE TOOK O |                 |                |              |          |         |                               |                    |         |
| NDUSTRIAL PARK AT LOW ALTITUDE AND LOW AIRSPEE |                 |                |              |          |         |                               |                    |         |
| EPORTEDLY ON ITS LAST PASS, THE PLANE'S LEFT W |                 |                |              |          |         |                               |                    |         |
|  |                 |                |              |          |         |                               |                    |         |
| ANE ROLLED AND CRASHED. AFTER HITTING THE GRO  |                 |                |              |          |         |                               |                    |         |
| AMERA WAS RECOVERED AND DEVELOPED. PICTURES OF | THE BUILDINGS   | AFKILIED THY   | THE PHUTOG   | KAPHS HA | IN REFN | IAKEN AT                      |                    |         |
| LOW ALTITUDE.                                  |                 |                |              |          |         |                               |                    |         |
|  |                 |                | ·            |          |         |                               |                    |         |
|  |                 |                |              |          |         |                               |                    |         |

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| File No 13                          | 851 4/25/82<br> | LAGRANGE, NY       | A/C Reg. No. N1796     | Time (Lc1) - 1530 EST |  |
|-------------------------------------|-----------------|--------------------|------------------------|-----------------------|--|
| Occurrence #1                       | LOSS OF CONTROL | IN FLIGHT          |                        |                       |  |
| Phase of Operation                  |                 |                    |                        |                       |  |
| 1. AIRSPEED - NOT<br>2. IMPROPER US |                 |                    | ION - PILOT IN COMMAND |                       |  |
| 3. STALL - INADVER                  |                 | •                  | TON - PILOT IN COMMAND |                       |  |
|                                     |                 |                    |                        |                       |  |
| Occurrence #2                       | IN FLIGHT COLL  | ISION WITH TERRAIN |                        |                       |  |
| Phase of Operation                  | DESCENT - UNCO  | NTROLLED           |                        |                       |  |
| Dachah In Course                    |                 |                    |                        |                       |  |
| Probable Cause                      |                 |                    |                        |                       |  |
|                                     |                 |                    |                        |                       |  |

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

| SUBST<br>Fire<br>NONE<br>  | 1 RECIPROCATING 165 HP  165 HP  165 HP  165 HP  166 HP   | -CARBURET  | ELT I Stall OR Weath Airport F ON AIRF irport Da Runway Runway Runway   | Proximity PORT  ata  Ident - Lth/Wid - Surface -  | Minor 0 0 Cotivated System - NO NO 16 2500/   | 200   |
|--|--|--|---|---|---|---|
| SUBST Fire NONE  Make/Model - F mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance | FRANKLIN 105 1 RECIPROCATING 165 HP  | Pass   | O O O ELT I Stall OR Weath ON AIRF irport Da Runway Runway Runway Runway  | Serious  0 0 1 Installed/A I Warning S ner Radar - Proximity PORT  ata  Ident - Lth/Wid - Surface -   | Minor 0 0 Cotivated Gystem - NO 16 2500/ 2  | 1<br>1<br>- YES/YE<br>0   |
| Fire NONE  Make/Model - F mber Engines - gine Type - R ted Power - rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance     | FRANKLIN 105 1 RECIPROCATING 165 HP  165 HP  1 - NONE  | Pass   | O O O ELT I Stall OR Weath ON AIRF irport Da Runway Runway Runway Runway  | O O O O O O O O O O O O O O O O O O O   | O<br>O<br>O<br>Octivated<br>System - NO<br>NO<br>NO<br>16<br>2500/ 1  | 1<br>1<br>- YES/YE<br>0   |
| MONE  Make/Model - F mber Engines - gine Type - R ted Power - rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance          | RECIPROCATING 165 HP 165 HP 165 HP 165 HP 165 HP   | Pass   | ELT I Stall OR Weath ON AIRF irport Da Runway Runway Runway   | Installed/A I Warning S ner Radar - Proximity PORT ata Ident - Lth/Wid - Surface -  | O<br>Activated<br>System - NO<br>NO<br>NO<br>16<br>2500/ (  | 1<br><br>- YES/YE<br>D  |
| g Make/Model - F mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance                | RECIPROCATING 165 HP 165 HP 165 HP 165 HP 165 HP   | -CARBURET  | ELT I<br>Stall<br>OR Weath<br>  | Installed/A I Warning S ner Radar - Proximity PORT ata Ident - Lth/Wid - Surface -  | Activated System - NO NO NO 16 2500/ :  | <br>- YES/YE<br>0   |
| g Make/Model - F mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance                | RECIPROCATING 165 HP 165 HP 165 HP 165 HP 165 HP   | -CARBURET  | ELT I Stall OR Weath Airport F ON AIRF irport Da Runway Runway Runway   | I Warning S ner Radar - Proximity PORT ata Ident - Lth/Wid - Surface -  | ystem - NO<br>NO<br>  | 200   |
| g Make/Model - F mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance                | RECIPROCATING 165 HP 165 HP 165 HP 165 HP 165 HP   | -CARBURET  | ELT I Stall OR Weath Airport F ON AIRF irport Da Runway Runway Runway   | I Warning S ner Radar - Proximity PORT ata Ident - Lth/Wid - Surface -  | ystem - NO<br>NO<br>  | 200   |
| mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance                                 | 1 RECIPROCATING 165 HP  165 HP  165 HP  165 HP  166 HP   | -CARBURET  | Stall OR Weath Airport F ON AIRF irport Da Runway Runway Runway   | I Warning S ner Radar - Proximity PORT ata Ident - Lth/Wid - Surface -  | ystem - NO<br>NO<br>  | 200   |
| mber Engines - gine Type - R ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plan e of Clearance                                 | 1 RECIPROCATING 165 HP  165 HP  165 HP  165 HP  166 HP   | -CARBURET  | OR Weath Airport F ON AIRF irport Da Runway Runway Runway Runway  | Proximity PORT  ata  Ident - Lth/Wid - Surface -  | . 16<br>- 2500/ :   | 200   |
| ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance  | 165 HP  165 HP  165 HP  167 HP  168 HP  169 HP |  | Airport F<br>ON AIRF<br>irport Da<br>Runway<br>Runway<br>Runway   | Proximity PORT  ata  Ident - Lth/Wid - Surface -  | 16<br>2500/ :   |   |
| ted Power rary t Departure Poir AME AS ACC/INC ination OCAL irspace e of Flight Plar e of Clearance  | 165 HP  165 HP  165 HP  167 HP  168 HP  169 HP |  | Airport F<br>ON AIRF<br>irport Da<br>Runway<br>Runway<br>Runway   | Proximity PORT  ata  Ident - Lth/Wid - Surface -  | 16<br>2500/ :   |   |
| t Departure Poir<br>AME AS ACC/INC<br>ination<br>OCAL<br>irspace<br>e of Flight Plar<br>e of Clearance   | n - NONE<br>- NONE   |  | ON AIRF<br>irport Da<br>Runway<br>Runway<br>Runway  | PORT  ata  Ident - Lth/Wid - Surface -  | 2500/ :   |   |
| t Departure Poir<br>AME AS ACC/INC<br>ination<br>OCAL<br>irspace<br>e of Flight Plar<br>e of Clearance   | n - NONE<br>- NONE   |  | ON AIRF<br>irport Da<br>Runway<br>Runway<br>Runway  | PORT  ata  Ident - Lth/Wid - Surface -  | 2500/ :   |   |
| t Departure Poir<br>AME AS ACC/INC<br>ination<br>OCAL<br>irspace<br>e of Flight Plar<br>e of Clearance   | n - NONE<br>- NONE   |  | ON AIRF<br>irport Da<br>Runway<br>Runway<br>Runway  | PORT  ata  Ident - Lth/Wid - Surface -  | 2500/ :   |   |
| AME AS ACC/INC ination OCAL irspace of Flight Plare of Clearance   | n - NONE<br>- NONE   | <b>A</b>   | Runway<br>Runway<br>Runway  | Ident -<br>Lth/Wid -<br>Surface -   | 2500/ :   |   |
| ination<br>OCAL<br>irspace<br>e of Flight Plar<br>e of Clearance   | - NONE   | Α .  | Runway<br>Runway<br>Runway  | Ident -<br>Lth/Wid -<br>Surface -   | 2500/ :   |   |
| OCAL<br>irspace<br>e of Flight Plar<br>e of Clearance  | - NONE   | <u>^</u>   | Runway<br>Runway<br>Runway  | Ident -<br>Lth/Wid -<br>Surface -   | 2500/ :   |   |
| irspace<br>e of Flight Plar<br>e of Clearance  | - NONE   |  | Runway<br>Runway  | Lth/Wid -<br>Surface -  | 2500/ :   |   |
| e of Flight Plar<br>e of Clearance   | - NONE   |  | Runway<br>Runway  | Lth/Wid -<br>Surface -  | 2500/ :   |   |
| e of Flight Plar<br>e of Clearance   | - NONE   |  | Runway  | Surface -   | GRASS/TUI   |   |
| e of Clearance   | - NONE   |  |   |   |   | N I   |
|  |  |  |   |   |   |   |
| e approach Flowi   |  |  | Kuliway   | Julia   |   |   |
|  | I - NONE   |  |   |   |   |   |
|  |  |  |   |   |   |   |
|  |  |  |   |   |   |   |
| 11   | Medical Ce   | rtificate  | - VALTD   | MEDICAL -NO   | WATVERS/  | ITMIT   |
|  |  |  |   |   |   |   |
|  |  |  |   |   | l Hrs -   | 0   |
| s Since - 2  | Make/M   |  |   |   |   | -   |
|  |  |  |   |   |   | 28  |
| art Type - UNK/N   | ak Ilisti'ui   | merru-   | 24  |   |   |   |
|  |  |  |   | KO (OI CI   | art ON  | N/ INK  |
|  |  |  |   |   |   |   |
|  |  |  |   |   |   |   |
|  |  |  |   |   |   |   |
| COUNTERED. POWER   | WAS APPLIED  | TO GO-AR   | OUND, BUT   | T A QUARTER   | RING  |   |
| -  | ent - YES as Since - 2 aft Type - UNK/N  VING IN, SO HE DE WAS ON DOWNWING ENCE THAT BECAME  | Flight Review ent - YES Total ns Since - 2 Make/M raft Type - UNK/NR Instru  VING IN, SO HE DECIDED TO RET E WAS ON DOWNWIND OR BASE AND LENCE THAT BECAME PROGRESSIVE NCOUNTERED. POWER WAS APPLIED | Flight Review Flight ent - YES Total - ns Since - 2 Make/Model- naft Type - UNK/NR Instrument-  VING IN, SO HE DECIDED TO RETURN TO TH E WAS ON DOWNWIND OR BASE AND THE WIND LENCE THAT BECAME PROGRESSIVELY WORSE. NCOUNTERED. POWER WAS APPLIED TO GO-AR | Flight Review Flight Time (Hornt - YES Total - 500 ms Since - 2 Make/Model - 28 maft Type - UNK/NR Instrument - 24  VING IN, SO HE DECIDED TO RETURN TO THE AIRPORTE WAS ON DOWNWIND OR BASE AND THE WIND SOCK WAS LENCE THAT BECAME PROGRESSIVELY WORSE. AS THE AIRPORTE WAS APPLIED TO GO-AROUND, BUTCOUNTERED. POWER WAS APPLIED TO GO-AROUND, BUTCOUNTERED. | Flight Review Flight Time (Hours) ent - YES Total - 500 Last 24 ens Since - 2 Make/Model - 28 Last 30 eaft Type - UNK/NR Instrument - 24 Last 90 Rotorce  VING IN, SO HE DECIDED TO RETURN TO THE AIRPORT AND E WAS ON DOWNWIND OR BASE AND THE WIND SOCK WAS FAVORING LENCE THAT BECAME PROGRESSIVELY WORSE. AS THE AIRCRAFT | Flight Review Flight Time (Hours)  ent - YES Total - 500 Last 24 Hrs - ns Since - 2 Make/Model - 28 Last 30 Days - UN  eaft Type - UNK/NR Instrument - 24 Last 90 Days - Rotorcraft - UNI  VING IN, SO HE DECIDED TO RETURN TO THE AIRPORT AND E WAS ON DOWNWIND OR BASE AND THE WIND SOCK WAS FAVORING  LENCE THAT BECAME PROGRESSIVELY WORSE. AS THE AIRCRAFT ROCOUNTERED. POWER WAS APPLIED TO GO-AROUND, BUT A QUARTERING |

File No. - 1315 6/19/82 RICHLAND, NY A/C Reg. No. N9513K Time (Lc1) - 1630 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - GUSTS

2. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

- 4. GO-AROUND ATTEMPTED PILOT IN COMMAND
- 5. TERRAIN CONDITION HIGH VEGETATION
- 6. TERRAIN CONDITION DIRT BANK

----Probable Cause----

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

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

| Type Operating Certificate-NONE (GENERA                             |   | t Damage        |             | Injur                         |          |       |
|---|---|-----------------|-------------|-------------------------------|----------|-------|
|   | SUBSTA                                      |                 | Fatal       |                               |          | None  |
| Type of Operation -PERSONAL   | Fire  |                 | ew O        | 0                             | 1        | 0     |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF | NONE  | Pa              | iss O       | 0                             | 3        | 0     |
| -Aircraft Information   |   |                 |             |                               |          |       |
| Make/Model - GRUMMAN AA5  | Eng Make/Model - LY                         |                 |             | Installed/A                   |          | •     |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2400                | Number Engines - 1                          |                 |             | 11 Warning S                  |          | ES    |
| No. of Seats - 4  | Engine Type - RE<br>Rated Power -           | 180 HP          |             | ther kadar -                  |          |       |
| -Environment/Operations Information                                 | _   |                 |             |                               |          |       |
| Weather Data  | Itinerary                                   |                 |             | Proximity                     |          |       |
| Wx Briefing - FSS<br>Method - TELEPHONE                             | Last Departure Point                        |                 | ON AI       | RPORT                         |          |       |
| Completeness - PARTIAL, LMTD BY FCSTR                               | SAME AS ACC/INC<br>Destination              |                 | Airport     | Data                          |          |       |
| Basic Weather - VMC   | LOCAL                                       |                 |             | VILLE AIRPAR                  | ĸ        |       |
| Wind Dir/Speed- 200/009 KTS   | LOOAL                                       |                 |             |                               | 27       |       |
| Visibility - 12.0 SM  | ATC/Airspace                                |                 |             | ý Lth/Wid -                   | 2550/    | 75    |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan                         |                 |             | y Surface -                   |          |       |
| Cloud Conditions(2nd) - NONE  | Type of Clearance                           |                 | Runwa       | y Status -                    | DRY      |       |
| Obstructions to Vision- NONE  | Type Approach Flown                         | - NONE          |             |                               |          |       |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT               |   |                 |             |                               |          |       |
| -Personnel Information  |   |                 |             |                               |          |       |
| Pilot-In-Command  | Age - 34                                    | Medical Certifi |             |                               | WAIVERS/ | LIMIT |
|   | Biennial Flight Review                      | F1              | ight Time ( | Hours)                        |          | _     |
| PRIVATE   | Current - YES                               | Total -         | 283         | Last 24<br>Last 30<br>Last 90 | Hrs -    | 3     |
| SE LAND, ME LAND  | Months Since - 18<br>Aircraft Type - UNK/NR | Make/Model-     | . 12        | Last 30                       | Days- UN | 12    |
|   | ATTCTATE Type - UNK/NK                      | Multi-Eng -     | . 28        | Rotorcr                       |          | 164   |
|   |   | Marti Ling      | 20          | 110 (01 01                    | u        |       |
| Instrument Rating(s) - NONE   |   |                 |             |                               |          |       |
| -Narrative  |   |                 |             |                               |          |       |
| TAKEOFF WITH 3 PASSENGERS AND FULL FUEL TH                          |   |                 |             |                               |          |       |
| AIRCRAFT BECAME UNCONTROLLABLE, VEERED TO                           | THE LEFT, NOSED OVER IMPAC                  | TING THE GROUND | LEFT WING F | IRST. THE FI                  | ELD      |       |

File No. - 1229 5/13/82 BROOKVILLE, OH A/C Reg. No. N4522E Time (Lc1) - 1745 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. TERRAIN CONDITION - OPEN FIELD 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) Aircraf                         | t Damage                   |                           | Injur                      | ies                |        |
|--|---|----------------------------|---------------------------|----------------------------|--------------------|--------|
|  | SUBSTA                                      | NTIAL                      | Fatal                     |                            |                    | None   |
| Type of Operation -PERSONAL  | Fire  | Crew                       | -                         | 0                          | 0                  | 1      |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING - | NONE  | Pass                       | . О                       | U                          | U                  | 0      |
| Aircraft Information   |   |                            |                           |                            |                    |        |
| Make/Model - OLDFIELD BABY LAKES<br>Landing Gear - TAILWHEEL-ALL FIXED   | Eng Make/Model - CO<br>Number Engines - 1   |                            |                           | [nstalled/A<br>  Warning S |                    |        |
| Max Gross Wt - 705   | Engine Type - RE                            |                            |                           |                            |                    | ,      |
| No. of Seats - 2   |   | 75 HP                      |                           |                            | <del>.</del>       |        |
| Environment/Operations Information                                       |   |                            |                           |                            |                    |        |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING                      | Itinerary                                   |                            |                           | roximity                   |                    |        |
| WX Briefing - NO RECORD OF BRIEFING  Method - N/A                        | Last Departure Point<br>SAME AS ACC/INC     |                            | ON AIR                    | PURI                       |                    |        |
| Completeness - N/A   | Destination                                 |                            | Airport Da                | a+a                        |                    |        |
| Basic Weather - VMC  | LOCAL                                       |                            | •                         | COUNTY                     |                    |        |
| Wind Dir/Speed- 315/006 KTS  |   |                            | Runway                    | Ident -                    | 28                 |        |
| Visibility - 10.0 SM   | ATC/Airspace                                |                            |                           | Lth/Wid -                  |                    | 65     |
| Cloud Conditions(1st) - NONE<br>Cloud Conditions(2nd) - NONE             | Type of Flight Plan                         |                            |                           | Surface -                  | · ASPHALT<br>· DRY |        |
| Obstructions to Vision- NONE   | Type of Clearance<br>Type Approach Flown    |                            | Runway                    | Status -                   | DRT                |        |
| Precipitation - NONE   | Type Approach Trown                         | CONTROL                    |                           |                            |                    |        |
| Condition of Light - DAYLIGHT  |   |                            |                           |                            |                    |        |
| Personnel Information  |   |                            |                           | MEDICAL NO                 | NATUEDS /          |        |
| Pilot-In-Command Certificate(s)/Rating(s)                                | Age - 58<br>Biennial Flight Review          | Medical Certifica          | te - VALID<br>ht Time (Ho |                            | WAIVERS/           | L'IWI! |
| PRIVATE  | Current - YES                               | Total -                    |                           |                            | Hrs -              | 0      |
| SE LAND  |   | Make/Model-<br>Instrument- | 10                        | Last 30                    | Days- UN           | K/NR   |
|  | Months Since - 11<br>Aircraft Type - UNK/NR | Instrument-                | 0                         | Last 90                    | Days-              | 2      |
| Instrument Rating(s) - NONE  |   |                            |                           |                            |                    | ·<br>  |
| Narrative  |   |                            |                           | <del></del>                |                    |        |
| AIRCRAFT QUIT DURING TAKEOFF CLIMB. THE P                                | ILOT REVERSED COURSE AND TH                 | E ENGINE STARTED A         | GAIN FOR A                | SHORT PERI                 | OD                 |        |
| STOPPED. THE PILOT ATTEMPTED TO LAND ON                                  | A TAXIWAY BUT HIT THE RAISE                 | D LIP OF THE TAXIW         | AY, THE RIG               | GHT MAIN LA                | NDING              |        |

| File No 12   | 11 5/16/82 M                               | IIDDLEFIELD,OH      | A/C Reg. No. N120R               | Time (Lc1) - 1515 EDT |
|--|--|---------------------|----------------------------------|-----------------------|
| Occurrence #1 Phase of Operation                     | LOSS OF POWER<br>TAKEOFF - INITIAL C       | LIMB                |                                  |                       |
|  | IN FLIGHT COLLISION<br>LANDING - FLARE/TOU |                     |                                  |                       |
| Finding(s)<br>1. TERRAIN CONDITI<br>2. CHECKLIST - M | ON - RUNWAY<br>ISJUDGED - PILOT IN C       | OMMAND              |                                  |                       |
| Probable Cause                                       |  |                     |                                  |                       |
| The National Transpois/are finding(s) 2              | rtation Safety Board                       | determines that the | Probable Cause(s) of this accide | ent                   |
| Factor(s) relating t                                 | o this accident is/ar                      | e finding(s) 1      |                                  |                       |

| Instrument Rating(s) - NONE  | Γ      |
|--|--------|
| Type of Operation  |        |
| Filight Conducted Under  | Non    |
| Accident Occurred During -LANDING  Aircraft Information Make/Model - BELL 47G-1  | 0      |
| Make/Model - BELL 47G-1  | 0      |
| Landing Gear - SKID  Max Gross Wt - 2650  No. of Seats - 3  Environment/Operations Information  Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 210/004 KTS  Visibility - 3.0 SM  Cloud Conditions(1st) - 2500 FT OVERCAST  Cloud Conditions(2nd) - NONE  Cloud Conditions to Vision- FOG  Precipitation - NONE  Condition of Light - DAYLIGHT  Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL, CFI  SE LAND, ME LAND  Months Since - 11  Medical Certificate - VALID MEDICAL-WAIVERS/LIMI  Condrative  FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Max Gross Wt - 2650 No. of Seats - 3 Rated Power - 165 HP  Environment/Operations Information Weather Data Weather Data Weather Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING CINCINNATI, OH Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 210/004 KTS Visibility - 3.0 SM Cloud Conditions(1st) - 2500 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions to Vision - FOG Operation - NONE Condition of Light - DAYLIGHT  Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND Months Since - 11 Months Since - 11 Make/Model - 1300 Months Since - 11 Make/Model - 1300 Mate/Complete - Soo Rotorcraft - 3 Mate/Operation - NONE Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  | - NO - |
| Environment/Operations Information Weather Data  | 10     |
| Environment/Operations Information Weather Data Itinerary  |        |
| Wx Briefing - NO RECORD OF BRIEFING CINCINNATI, OH COMPLETENS - N/A Destination Airport Data  Basic Weather - VMC LOCAL  Wind Din/Speed- 210/004 KTS Visibility - 3.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND, ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Method - N/A   |        |
| Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/004 KTS Visibility - 3.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND,ME LAND Months Since - 11 Make/Model 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Basic Weather - VMC Wind Dir/Speed- 210/004 KTS Visibility - 3.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Condition of Vision - FOG Type Approach Flown - VISUAL STRAIGHT-IN Personnel Information - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND, ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| Wind Dir/Speed- 210/004 KTS Visibility - 3.0 SM ATC/Airspace Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND, ME LAND Months Since - 11 Make/Model 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Visibility - 3.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND,ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| Cloud Conditions(1st) - 2500 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRASS/TUR Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND, ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days- Multi-Eng - 500 Rotocraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| Obstructions to Vision- FOG Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND,ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   | JRF    |
| Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND,ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days - UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days - Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command  |        |
| Personnel Information Pilot-In-Command Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 6000 Last 24 Hrs - SE LAND,ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days- UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days- Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  **Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  |        |
| Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER  Instrument Rating(s)  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Flight Time (Hours)  Fli     |        |
| Certificate(s)/Rating(s)  COMMERCIAL,CFI  CUrrent - YES  Total - 6000  Last 24 Hrs - SE LAND,ME LAND  Months Since - 11  Make/Model - 1300  Last 30 Days - UNK  HELICOPTER  Aircraft Type - B-47G  Instrument - 25  Instrument Rating(s) - NONE  Narrative  FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   | ΜΙΤ    |
| COMMERCIAL,CFI  SE LAND,ME LAND  Months Since - 11  Make/Model - 1300  Last 24 Hrs - Months Since - 11  Make/Model - 1300  Last 30 Days - UNK  Aircraft Type - B-47G  Instrument - 25  Multi-Eng - 500  Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative  FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| SE LAND, ME LAND Months Since - 11 Make/Model - 1300 Last 30 Days - UNK HELICOPTER Aircraft Type - B-47G Instrument - 25 Last 90 Days - Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  | 4      |
| Multi-Eng - 500 Rotorcraft - 3  Instrument Rating(s) - NONE  |        |
| Instrument Rating(s) - NONE  Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"  | 31     |
| Narrative FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   | 3000   |
| FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| FORE AND AFT CYCLIC CONTROL LINKAGE TUBE BECAME DISCONNECTED IN FLIGHT. AN EMERGENCY DESCENT, USING COLLECTIVE "S"   |        |
| The second second control of the second bigodiant of the second s |        |
| NS TO REDUCE AIRSPEED WAS PERFORMED. THE PILOT INTENTIONALLY COLLIDED WITH TREES DURING THE FORCED LANDING TO  |        |
| TION THE FALL. INVESTIGATION REVEALED THE CYCLIC PIVOT BOLT WAS MISSING P/N AN-174-15.   |        |

| File No 12                              | 62 5/20/82 CINCINNATI,OH                                   | A/C Reg. No. N141B                 | Time (Lc1) - 0710 EDT |
|---|--|------------------------------------|-----------------------|
| (                                       |  |                                    |                       |
| Occurrence #1<br>Phase of Operation     | LOSS OF CONTROL - IN FLIGHT<br>CRUISE - NORMAL             |                                    |                       |
| Finding(s) 1. ROTORCRAFT FLIG           | HT CONTROL,CYCLIC BELLCRANK - DISCONNE                     |                                    | ·                     |
| Occurrence #2 Phase of Operation        | LANDING - FLARE/TOUCHDOWN                                  |                                    |                       |
|   | IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN  |                                    |                       |
|   | )<br>TENTIONAL - PILOT IN COMMAND                          |                                    |                       |
|   | IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN |                                    |                       |
| Finding(s) 4. TERRAIN CONDITI           | DN - GROUND  |                                    |                       |
| Probable Cause                          |  |                                    |                       |
| The National Transpois/are finding(s) 1 | rtation Safety Board determines that t                     | he Probable Cause(s) of this accid | ent                   |
| Factor(s) relating t                    | o this accident is/are finding(s) 2,3,                     | 4                                  |                       |

|  |                             |                      | eg. No. N1631R Time (Lc1) - 1432 E |            |                 |            |                     |
|--|-----------------------------|----------------------|------------------------------------|------------|-----------------|------------|---------------------|
| -Basic Information   |                             |                      |                                    |            |                 |            |                     |
| Type Operating Certificate-NONE                              | (GENERAL AVIATION)          | Aircraft Damage      |                                    | F-4-3      | Inju<br>Serious |            | <b>M</b>            |
| Type of Operation -PERS                                      | CONAL                       | DESTROYED<br>Fire    | Crew                               | Fatal<br>O | Ser 10us<br>0   | Minor<br>1 | None<br>0           |
| Flight Conducted Under -14 (                                 | PED Q1                      | NONE                 | Pass                               | Ô          | 0               | 1          | 0                   |
| Accident Occurred During -MANE                               |                             | NONE                 | 1 433                              | Ü          | · ·             | '          | Ŭ                   |
| -Aircraft Information  |                             |                      |                                    |            |                 |            |                     |
| Make/Model - GRUMMAN AA1B                                    |                             | /Model - LYCOMING 0- |                                    |            |                 |            |                     |
| Landing Gear - TRICYCLE-FIXED                                |                             | ngines - 1           |                                    |            | l Warning S     |            | YES                 |
| Max Gross Wt - 1560  |                             | ype - RECIPROCATI    | ING-CARBURE1                       | TOR Weath  | ner Radar ·     | - NO       |                     |
| No. of Seats - 2   | Rated Po                    | wer - 108 HP         |                                    |            |                 |            |                     |
| -Environment/Operations Informatio                           |                             |                      |                                    |            |                 |            |                     |
| Weather Data   | Itinerary                   |                      |                                    |            | Proximity       |            |                     |
| W× Briefing - NO RECORD OF                                   |                             |                      |                                    | OFF AIR    | RPORT/STRI      | )          |                     |
| Method - N/A   | CYAHOSA                     |                      |                                    |            |                 |            |                     |
| Completeness - N/A   | Destinatio                  | n                    | F                                  | Airport Da | ata             |            |                     |
| Basic Weather - VMC<br>Wind Dir/Speed- CALM                  | LOCAL                       |                      |                                    | Dismission | Ident -         | - N/A      |                     |
| Visibility - 4.0 SM  | ATC/Airspac                 | _                    |                                    |            | Lth/Wid         |            |                     |
| Cloud Conditions(1st) - 1000                                 |                             |                      |                                    |            | Surface         |            |                     |
|  |                             |                      |                                    |            |                 | - N/A      |                     |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE | Type Appr                   | oach Flown - NONE    |                                    | Kuliway    | Jiaius          | 14/ A      |                     |
| Precipitation - NONE   | Type Appr                   | DACIT FIOWIT NOTE    |                                    |            |                 |            |                     |
| Condition of Light - DAYLI                                   | GHT                         |                      |                                    |            |                 |            |                     |
|  |                             |                      |                                    |            |                 |            |                     |
| -Personnel Information<br>Pilot-In-Command                   | Ago - 24                    | Madical              | Certificate                        | \/A  TD    | MEDICAL -NO     | ) WATVED   | c/I TMTT            |
| Certificate(s)/Rating(s)                                     | Age - 24<br>Biennial Flight | Poviou               |                                    | : Time (Ho |                 | WAIVER     | 3/ LIMI I           |
| PRIVATE  | Current                     |                      | al -                               |            |                 | ! Hrs -    | INK/NP              |
| SE LAND  |                             | e - UNK/NP Make      | e/Model-                           | 60         | Last 30         | Days-      |                     |
| SE EAND  | Aircraft Tv                 |                      | trument-                           |            | Last 90         | Days-      |                     |
|  | X11 3. 4. c 1 y             |                      |                                    | · ·        |                 | , , , ,    | - · · · · / · · · · |
| Instrument Rating(s) - NON                                   | IE ·                        |                      |                                    |            |                 |            |                     |
|  |                             |                      |                                    |            |                 |            |                     |
| AIRCRAFT COLLIDED WITH TREES DURI                            |                             | G. THE AIRCRAFT THEN | N COLLIDED W                       | VITH TERRA | AIN AND WAS     | 5          |                     |
| TROYED. THE PILOT AND PASSENGER RE                           | CEIVED MINOR INJURIES.      |                      |                                    |            |                 |            |                     |

File No. - 1201 5/31/82 CHESTERLAND, OH A/C Reg. No. N1631R Time (Lc1) - 1432 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. BUZZING - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

| File No 1302 6/01/   | 82 NEW PHILADELPHIA, OH   | A/C Reg.   | No. N2988W   | Т   | ime (Lc1)                                     | - 1215 EDT                         |                   |
|--|---|--|--|---|---|------------------------------------|-------------------|
| Basic Information<br>Type Operating Certificate-N  | ONE (GENERAL AVIATION)  | Aircraft Da  |  | Fatal                                     | Inju<br>Serious                               |                                    | None              |
| Type of Operation -F<br>Flight Conducted Under -1<br>Accident Occurred During -0   | 4 CFR 91  | Fire<br>NONE   | Crew<br>Pass   | 0   | 0   | 2                                  | 0                 |
| Aircraft Information   |   |  |  |   |   |                                    |                   |
| Make/Model - BELL 47G-5A<br>Landing Gear - SKID<br>Max Gross Wt - 2930<br>No. of Seats ~ 2   | Number Eng  | ines - 1<br>e - RECIP<br>r - 260                           | ING VO-435-B1A<br>- FUEL INJECTE<br>O HP                                 | Stal                                      |   | Activated -<br>System - NO<br>- NO |                   |
| Environment/Operations Informa   | <del>-</del>  |  |  |   |   |                                    |                   |
| Weather Data Wx Briefing - NWS Method - TELEPHONE  | Itinerary<br>Last Depart<br>CANTON.OH   |  |  |   | Proximity<br>RPORT/STRI                       | Þ                                  |                   |
| Completeness - FULL  | Destination   |  |  | Airport D                                 | ata .   |                                    |                   |
| Basic Weather - VMC Wind Dir/Speed- 210/012 K1 Visibility - 7.0 S Cloud Conditions(1st) - 2 Cloud Conditions(2nd) - NC Obstructions to Vision- NC Precipitation - NC Condition of Light - DA                 | M ATC/Airspace<br>300 FT OVERCAST Type of Fli<br>NE Type of Cle<br>NE Type Approa   | ght Plan - Ni<br>arance - Ni<br>ch Flown - Ni              | DNE  | Runway<br>Runway                          | / Ident<br>/ Lth/Wid<br>/ Surface<br>/ Status | - UNK/NR                           |                   |
| Personnel Information  |   |  |  |   |   |                                    |                   |
| Pilot-In-Command<br>Certificate(s)/Rating(s)   | Age - 36<br>Biennial Flight R   |  | dical Certifica  | ite - VALID<br>iht Time (F                |   | D WAIVERS/L                        | IMIT              |
| COMMERCIAL   | Current   | - YES  | Total -  |   |   | 4 Hrs -                            | 0                 |
| HELICOPTER   | Months Since  | - 7  | Make/Model-<br>Instrument-   | 2129<br>55                                | Last 9  | J Days-                            | 100<br>233<br>322 |
| Instrument Rating(s) -   | NONE  |  |  |   |   |                                    |                   |
| Narrative ILE PATROLLING A POWERLINE, THE RECTLY BEHIND THE FIREWALL. IMME REPORTED THAT THE HELICOPTER RE OSED THE THROTTLE AND LOWERED TH NTROL APPARENTLY NOT AFFECTED, H E PILOT REPORTED A FAILURE OF A | DIATELY AFTER THAT, THE HELIC<br>ACHED AN ATTITUDE OF ABOUT 60<br>BE COLLECTIVE, THEN ENTERED AN<br>BE WAS ABLE TO STEER CLEAR OF | OPTER STARTE<br>DEGREES NOS<br>AUTOROTATIV<br>THE POWERLIN | D TO PITCH UP A<br>E UP AND 15 DEG<br>E DESCENT. WITH<br>ES, BUT CRASH L | AND ROLL TO<br>GREES TO TH<br>I THE LATER | ) THE RIGHT<br>HE RIGHT. H<br>RAL CYCLIC      |                                    |                   |

File No. - 1302 6/01/82 NEW PHILADELPHIA, OH A/C Reg. No. N2988W Time (Lc1) - 1215 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 4. MANEUVER - PERFORMED - 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) 1

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

| Basic Information Type Operating Certificate-NONE (GENERAL | AVIATION) Aincraf                    | t Damage                      |                          | Injur             | ies      |       |
|--|--------------------------------------|-------------------------------|--------------------------|-------------------|----------|-------|
| Type operating certificate-none (General                   | DESTRO                               |                               | Fatal                    | Serious           |          | None  |
| Type of Operation -BUSINESS                                | Fire                                 |                               |                          | 1                 |          | 0     |
| Flight Conducted Under -14 CFR 91                          | NONE                                 | Pa                            | ass O                    | 0                 | 1        | 0     |
| Accident Occurred During -LANDING                          |                                      |                               |                          |                   |          |       |
| -Aircraft Information                                      |                                      |                               |                          |                   |          |       |
| Make/Model - ENSTROM 280                                   | Eng Make/Model - LY                  | COMING IO-360                 | ELT                      | Installed/A       |          |       |
| Landing Gear - SKID  | Number Engines - 1                   |                               | Stal                     | 1 Warning S       |          | ES    |
| Max Gross Wt - 2150  | Engine Type - RE                     |                               | CTED Weat                | her Radar -       | NO       |       |
| No. of Seats - 3   | Rated Power -                        | 180 HP                        |                          |                   |          |       |
| -Environment/Operations Information                        |                                      |                               |                          |                   |          |       |
| Weather Data   | Itinerary                            |                               |                          | Proximity         |          |       |
| Wx Briefing - NO RECORD OF BRIEFING                        | Last Departure Point                 |                               | OFF A                    | RPORT/STRIP       |          |       |
| Method - N/A<br>Completeness - N/A                         | SAME AS ACC/INC<br>Destination       |                               | Ainmort [                | 10+0              |          |       |
| Basic Weather - IMC  | LOCAL                                | Airport Data PRIVATE AIRSTRIP |                          |                   |          |       |
| Wind Dir/Speed- 050/010 KTS                                | LOCAL                                |                               |                          | Ident -           | UNK/NR   |       |
| Visibility - 1.0 SM  | ATC/Airspace                         | Runway Lth/Wid - UNK/N        |                          |                   |          |       |
| Cloud Conditions(1st) - UNK/NR                             | Type of Flight Plan                  | - NONE                        |                          | Surface -         |          |       |
| Cloud Conditions(2nd) - 600 FT OVERC                       | AST Type of Clearance                | - NONE                        | Runway                   | Status -          | DRY      |       |
| Obstructions to Vision- FOG                                | Type Approach Flown                  | - NONE                        |                          |                   |          |       |
| Precipitation - RAIN                                       |                                      |                               |                          |                   |          |       |
| Condition of Light - DAYLIGHT                              |                                      |                               |                          |                   |          |       |
| -Personnel Information                                     |                                      |                               |                          |                   | /        | ·     |
|  |                                      |                               |                          |                   | WAIVERS/ | LIMII |
| Certificate(s)/Rating(s) COMMERCIAL                        | Biennial Flight Review Current - YES | F'                            | ignt lime (F             | lours)<br>Last 24 | Hrc -    | 3     |
| SE LAND, ME LAND   | Months Since - 3                     | Make/Model:                   | - 3780                   | Last 24           |          |       |
| HELICOPTER   | Aircraft Type - UNK/NR               | Instrument                    | - 798                    | Last 90           | Days-    | 300   |
|  | ,                                    | Multi-Eng                     | - 480<br>- 798<br>- 1800 | Rotorcr           | aft -    | 480   |
| Track compact Data (a) ATROLANG                            |                                      | 3                             |                          |                   |          |       |
| Instrument Rating(s) - AIRPLANE                            |                                      |                               |                          |                   |          |       |
| -Narrative   |                                      |                               |                          |                   |          |       |
| UT THREE MINUTES AFTER TAKEOFF, THE ENGINE                 | LOST POWER AND THE HELICOP           | TER CRASHED IN :              | A WOODED AREA            | . NO              |          |       |

6/05/82 RAYLAND, OH File No. - 1304 A/C Reg. No. N239Q Time (Lc1) - 1015 EDT Occurrence #1 LOSS OF POWER Phase of Operation CRUISE Finding(s) 1. MISCELLANEOUS - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - FOG 4. OBJECT - TREE(S)

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

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

----Probable Cause----

| <pre>-Basic Information Type Operating Certificate-NONE (</pre> | CENEDAL AVIATION)          | Ainanaft Dama                | .~~                           |                      | Today           |               |       |
|---|----------------------------|------------------------------|-------------------------------|----------------------|-----------------|---------------|-------|
| Type operating certificate-none (                               | GENERAL AVIATION)          | Aircraft Dama<br>SUBSTANTIAL | ige                           | Fatal                | Inju<br>Serious |               | None  |
| Type of Operation -PERSON                                       | IAL                        | Fire                         | Crew                          | 0                    | 0               |               | 1     |
| Flight Conducted Under -14 CFR                                  |                            | NONE                         | Pass                          | 0                    | 0               | 0             | 0     |
| Accident Occurred During -LANDIN                                | IG                         |                              |                               |                      |                 |               |       |
| -Aircraft Information   |                            |                              |                               |                      |                 |               |       |
| Make/Model - CESSNA 310K  |                            | 'Model - CONTINEN            |                               |                      | installed/      |               | ,     |
| Landing Gear - TRICYCLE-RETRACTA                                |                            | -9                           |                               |                      | Warning S       |               | YES   |
| Max Gross Wt - 5200   |                            | pe - RECIP -                 |                               | Weath                | ner Radar ·     | - NO          |       |
| No. of Seats - 4  | Rated Po                   | ver - 260 H                  | IP<br>                        |                      |                 |               |       |
| -Environment/Operations Information-                            |                            |                              |                               |                      |                 |               |       |
| Weather Data  | Itinerary                  |                              |                               | Airport F            |                 |               |       |
| Wx Briefing - FSS   | Last Depar                 |                              |                               | ON AIRF              | PORT            |               |       |
| Method - TELEPHONE<br>Completeness - FULL                       | COLUMBUS                   |                              |                               | 4 / D.               |                 |               |       |
| Basic Weather - VMC   | Destination<br>BLUFFTON    |                              |                               | Airport Da<br>BLUFFT |                 |               |       |
| Wind Dir/Speed- 210/003 KTS                                     | BEUFFIO                    | ₹, UFI                       |                               |                      | Ident ·         | - 23          |       |
| Visibility - 4.0 SM   | ATC/Airspace               | <b>.</b>                     |                               | •                    | Lth/Wid         |               | 100   |
| Cloud Conditions(1st) - 4000 F                                  |                            |                              |                               |                      | Surface         |               |       |
| Cloud Conditions(2nd) - NONE                                    |                            | earance - NONE               |                               | Runway               | Status ·        | - DRY         |       |
| Obstructions to Vision- HAZE                                    | Type Appro                 | ach Flown - NONE             |                               |                      |                 |               |       |
| Precipitation - RAIN  |                            |                              |                               |                      |                 |               |       |
| Condition of Light - NIGHT (                                    | DARK)                      |                              |                               |                      |                 |               |       |
| Personnel Information   |                            |                              |                               |                      |                 |               |       |
| Pilot-In-Command  | Age - 39                   |                              | al Certificat                 |                      |                 | ) WAIVERS     | LIMIT |
| Certificate(s)/Rating(s) COMMERCIAL                             | Biennial Flight<br>Current |                              | Fligh<br>otal -               | t Time (Ho           |                 | 1 Una -       | 1     |
| SE LAND, ME LAND  |                            |                              |                               |                      |                 |               | 25    |
| SE EAND, ME EAND  | Aircraft Tyr               | e - 18 M<br>De - C-310 I     | lake/Model-<br>instrument- UN | K/NR                 | last 90         | Days<br>Days- | 62    |
|   | Allorate Typ               |                              | ulti-Eng -                    | 241                  | 2000            | ·             | 02    |
| Instrument Rating(s) - AIRPL                                    | ANE                        |                              |                               |                      |                 |               |       |
|   |                            |                              |                               |                      | ·               |               |       |
| inal lative   |                            |                              | SLID OFF THE R                |                      |                 |               |       |

| File No 12                                   | 60 6/29/82 BLUFFTON,OH   | A/C Reg. No. N6997L              | Time (Lc1) - 2310 EDT |
|--|--|----------------------------------|-----------------------|
|  | LOSS OF CONTROL - ON GROUND<br>LANDING - FLARE/TOUCHDOWN   |                                  |                       |
| <ol><li>BRAKES(NORMAL)</li></ol>             | OPER USE OF - PILOT IN COMMAND<br>- IMPROPER USE OF - PILOT IN COMMAND<br>RVE - NOT CORRECTED - PILOT IN COMMAND |                                  |                       |
| Occurrence #2<br>Phase of Operation          | ON GROUND COLLISION WITH TERRAIN<br>LANDING - ROLL   |                                  |                       |
| Finding(s) 4. TERRAIN CONDITI                |  |                                  |                       |
| Occurrence #3<br>Phase of Operation          | MAIN GEAR COLLAPSED<br>LANDING - ROLL  |                                  |                       |
| Finding(s)<br>5. LANDING GEAR -              | OVERLOAD   |                                  |                       |
| Probable Cause                               |  |                                  |                       |
| The National Transpo<br>is/are finding(s) 1, | rtation Safety Board determines that the F<br>2,3  | Probable Cause(s) of this accide | ent                   |
| Factor(s) relating t                         | o this accident is/are finding(s) 4,5  |                                  |                       |

|   | LESVILLE,OK A/C Re   | eg. No. N140SF     | Time (Lc1) - 1030 CDT |                        |                                 |                |
|---|--|--------------------|-----------------------|------------------------|---------------------------------|----------------|
| -Basic Information Type Operating Certificate-NONE (GENER   | AL AVIATION) Aircraft DESTRO   |                    | Fatal                 | Inju<br>Serious        | uries<br>Minor                  | None           |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF                                   | Fire<br>NONE   | Crew<br>Pass       | 0                     | 0<br>0                 | 0<br>0                          | None<br>1<br>0 |
| -Aircraft Information , Make/Model - JURCA 3/4 SPITFIRE Landing Gear - TAILWHEEL-ALL RETRACT Max Gross Wt - 2500 No. of Seats - 1 | Eng Make/Model - JA(<br>Number Engines - 1<br>Engine Type - RE(<br>Rated Power - | CIPROCATING-CARBUR | \$ta                  | 1 Warning              | Activated<br>System - N<br>- NO |                |
| -Environment/Operations Information   |  |                    |                       |                        |                                 |                |
| Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A  | Itinerary G Last Departure Point SAME AS ACC/INC                                 |                    |                       | Proximity<br>RPORT/STR | [P                              |                |
| Completeness - N/A  | Destination  |                    | Airport [             |                        |                                 |                |
| Basic Weather - VMC<br>Wind Dir/Speed- 350/005 KTS  | LOCAL  |                    |                       | PHILLIPS               | - N/A                           |                |
| Visibility - 11.0 SM  | ATC/Airspace   |                    |                       | / Ident<br>/ Lth/Wid   |                                 |                |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan  | NONE               |                       | Surface                |                                 |                |
| Cloud Conditions(2nd) - NONE  | Type of Clearance  | - NONE             | Runwa                 | / Status               | - DRY                           |                |
| Obstructions to Vision- NONE  | Type Approach Flown  | NONE               |                       |                        |                                 |                |
| Precipitation - NONE  |  |                    |                       |                        |                                 |                |
| Condition of Light - DAYLIGHT   |  |                    |                       |                        |                                 |                |
| -Personnel Information  |  |                    |                       |                        |                                 |                |
| Pilot-In-Command  |  | Medical Certifica  |                       |                        | NO WAIVERS/                     | LIMIT          |
| Certificate(s)/Rating(s)  | Biennial Flight Review   |                    | nt Time (H            |                        | 24 Hrs -                        | 0              |
| COMMERCIAL,CFI<br>SE LAND.ME LAND   | Current - YES<br>Months Since - 6  | Make/Model-        |                       |                        | 24 Ars -<br>30 Days- UN         | 0<br>Ik / ND   |
| SE CAND, ME CAND  | Aircraft Type - UNK/NR   | Instrument-        | 159                   |                        | 30 Days - UN                    | 30             |
|   |  |                    | 87                    |                        |                                 |                |
| Instrument Rating(s) - AIRPLANE   |  |                    |                       |                        |                                 |                |
|   |  |                    |                       |                        | OFF THE                         |                |

| File No 12                          | 56 4/09/82                           | BARTLESVILLE,OK                    | A/C Reg. No. N140SF | Time (Lc1) - 1030 CDT |
|-------------------------------------|--------------------------------------|------------------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation | LOSS OF POWER(TO<br>TAKEOFF - INITIA | TAL) - MECH FAILURE/MAL<br>L CLIMB | FUNCTION            |                       |
| Finding(s) 1. FUEL SYSTEM, PUM      | P - FAILURE,TOTAL                    |                                    |                     |                       |
| Occurrence #2 Phase of Operation    | FORCED LANDING<br>LANDING - FLARE/   | TOUCHDOWN                          |                     |                       |
| Occurrence #3<br>Phase of Operation | HARD LANDING<br>LANDING - FLARE/     | TOUCHDOWN                          |                     |                       |
| Probable Cause                      | - <i>-</i>                           |                                    |                     |                       |

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

| File No 1269 5/01/82                                       | ERICK, OK                     | A/C Reg. No. N5                  | 186N                         | Time (Lc1)                     | - 1155 CDT  | -     |
|--|-------------------------------|----------------------------------|------------------------------|--------------------------------|-------------|-------|
| Basic Information Type Operating Certificate-NONE          | (GENERAL AVIATION)            | Aircraft Damage                  |                              | Ini                            | uries       |       |
| ,, ,   | , ,                           | DESTROYED                        | Fat                          |                                |             | None  |
| Type of Operation -APPL Flight Conducted Under -14 C       | YING SEEDS, CHEMICALS, ETC    | Fire                             | Crew                         | 0 0                            | 0           | 1     |
|  |                               | NONE                             | Pass                         | 0 0                            | 0           | 0     |
| Accident Occurred During -MANE                             | UVERING                       |                                  |                              |                                |             |       |
| Aircraft Information                                       |                               |                                  |                              |                                |             |       |
| Make/Model - BOEING E75                                    |                               | odel - P & W R-985               |                              | ELT Installed                  |             |       |
| Landing Gear - TAILWHEEL-ALL F                             |                               | ines - 1                         |                              | Stall Warning                  |             | 10    |
| Max Gross Wt - 2717  |                               | e - RECIPROCATING                | G-CARBURETOR                 | Weather Radar                  | · - NO      |       |
| No. of Seats - 2   | Rated Powe                    | r - 450 HP                       |                              |                                |             |       |
| Environment/Operations Informatio                          | n                             |                                  |                              |                                |             |       |
| Weather Data   | Itinerary                     |                                  |                              | ort Proximity                  |             |       |
| Wx Briefing - NO RECORD OF                                 |                               |                                  | OF                           | F AIRPORT/STR                  | PIP         |       |
| Method - N/A   | SAME AS A                     | CC/INC                           |                              |                                |             |       |
| Completeness - N/A   | Destination                   |                                  | Airpo                        | ort Data                       |             |       |
| Basic Weather - VMC  | LOCAL                         |                                  | _                            | <b>-</b>                       | /.          |       |
| Wind Dir/Speed- 090/004 KTS                                | ATO / A 1                     |                                  |                              | inway Ident                    |             |       |
| Visibility - 10.0 SM<br>Cloud Conditions(1st) - NONE       | ATC/Airspace                  | what Diam MONE                   |                              | inway Lth/Wid<br>inway Surface |             |       |
| Cloud Conditions(1st) - NUNE Cloud Conditions(2nd) - NONE  |                               | ght Plan - NONE<br>arance - NONE |                              | inway Surface<br>inway Status  |             |       |
| Obstructions to Vision- NONE                               |                               | ch Flown - NONE                  | RU                           | inway status                   | - N/ A      |       |
| Precipitation - NONE                                       | Type Approa                   | CIT FTOWIT - NOINE               |                              |                                |             |       |
| Condition of Light - DAYLI                                 | CHT                           |                                  |                              |                                |             |       |
|  |                               |                                  |                              |                                |             |       |
| Personnel Information                                      | <b>A</b> == -                 | <b>M</b> = -11 1                 |                              | ALTO MEDICAL                   | NO MATMEDO  | /     |
| Pilot-In-Command<br>Certificate(s)/Rating(s)               | Age - 22<br>Biennial Flight R |                                  | ertificate - \<br>Flight Tim |                                | NO WAIVERS/ | LIMII |
| COMMERCIAL   | Current                       | - YES Total                      | - 1155                       | le (nours)                     | 24 Hrs -    | 2     |
| SE LAND  |                               | - 12 Make/M                      | Model - 548                  | Last<br>Last                   | 30 Days- UN | _     |
| SE CAND  | Aircraft Type                 | - 12 Make/                       | ument- 55                    |                                | 90 Days     | 49    |
|  | Months Since<br>Aircraft Type | ONACTURE THE CITY                | americ 55                    | Last                           | 30 Days     |       |
| Instrument Rating(s) - AIR                                 | PLANE                         |                                  |                              |                                |             | ·     |
|  |                               |                                  |                              |                                |             |       |
| Narrative<br>E PILOT WAS PULLING UP FROM THE SWA<br>NDING. | TH RUN AND COLLIDED WITH W    | IRES. THE AIRCRAFT               | NOSED OVER DUR               | RING THE FORCE                 | :D          |       |

| File No 12                                     | 69 5/01/82 ERICK,OK   | A/C Reg. No. N5186N                 | Time (Lcl) - 1155 CDT |
|--|---|-------------------------------------|-----------------------|
|  | IN FLIGHT COLLISION WITH OBJECT<br>MANEUVERING - AERIAL APPLICATION |                                     |                       |
| Finding(s) 1. OBJECT - WIRE,T 2. CLEARANCE - M | ISJUDGED - PILOT IN COMMAND   |                                     |                       |
| Occurrence #2<br>Phase of Operation            | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN                         |                                     |                       |
| Occurrence #3<br>Phase of Operation            | NOSE OVER<br>LANDING - FLARE/TOUCHDOWN                              |                                     |                       |
| Probable Cause                                 |   |                                     |                       |
| The National Transpo<br>is/are finding(s) 2    | rtation Safety Board determines that t                              | he Probable Cause(s) of this accide | ent                   |
| Factor(s) relating t                           | o this accident is/are finding(s) 1                                 |                                     |                       |

| File No 1220 5/13/82 ELREN                                 | 0,0K              | No. N7843    | 43 Time (Lc1) - 1430 CDT |             |            |            |          |  |  |
|--|-------------------|--------------|--------------------------|-------------|------------|------------|----------|--|--|
| -Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION)       | Aircraft D   | )amage                   |             | Injuries   |            |          |  |  |
| ,, , , , , , , , , , , , , , , , , , ,                     |                   | DESTROYED    |                          | Fatal       |            |            | None     |  |  |
| Type of Operation -CROP CONTROL                            | RELATED FLIGHT    | Fire         | Cre                      | w 0         | 0          | 0          | 1        |  |  |
| Flight Conducted Under -14 CFR 137                         |                   | NONE         | Pas                      | s 0         | 0          | 0          | 0        |  |  |
| Accident Occurred During -TAKEOFF                          |                   |              |                          |             |            |            |          |  |  |
| -Aircraft Information                                      |                   |              |                          |             |            |            |          |  |  |
| Make/Model - GRUMMAN G-164A                                | Eng Make/M        | odel - P&W R | R-1340-AN1               | ELT         | Installed/ | Activated  | - NO -N, |  |  |
| Landing Gear - TAILWHEEL-ALL FIXED                         |                   |              |                          |             | 1 Warning  |            | 10       |  |  |
| Max Gross Wt - 3725  | Engine Typ        |              | ROCATING-CARBU           | RETOR Weat  | her Radar  | - NO       |          |  |  |
| No. of Seats - 1   | Rated Powe        | r - 60       | O HP                     |             |            |            |          |  |  |
| -Environment/Operations Information                        |                   |              |                          |             |            |            |          |  |  |
| Weather Data   | Itinerary         |              |                          | Airport     | Proximity  |            |          |  |  |
| Wx Briefing - NO RECORD OF BRIEFING                        | Last Depart       | ure Point    |                          | ON AIR      | STRIP      |            |          |  |  |
| Method - N/A   | SAME AS A         | CC/INC       |                          |             |            |            |          |  |  |
| Completeness - N/A   | Destination       |              |                          | Airport D   |            |            |          |  |  |
| Basic Weather - VMC  | LOCAL             |              |                          | ELRENC      |            |            |          |  |  |
| Wind Dir/Speed- 240/004 KTS                                |                   |              |                          |             | Ident      |            |          |  |  |
| Visibility - UNK/NR  | ATC/Airspace      |              |                          |             | Lth/Wid    |            | INK/NR   |  |  |
| Cloud Conditions(1st) - NONE                               | Type of Fli       |              |                          |             | Surface    |            |          |  |  |
| Cloud Conditions(2nd) - NONE                               | Type of Cle       |              |                          | Runway      | Status     | - WATER CO | VERED    |  |  |
| Obstructions to Vision- NONE                               | Type Approa       | ch Flown - N | IONE                     |             |            |            |          |  |  |
| Precipitation - NONE                                       |                   |              |                          |             |            |            |          |  |  |
| Condition of Light - DAYLIGHT                              |                   |              |                          |             |            |            |          |  |  |
| -Personnel Information                                     |                   |              |                          |             |            |            |          |  |  |
| Pilot-In-Command   | Age - 30          |              | edical Certific          |             |            | O WAIVERS/ | 'LIMIT   |  |  |
| Certificate(s)/Rating(s)                                   | Biennial Flight R | eview        | Fli                      | ght Time (⊦ | ours)      |            |          |  |  |
| COMMERCIAL   | Current           | - YES        | Total -<br>Make/Model-   | 1859        | Last 2     | 4 Hrs -    | , 0      |  |  |
| SE LAND  | Months Since      | - 5          | Make/Model-              |             |            |            |          |  |  |
|  | Aircraft Type     | - UNK/NR     | Instrument-              | 12          | Last 9     | O Days-    | 47       |  |  |
| Instrument Rating(s) - NONE                                |                   |              |                          |             |            |            |          |  |  |
|  |                   |              |                          |             |            |            |          |  |  |
| -Narrative ING TAKEOFF THE PILOT ENCOUNTERED STANDING      | WITER ON THE TOWN |              | DAET CHERVER :           | FET AND NO  | ED OVED    |            |          |  |  |
| INVITABLE THE DITAT ENCOUNTEDED CTANDING                   |                   |              |                          |             |            |            |          |  |  |

File No. - 1220 5/13/82 ELRENO,OK A/C Reg. No. N7843 Time (Lc1) - 1430 CDT

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

Finding(s)

- 1. TERRAIN CONDITION WET
- 2. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 3. WEATHER CONDITION RAIN
- 4. TERRAIN CONDITION WET
- GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 6. WEATHER CONDITION RAIN

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

| Type Operating Certificate-NONE (GENERA  | L AVIATION)  | Aircraft Damage  |   | 5 - t - 1        | Inju                    |                                 | 8/             |
|--|--|--|---|------------------|-------------------------|---------------------------------|----------------|
| Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE   |  | SUBSTANTIAL<br>Fire<br>NONE                              | Crew<br>Pass                              | Fata1<br>O<br>O  | -                       |                                 | None<br>1<br>C |
| Aircraft Information<br>Make/Model - CESSNA T210N<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 3800<br>No. of Seats - 6  | Number Engin<br>Engine Type                                    | ei - CONTINENTAL<br>es - 1<br>- RECIP - FUEL<br>- 310 HP |   | Stal             | l Warning<br>her Radar  | Activated<br>System - Y<br>- NO | ES             |
| Environment/Operations Information Weather Data `W× Briefing - FSS Method - TELEPHONE Completeness - UNK/NR  | Itinerary<br>Last Departur<br>LOS BANOS,C<br>Destination       |  |   |                  | Proximity<br>RPORT/STRI |                                 |                |
| Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM Cloud Conditions(1st) - UNK/NR SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | TERED Type of Fligh  | ance - VFR FLT   |   | Runway<br>Runway | Lth/Wid<br>Surface      |                                 |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  | Age - 52<br>Biennial Flight Rev<br>Current -<br>Months Since - | Medical (iew YES Total 8 Make,                           | Certificate<br>Flight<br>I - 2<br>/Model- | Time (F          | ours)                   |                                 |                |
| Instrument Rating(s) - NONE  |  |  | rument-                                   | 18               | Last 9                  | O Days-                         | 60             |
|  | 16,750 FEET. THE PI  | TURBULENCE AND WE  |   |                  |                         |                                 |                |

File No. - 1221 5/14/82 TULSA,OK A/C Reg. No. N4608C Time (Lc1) - 1500 PDT

Occurrence
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. WEATHER CONDITION TURBULENCE, CLEAR AIR
- 2. STALL/SPIN INADVERTENT PILOT IN COMMAND
- 3. WING DISTORTED
- 4. WING, SKIN DISTORTED

----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 (GENERA            | AL AVIATION) A                   | ircraft Damage   |             |                   | Inj               | uries                  |         |
|--|----------------------------------|------------------|-------------|-------------------|-------------------|------------------------|---------|
| ,, ,   |                                  | SUBSTANTIAL      |             | Fatal             | Serious           | Minor                  | None    |
| Type of Operation -INSTRUCTIONA<br>Flight Conducted Under -14 CFR 91 |                                  | ire              | Crew        | 0                 | 0                 | 0                      | 1       |
| Accident Occurred During -TAKEOFF                                    |                                  | NONE             | Pass        | 0                 | 0                 | O                      | 0       |
| Aircraft Information   |                                  |                  |             |                   |                   | / <b>.</b>             | V== /2# |
| Make/Model - CESSNA 150<br>Landing Gear - TRICYCLE-FIXED             | Eng Make/Mode<br>Number Engine   | 1 ~ CONTINENTAL  | U-200-A     |                   |                   | /Activated<br>System - |         |
| Max Gross Wt - 1675  | Engine Type                      | - RECIPROCATIN   | G-CARBURETO |                   |                   |                        | 163     |
| No. of Seats - 2   | Rated Power                      | - 100 HP         |             |                   |                   |                        |         |
| Environment/Operations Information                                   |                                  |                  |             |                   |                   | 3 3 <b></b>            |         |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING                     | Itinerary<br>Last Departure      | Doint            |             | Airport<br>ON AIF | Proximity         |                        |         |
| Method - N/A   | SAME AS ACC                      |                  |             | UN AIR            | SIKIP             |                        |         |
| Completeness - N/A   | Destination                      | 1110             | A           | irport [          | ata               |                        |         |
| Basic Weather - VMC  | LOCAL                            |                  |             | C.E. E            | OND FARM          |                        |         |
| Wind Dir/Speed- CALM   |                                  |                  |             |                   | Ident             | - UNK/NR               |         |
| Visibility - 10.0 SM<br>Cloud Conditions(1st) - NONE                 | ATC/Airspace                     | Diam NONE        |             | ,                 |                   | - 1200/<br>- GRASS/T   | 25      |
| Cloud Conditions(1st) - NONE   | Type of Flight<br>Type of Cleara |                  |             |                   | Surface<br>Status | - GRASS/ II            | JKF     |
| Obstructions to Vision- NONE   |                                  | Flown - VISUAL F | ULL CIRCUI  |                   | 514145            |                        |         |
| Precipitation - NONE   | 2                                |                  |             |                   |                   |                        |         |
| Condition of Light - DAYLIGHT  |                                  |                  |             |                   |                   |                        |         |
| Personnel Information Pilot-In-Command                               | Age - 27                         | Medical C        | ertificate  | - VALTE           | MEDICAL -         | WAIVERS/LI             | MTT     |
| Certificate(s)/Rating(s)   | Biennial Flight Revi             |                  |             | Time (F           |                   |                        |         |
| STUDENT  |                                  |                  | -           | 32                | Last              | 24 Hrs -               | 1       |
|  | Months Since -                   |                  | Mode1-      | 12                | Last              | 30 Days- U             | NK/NR   |
|  | Aircraft Type -                  | N/A Instr        | ument-      | 0                 | Last              | 90 Days-               | 31      |
| Instrument Rating(s) - NONE  |                                  |                  |             |                   |                   |                        |         |
|  |                                  |                  |             |                   |                   |                        |         |
| NG A CROSS COUNTRY FLIGHT THE STUDENT PIL                            | OT ELECTED TO LAND IN            | I A PASTURE NEAR | HIS HOME.   | ON TAKE           | FF THE            |                        |         |
| RAFT COLLIDED WITH A FENCE RESULTING IN S                            |                                  |                  |             |                   |                   | TURE AND               |         |

File No. - 1225 5/15/82 KNOWLES,OK A/C Reg. No. N50994 Time (Lc1) - 1700 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. OBJECT - FENCE
3. PROCEDURES/DIRECTIVES - DISREGARDED - 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

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

| Basic Information<br>Type Operating Certificate-NONE (GENERA          | L AVIATION)                   | Aircraft Dama             | ae                          |            | Injur                  | ies      |       |
|---|-------------------------------|---------------------------|-----------------------------|------------|------------------------|----------|-------|
|   | •                             | SUBSTANTIAL               | <b>J</b> -                  | Fatal      | -                      |          | None  |
| Type of Operation -CROP CONTROL                                       | RELATED FLIGHT                | Fire                      | Crew                        |            | 0                      | 0        | 1     |
| Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING  |                               | NONE                      | Pass                        | 0          | 0                      | 0        | 0     |
| -Aircraft Information   |                               |                           |                             |            |                        |          |       |
| Make/Model - AIR TRACTOR AT 301<br>Landing Gear - TAILWHEEL-ALL FIXED |                               | del - P & W R-<br>nes - 1 |                             |            | Installed/A            |          |       |
| Max Gross Wt - 6900   | Engine Type                   |                           |                             |            |                        |          | U     |
| No. of Seats - 1  | Rated Power                   |                           |                             | LIOK Weat  | ner kadar              |          |       |
| Environment/Operations Information                                    |                               |                           |                             |            |                        |          |       |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING                      | Itinerary<br>Last Departu     | as Boint                  |                             |            | Proximity RPORT/STRIF  | •        |       |
| Method - N/A  | SAME AS AC                    |                           |                             | UFF AI     | RPURI/SIRIF            | ,        |       |
| Completeness - N/A  | Destination                   | 3, 1110                   |                             | Airport D  | ata                    |          |       |
| Basic Weather - VMC   | LOCAL                         |                           |                             |            | IRPORT                 |          |       |
| Wind Dir/Speed- 225/005 KTS   | /                             |                           |                             |            |                        | UNK/NR   |       |
| Visibility - 10.0 SM<br>Cloud Conditions(1st) - NONE                  | ATC/Airspace<br>Type of Fligh | at Diam NONE              |                             |            | Lth/Wid -<br>Surface - | •        |       |
| Cloud Conditions(2nd) - NONE  |                               | rance - NONE              |                             |            | Status -               |          |       |
| Obstructions to Vision- NONE  |                               | 1 Flown - NONE            |                             |            | •                      |          |       |
| Precipitation - NONE  |                               |                           |                             |            |                        |          |       |
| Condition of Light - DAYLIGHT   |                               |                           |                             | ~~~~~      |                        |          |       |
| -Personnel Information<br>Pilot-In-Command                            | Age ~ 32                      | Medic                     | al Certifica                | te - VALID | MEDICAL-NO             | WAIVERS/ | LIMIT |
| <pre>Certificate(s)/Rating(s)</pre>                                   | Biennial Flight Rev           |                           | Flig                        | ht Time (H | lours)                 |          |       |
| COMMERCIAL  |                               |                           | otal -                      | 9360       | Last 24                | Hrs -    | 8     |
| SE LAND   | Months Since<br>Aircraft Type | - 8 M                     | ake/Model-<br>nstrument-    | 611        | Last 30<br>Last 90     | Days- UN | K/NR  |
|   | Aircraft Type                 | - UNK/NK I                | ulti-Eng -                  |            | Last 90                | Days     | 134   |
| Instrument Rating(s) - NONE   |                               |                           |                             |            |                        |          |       |
| -Narrative  |                               |                           |                             |            |                        |          |       |
| PILOT STATED THAT AS HE PULLED UP FROM A                              |                               |                           |                             |            |                        |          |       |
| JRN TO HIS DEPARTURE AIRSTRIP. WHILE TURNI                            | NG TOWARD THE FIELD           | THE ENGINE ST             | ARTED MAKING<br>IAL DAMAGE. | A LOUD NO  | ISE AND LOS            | T        |       |

| File No 13                          | 79 5/29/82 EAKLY,OK   | A/C Reg. No. N3653F                    | Time (Lc1) - 1100 CDT |
|-------------------------------------|---|--|-----------------------|
| Occurrence #1<br>Phase of Operation | LOSS OF POWER<br>MANEUVERING - TURN TO LANDING ARE            | A (EMERGENCY)                          |                       |
| Finding(s) 1. MISCELLANEOUS -       | UNDETERMINED  |  |                       |
| Occurrence #2 Phase of Operation    | FORCED LANDING  |  |                       |
|                                     | IN FLIGHT COLLISION WITH TERRAIN<br>LANDING - FLARE/TOUCHDOWN |  |                       |
| Probable Cause                      |   |  |                       |
| The National Transpo                | rtation Safety Board determines tha                           | t the Probable Cause(s) of this accide | nt                    |

is/are finding(s) 1

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| Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 |  | Aircraft Dama     |                        |           |                   |          |               |
|---|--|-------------------|------------------------|-----------|-------------------|----------|---------------|
| Type of Operation -PERSONAL   |  |                   | ge                     | F - 1 - 1 | Inju              |          |               |
| Type of operation TERSONAL  | ı  | DESTROYED<br>Fire | Crew                   | Fatal     |                   |          |               |
| Flight Conducted Under -14 CFR 91   |  | NONE              | Pass                   | 0         | 0                 | 3        | Ö             |
| Accident Occurred During -LANDING   |  |                   |                        |           |                   |          |               |
| Aircraft Information  | •  |                   |                        |           |                   |          |               |
| Make/Model - BEECH C-35   |  |                   | TAL E-185-11           | ELT       | Installed/        | Activate | ed - UNK/N    |
| Landing Gear - TRICYCLE-RETRACTABLE   | Number Engine<br>Engine Type                   |                   |                        | Stal      | 1 Warning         | System - | - YES         |
| Max Gross Wt - 2700<br>No. of Seats - 4   | Engine Type<br>Rated Power                     |                   |                        | iuk weat  | ner kadar         | - NU     |               |
| nvironment/Operations Information   |  |                   |                        |           |                   |          |               |
| Veather Data  | Itinerary                                      |                   |                        |           | Proximity         |          |               |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A  | Last Departure<br>WICHITA FALI                 |                   |                        | OFF AI    | RPORT/STRI        | Р        |               |
| Completeness - N/A  | Destination                                    | ,                 |                        | Airport D | ata               |          |               |
| Basic Weather - VMC   | RYAN,OK  |                   |                        |           |                   |          |               |
| Wind Dir/Speed- 225 -UNK/NR   | /  |                   |                        |           |                   | - N/A    |               |
| Visibility - UNK/NR   | ATC/Airspace                                   | + Dlan NONE       |                        |           | Lth/Wid           |          |               |
| Cloud Conditions(1st) - NONE<br>Cloud Conditions(2nd) - NONE  | Type of Flight<br>Type of Clears               |                   |                        |           | Surface<br>Status |          | -             |
| Obstructions to Vision- NONE  | Type Approach                                  |                   |                        | Kariway   | Jtatus            | DKI      |               |
| Precipitation - NONE  | ,        |                   |                        |           |                   |          |               |
| Condition of Light - DAYLIGHT   |  |                   |                        |           |                   |          |               |
| Personnel Information   |  |                   |                        | ==        |                   |          | /             |
| Pilot-In-Command Certificate(s)/Rating(s)   | Age - 35<br>Biennial Flight Rev                | Medic             | al Certificat<br>Fligh |           |                   | O MAINE  | RS/LIMIT      |
| PRIVATE   | Current -                                      | VES T             | riigi<br>otal -        | 779       | last 2            | 4 Hrs -  | LINK/NR       |
| SE LAND   | Months Since -                                 | 6 M               | ake/Model-             | 779       | Last 3            | O Davs-  | UNK/NR        |
|   | Current -<br>Months Since -<br>Aircraft Type - | UNK/NR I          | nstrument-             | 0         | Last 9            | O Days-  | 132           |
| Instrument Rating(s) - NONE   |  |                   |                        |           | •                 |          |               |
|   |  |                   |                        |           |                   |          |               |
| NAMMATIVE<br>RRIVAL AT THE DESTINATION AIRPORT THE PILO   | OT DETERMINED THE GR                           | ASS STRIP WAS     | TOO WET FOR            | Δ ΙΔΝΟΤΝΟ | THE PILC          | T SELECT | ren           |
| RM ROAD AND STATED THAT A GUST OF WIND ST   |  |                   |                        |           |                   |          | · <del></del> |
| ED HARD AND SWERVED INTO A DITCH.   |  |                   |                        |           |                   |          |               |

File No. - 1246 6/13/82 RYAN, OK A/C Reg. No. N679D Time (Lc1) - 1030 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6$ 

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

| -Basic Information  |                  |                                |             |           |                      |          |         |
|---|------------------|--------------------------------|-------------|-----------|----------------------|----------|---------|
| Type Operating Certificate-NONE (GENER)                             | AL AVIATION)     | Aircraft Damage<br>SUBSTANTIAL |             | Fatal     | Injur<br>Serious     |          | None    |
| Type of Operation -INSTRUCTION                                      | N - SOLO         | Fire                           | Crew        | 0         | 0                    | 0        | 1       |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING | 3020             | NONE                           | Pass        | ŏ         | ŏ                    | ŏ        | Ö       |
|   |                  |                                |             |           |                      |          |         |
| -Aircraft Information<br>Make/Model - CESSNA 172                    | Ena Make         | e/Model - CONTINENTAL          | 0-200-0     | ELT       | Installed/A          | ativated | _ VEC/V |
| Landing Gear - TRICYCLE-FIXED                                       |                  | ingines - 1                    |             |           | 1 Warning S          |          |         |
| Max Gross Wt - 2407   |                  | ype - RECIPROCATI              |             |           |                      |          | LJ      |
| No. of Seats - 4  | Rated Po         |                                | ING CARBORE | OK Wear   | Tier Radai           | 140      |         |
| -Environment/Operations Information                                 |                  |                                |             |           |                      |          |         |
| Weather Data  | Itinerary        |                                |             | •         | Proximity            |          |         |
| Wx Briefing - NO RECORD OF BRIEFING                                 |                  | irture Point                   |             | ON AIF    | PORT                 |          |         |
| Method - N/A  |                  | ACC/INC                        |             |           |                      |          |         |
| Completeness - N/A  | Destination      | on                             | ,           | irport [  |                      |          |         |
| Basic Weather - VMC   | LOCAL            |                                |             |           | SURTON AIRPO         |          |         |
| Wind Dir/Speed- 135/015 KTS<br>Visibility - 20.0 SM                 | ATC/Airspac      |                                |             |           | ldent -<br>Lth/Wid - |          | 100     |
| Cloud Conditions(1st) - NONE  |                  | e<br>Tlight Plan - NONE        |             |           | Surface -            |          |         |
| Cloud Conditions(1st) - NONE  |                  | Clearance - NONE               |             |           | Status -             |          |         |
| Obstructions to Vision- NONE  |                  | roach Flown - VISUAL           | FULL CIPCU  |           | Jtatus               | DKI      |         |
| Precipitation - NONE  | Type Appl        | Oden Flown Visore              | TOLL OINGO. | . •       |                      |          |         |
| Condition of Light - DAYLIGHT                                       |                  |                                |             |           |                      |          |         |
|   |                  |                                |             |           |                      |          |         |
| Pilot-In-Command  | Age - 44         | Medical                        | Certificate | - VALIC   | MEDICAL-NO           | WAIVERS/ | LIMIT   |
| <pre>Certificate(s)/Rating(s)</pre>                                 | Biennial Flight  |                                |             | : Time (+ | lours)               |          |         |
| STUDENT   | Current          | - N/A Tota                     |             | 73        | Last 24              |          | 1       |
| SE LAND   | Months Sind      | · -                            | e/Model-    |           | Last 30              |          |         |
|   | Aircraft Ty      | /pe - N/A Inst                 | trument-    | 0         | Last 90              | Days-    | 13      |
| Instrument Rating(s) - NONE   |                  |                                |             |           |                      |          |         |
| -Narrative  |                  |                                |             |           |                      |          |         |
| STUDENT PILOT WAS PRACTICING TOUCH-AND-G                            | I ANDINGS IN WIN | IDS FROM THE SOUTHEAS          | ST AT 10 GU | STING 15  | KTS. JUST            |          |         |
| OR TO LANDING, THE AIRCRAFT ENCOUNTERED A                           |                  |                                |             |           |                      |          |         |
|   |                  |                                |             |           |                      |          |         |

File No. - 1308 6/13/82 DUNCAN, OK A/C Reg. No. N1023B Time (Lc1) - 1730 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

### Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION GUSTS
- 3. LEVEL OFF IMPROPER PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1258 6/16/82 TULSA  | ,OK A/C F                             | A/C Reg. No. N49482                     |                   |                         | Time (Lc1) - 2255 CDT |         |  |  |  |
|---|---------------------------------------|---|-------------------|-------------------------|-----------------------|---------|--|--|--|
| -Basic Information  |                                       |   |                   |                         |                       |         |  |  |  |
| Type Operating Certificate-NONE (GENERA                             |                                       | t Damage                                |                   | Injur                   |                       |         |  |  |  |
|   | DESTRO                                |   | Fatal             |                         | Minor                 | None    |  |  |  |
| Type of Operation -PERSONAL   | Fire                                  | Crev                                    | -                 | 0                       | 1                     | 0       |  |  |  |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING | NONE                                  | Pass                                    | . 0               | 0                       | 1                     | 0       |  |  |  |
| accident occurred buring -Landing                                   |                                       |   |                   |                         | - <b></b>             |         |  |  |  |
| -Aircraft Information   |                                       |   |                   |                         |                       |         |  |  |  |
| Make/Model - CESSNA 152   | Eng Make/Model - L                    |   |                   |                         |                       |         |  |  |  |
| Landing Gear - TRICYCLE-FIXED                                       | Number Engines - 1                    |   |                   | <pre>11 Warning 9</pre> |                       | YES     |  |  |  |
| Max Gross Wt - 1670   | Engine Type - RE                      | CIPROCATING-CARBUR                      | RETOR Weat        | ther Radar -            | - NO                  |         |  |  |  |
| No. of Seats - 2  | Rated Power -                         | 110 HP                                  |                   |                         |                       |         |  |  |  |
| -Environment/Operations Information                                 |                                       |   |                   |                         |                       |         |  |  |  |
| Weather Data  | Itinerary                             |   | Airport           | Proximity               |                       |         |  |  |  |
| Wx Briefing - NO RECORD OF BRIEFING                                 |                                       | _                                       | OFF AIRPORT/STRIP |                         |                       |         |  |  |  |
| Method - N/A  | SAME AS ACC/INC                       |   |                   |                         |                       |         |  |  |  |
| Completeness - N/A  | Destination                           |   | Airport D         | Data                    |                       |         |  |  |  |
| Basic Weather - VMC   | LOCAL                                 |   |                   |                         |                       |         |  |  |  |
| Wind Dir/Speed- CALM  |                                       |   | Runway            | / Ident -               | - UNK/NR              |         |  |  |  |
| Visibility ~ 5.0 SM   | ATC/Airspace                          |   |                   | Lth/Wid                 | - UNK/NR              |         |  |  |  |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan                   | ~ NONE                                  | Runway            | Surface -               | - WATER               |         |  |  |  |
| Cloud Conditions(2nd) - NONE  | Type of Clearance                     | - NONE                                  | Runway            | / Status -              | - WATER -             | CALM    |  |  |  |
| Obstructions to Vision- NONE  | Type Approach Flown                   | - NONE                                  |                   |                         |                       |         |  |  |  |
| Precipitation - NONE  |                                       |   |                   |                         |                       |         |  |  |  |
| Condition of Light - NIGHT (BRIGHT                                  | )                                     |   |                   |                         |                       |         |  |  |  |
| -Personnel Information  |                                       |   |                   |                         |                       |         |  |  |  |
| Pilot-In-Command  | Age - 23                              | Medical Certifica                       | te - VALTO        | MEDICAL-NO              | WAIVERS               | S/LIMIT |  |  |  |
| Certificate(s)/Rating(s)  | Biennial Flight Review                |   | ant Time (F       |                         |                       | .,      |  |  |  |
| PRIVATE   | Current - YES                         | Total -                                 | ,                 | Last 24                 | 4 Hrs -               | 0       |  |  |  |
| SE LAND   | Months Since - 3                      | Make/Model-                             | 87                | Last 30                 | –                     | _       |  |  |  |
| 01 1/11/0   | Aircraft Type - UNK/NF                | ? Instrument-                           | 0                 | Last 90                 |                       | 20      |  |  |  |
|   | , , , , , , , , , , , , , , , , , , , | 2,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |                   |                         |                       |         |  |  |  |
| Instrument Rating(s) - NONE   |                                       |   |                   |                         |                       |         |  |  |  |
| Nametina  |                                       |   |                   |                         |                       |         |  |  |  |
| -Narrative AIRCRAFT LOST POWER DURING CLIMB AT 1300                 | EEET THE ENGINE WOULD NOT             | DECTART THE DATE                        | . MADE 4 50       | ADCED I ANDTA           | IC TN                 |         |  |  |  |
| ARKANSAS RIVER. NO PREIMPACT MALFUNCTION                            |                                       |   |                   | NCED LANDI              | AG TIA                |         |  |  |  |
| ARKANSAS RIVER. NU PREIMPACI MALFUNCIIUN                            | UR FAILURE UF THE AIRCRAFT            | S ENGINE COULD BE                       | FUUND.            |                         |                       |         |  |  |  |

File No. - 1258 6/16/82 TULSA, OK A/C Reg. No. N49482 Time (Lc1) - 2255 CDT Occurrence #1 LOSS OF POWER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. MISCELLANEOUS - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. LIGHT CONDITION - NIGHT Occurrence #3 NOSE DOWN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

| File No 1311 6/16/82 PICHE   | R,OK                                  | A/C Reg                  | . No. N450LR                 |                  | Т                    | ime (Lcl)        | - 1830 CDT    |      |
|--|---------------------------------------|--------------------------|------------------------------|------------------|----------------------|------------------|---------------|------|
| Basic Information Type Operating Certificate-NONE (GENERA                                  | L AVIATION)                           | Aircraft                 | Damage                       |                  |                      | Inju             | ıries         |      |
|  |                                       | SUBSTANT                 | IAL                          |                  | Fatal                | Serious          | Minor         | None |
| Type of Operation -CROP CONTROL  | RELATED FLIGHT                        |                          |                              | Crew             | 0                    | 0                | 0             | 1    |
| Flight Conducted Under -14 CFR 137   |                                       | NONE                     |                              | Pass             | 0                    | 0                | 0             | 0    |
| Accident Occurred During -LANDING  |                                       |                          |                              |                  |                      |                  |               |      |
| Aircraft Information   |                                       |                          |                              |                  |                      |                  |               |      |
| Make/Model - BOEING 75A  |                                       |                          | R-985-14B                    | 4                |                      |                  | 'Activated    |      |
| Landing Gear - TAILWHEEL-ALL FIXED   | Number Engi                           |                          |                              |                  |                      |                  | System - Y    | ES   |
| Max Gross Wt - 2717  |                                       |                          | PROCATING-CA                 | RBURETO          | DR Weat              | ner Radar        | - NO          |      |
| No. of Seats - 1   | Rated Power                           | - 4!                     | 50 HP<br>                    |                  |                      |                  |               |      |
| Environment/Operations Information   |                                       |                          |                              |                  |                      |                  |               |      |
| Weather Data   | Itinerary                             |                          |                              | ,                |                      | Proximity        |               |      |
| Wx Briefing - NO RECORD OF BRIEFING  |                                       | ure Point                |                              |                  | OFF AI               | RPORT/STRI       | :P            |      |
| Method - N/A   | MIAMI,OK                              |                          |                              |                  |                      |                  |               |      |
| Completeness - N/A   | Destination                           |                          |                              | Α.               | irport D             | ata              |               |      |
| Basic Weather - VMC  | LOCAL                                 |                          |                              |                  | D                    | T -1 4           | N1 / A        |      |
| Wind Dir/Speed- CALM   | ATO / A                               |                          |                              |                  |                      | Ident<br>Lth/Wid | - N/A         |      |
| Visibility - 10.0 SM<br>Cloud Conditions(1st) - NONE                                       | ATC/Airspace<br>Type of Flig          | what Dlan -              | NONE                         |                  |                      |                  | - GRASS/TU    | DE   |
| Cloud Conditions(1st) - NONE   | Type of Clea                          |                          |                              |                  |                      |                  | - WET         | K)   |
| Obstructions to Vision- NONE   | Type Approac                          |                          |                              | GHT - TN         |                      | Jacas            | <b>**</b> - ' |      |
| Precipitation - NONE   | Type Approac                          | SII I IOWII              | VISOAL SIKAI                 | uiii 114         |                      |                  |               |      |
| Condition of Light - DAYLIGHT  |                                       |                          |                              |                  |                      |                  |               |      |
|  |                                       |                          |                              |                  |                      |                  |               |      |
| Personnel Information<br>Pilot-In-Command  | Age - 59                              | M                        | edical Certi                 | ficate           | - VALTO              | MEDICAL -V       | ATVERS/LIM    | TT   |
| Certificate(s)/Rating(s)   | Biennial Flight Re                    | eview                    |                              |                  | Time (H              |                  |               |      |
| COMMERCIAL   |                                       | - UNK/NR                 |                              |                  |                      | Ĺast 2           | 24 Hrs -      | 4    |
| SE LAND  | Months Since                          | - UNK/NR                 | Make/Mode                    | 1 -              | 121                  | Last 3           | 30 Days- UN   | K/NR |
|  | Aircraft Type                         | - UNK/NR                 | Instrumen                    | t-               | 0                    | Last 9           | 00 Days-      | 19   |
|  |                                       |                          |                              |                  |                      |                  |               |      |
| Instrument Rating(s) - UNK/NR  |                                       |                          |                              |                  |                      |                  |               |      |
|  | UNABLE TO STOP ON OSED OVER. A TEARDO | THE WET TE<br>DWN OF THE | RRAIN BEFORE<br>ENGINE REVEA | HITTII<br>LED TH | NG A LOW<br>AT THE T | FENCE. TH        | łE            |      |
| IN GEAR CAUGHT ON THE FENCE AND THE PLANE N<br>OWER BEARINGS, PN 12768, HAD FAILED. SUBSEQ | OSED OVER. A TEARDO                   | OWN OF THE               | ENGINE REVEA                 | LED TH           | AT THE T             |                  |               |      |

| File No 13                                      | 11 6/16/82                         | PICHER,OK            | A/C Reg. No. N450LR                 | Time (Lcl) - 1830 CDT |
|---|------------------------------------|----------------------|-------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation             |                                    | TAL) - MECH FAILURE, | /MALFUNCTION                        |                       |
| Finding(s) 1. ENGINE ASSEMBLY                   | ,BLOWER/IMPELLER -                 | FAILURE, TOTAL       |                                     |                       |
| Occurrence #2<br>Phase of Operation             | FORCED LANDING<br>LANDING - FLARE/ | TOUCHDOWN            |                                     |                       |
| Occurrence #3<br>Phase of Operation             | ON GROUND COLLIS                   | ION WITH OBJECT      |                                     |                       |
| Finding(s) 2. TERRAIN CONDITI 3. OBJECT - FENCE |                                    |                      |                                     |                       |
| Occurrence #4<br>Phase of Operation             | LANDING - ROLL                     |                      |                                     |                       |
| Probable Cause                                  |                                    |                      |                                     |                       |
| The National Transpois/are finding(s) 1         | rtation Safety Boa                 | rd determines that   | the Probable Cause(s) of this accid | dent                  |
| Factor(s) relating t                            | o this accident is,                | /are finding(s) 2,3  |                                     |                       |

| Basic Information Type Operating Certificate-NONE (GENERA)                                 | AVIATION) Aircraf                      | t Damage                   |              | Injur                      | ies       |            |
|--|--|----------------------------|--------------|----------------------------|-----------|------------|
| Type operating certificate NoNE (GENERAL   | DESTRO                                 | _                          | Fata1        | •                          |           | None       |
| Type of Operation -PERSONAL  | Fire                                   |                            | ew O         | 0                          | 1         | 0          |
| Flight Conducted Under -14 CFR 91  | ON GRO                                 | UND Pa                     | s <b>s</b> 1 | 0                          | 0         | 0          |
| Accident Occurred During -TAKEOFF  |  |                            |              |                            |           |            |
| Aircraft Information   |  |                            |              |                            |           | V=0 /14    |
| Make/Model - PIPER PA-18   | Eng Make/Model - LY                    |                            |              | Installed/Ad               |           |            |
| Landing Gear - TAILWHEEL-ALL FIXED   | Number Engines - 1<br>Engine Type - RE | OIDDOCATING CADD           | Sta          | ll Warning Sy              | ystem - U | NK/NK      |
| Max Gross Wt - 1500<br>No. of Seats - 2  |  | 115 HP                     | URETUR Wea   | ther kadar -               | UNK/NK    |            |
| Environment/Operations Information   |  |                            |              |                            |           |            |
| Weather Data   | Itinerary                              |                            |              | Proximity                  |           |            |
| Wx Briefing - NO RECORD OF BRIEFING  | Last Departure Point                   |                            | ON AI        | RSTRIP                     |           |            |
| Method - N/A   | YAMHILL,OR                             |                            |              |                            |           |            |
| Completeness - N/A   | Destination                            |                            | Airport      |                            |           |            |
| Basic Weather - VMC  | OREGON COAST,OR                        |                            |              | G "M" RANCH                |           |            |
| Wind Dir/Speed- 280/006 KTS  | ATO /A ! = ======                      |                            |              |                            | 09        | AUZ /AUD   |
| Visibility - 50.0 SM<br>Cloud Conditions(1st) - NONE                                       | ATC/Airspace                           | NONE                       | Runwa        | y Lth/Wid -<br>y Surface - | 1800 -0   | NK/NK      |
| Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE                                  | Type of Flight Plan Type of Clearance  |                            |              | y Status -                 |           |            |
| Obstructions to Vision- NONE   | Type Of Crearance Type Approach Flown  |                            | Kuriwa       | y Status -                 | UKI       |            |
| Precipitation - NONE   | Type Apploach Trown                    | - INDINE                   |              |                            |           |            |
| Condition of Light - DAYLIGHT  |  |                            |              |                            |           |            |
| Personnel Information  |  |                            |              |                            |           |            |
| Pilot-In-Command   | Age - 49                               | Medical Certifi            |              |                            | IVERS/LIM | ΙT         |
| Certificate(s)/Rating(s)   | Biennial Flight Review                 | F1                         | ight Time (  | Hours)                     |           |            |
| PRIVATE  | Current - YES                          | lotal -                    | 2082         | Last 24<br>Last 30         | Hrs -     | 1<br>/ ND  |
| SE LAND, ME LAND   | Months Since - UNK/NR                  |                            | 308          | Last 30<br>Last 90         | Days- UN  | K/NR<br>13 |
|  | Aircraft Type - UNK/NR                 | Instrument-<br>Multi-Eng - |              | Rotorcr                    |           | 60         |
|  |  | Marti-Eng -                | 1051         | ROTOFCIA                   | ait       | 00         |
| Instrument Rating(s) - AIRPLANE  |  |                            |              |                            |           |            |
| Narrative<br>JRING TAKEOFF THE AIRCRAFT VEERED OFF THE RI                                  |  |                            |              |                            |           |            |
| HEN CROSSED A GRAVEL ROAD AND STRUCK A WIRE HINDS WERE OUT OF THE WEST-NORTHWEST AT 6 KNO  | TS GUSTING TO 15. THE AIRST            | RIP LIES IN A MO           | UNTAINOUS V  | ALLEY WITH M               | OUNTAINS  |            |
| I THREE SIDES. DUE TO THE TERRAIN, MOST PILO<br>ST AND DEPARTING TO THE EAST REGARDLESS OF |  | ESTABLISHED PRO            | CEDUKE OF L  | ANDTING TO TH              | E .       |            |

File No. - 1381 5/31/82 YAMHILL,OR A/C Reg. No. N7525K Time (Lc1) - 1730 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

| Type of Operation -PERSONAL Fire Crew 0 0 1 Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDINGAircraft Information Make/Model - CHAMPION 7GCAA Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - VARIABLE/O04 KTS Visibility - 40.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - UNK/NR Cloud Conditions (2nd) - UNK/NR Dbstructions to Vision - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND  Method - 14 CFR 91 ON GROUND Pass 0 0 1 ON GROUND Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | Type Operating Certificate-NONE (GENERAL AVIATION)  Aircraft Damage Type of Operation -PERSONAL Fire Crew O O 1 O 1 O Fight Conducted Under -14 CFR 91 ON GROUND Pass O O 1 O O 1 O O O O O O O O O O O O O  | File No 1336 6/13/82 INDEPE  | NDENCE, OR A/   | C Reg. No. N9528S                         | -   | Time (Lcl) -  | - 1600 PDT                           |              |
|--|--|--|---|---|---|---|--------------------------------------|--------------|
| Type of Operation  | Type of Operation  |  |   |   | Ea+a1   | -   |                                      | None         |
| -Aircraft Information Make/Model - CHAMPION 7GCAA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 Rated Power - 160 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed - VARIABLE/O04 KTS Visibility - 40.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND  Make/Model - LYCOMING 0-320-A2B ELT Installed/Activated - YES Number Engines - 1 Stall Warning System - UNK/NR Number   Stall Warning System - UNK/NR Number   Stall Warning System - UNK/NR Number   160 HP  Lord HP Number   Airport Proximity OFF AIRPORT/STRIP Weather Radar - UNK/NR Airport Proximity OFF AIRPORT/STRIP  Airport Data INDEPENDENCE STATE Runway Ident - 16 Runway Lth/Wid - 3000 - UNK/NR Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND Months Since - 11 Make/Model - 2 Last 30 Days - UNK/NR Instrument - 152 Last 30 Days - 158   | Aircraft Information Make/Model - CHAMPION 7GCAA   | Flight Conducted Under -14 CFR 91  | Fire  |   | Crew O  | 0   | 1                                    | 0            |
| Weather Data    Itinerary  | Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - WC Wind Dir/Speed VARIABLE/O04 KTS Wisibility - 40.0 SM Cloud Conditions(1st) - 3000 FT OVERCAST Cloud Conditions(2nd) - UNK/NR Cloud Conditions(2nd) - UNK/NR Dbstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) SE LAND, ME LAND Months Since - 11 Months Since - 11 Make/Model- 2 Last 30 Days - 158 Multi-Eng - 38  Instrument Rating(s) - AIRPLANE Narrative EPILOT REPORTED THAT DURING A FULL STALL LANDING, THE AIRCRAFT VEERED TO THE LEFT AT THE MOMENT OF TOUCHDOWN. ILL POWER WAS APPLIED FOR A GO-AROUND, BUT REPORTEDLY, THE PILOT WAS UNABLE TO TURN THE AIRCRAFT BACK TO THE GHT TOWARD THE RUNWAY. AFTER LIFT-OFF, THE PROXIMITY OF HOUSES PREVENTED A TRUN. THE PILOT PULLED UP TO CLEAR EHOUSE IMMEDIATELY AHEAD. AFTER CLEARING THE HOUSE, THE AIRCRAFT WISHED AND HIT A BARAGE/HANGER. MOST SIMULTANEOUSLY, IT HIT THE RECOUND. AFTER COMING TO REST IN HE BACK YARD OF THE HOME.  I BEGOVER WAS APPLIED FOR A GO-AROUND, BUT REPORTEDLY, THE PILOT RUNBED AND HIT A BARAGE/HANGER.  MOST SIMULTANEOUSLY, IT HIT THE RECOUND. AFTER COMING TO REST IN HE BACK YARD OF THE HOME. IT BEGAN TO BURN. | Aircraft Information<br>Make/Model - CHAMPION 7GCAA<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1650   | Number Engines -<br>Engine Type -   | LYCOMING 0-320-A<br>1<br>RECIPROCATING-CA | 2B ELT<br>Sta   | ll Warning S  | System - U                           |              |
| Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1439 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 11 Make/Model - 2 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 152 Last 90 Days- 158  | Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI CUrrent SE LAND,ME LAND Months Since - 11 Make/Model- Aircraft Type - UNK/NR Multi-Eng - 38  Instrument Rating(s) - AIRPLANE Narrative E PILOT REPORTED THAT DURING A FULL STALL LANDING, THE AIRCRAFT VEERED TO THE LEFT AT THE MOMENT OF TOUCHDOWN. LL POWER WAS APPLIED FOR A GO-AROUND, BUT REPORTEDLY, THE PILOT WAS UNABLE TO TURN THE AIRCRAFT BACK TO THE GHT TOWARD THE RUNWAY. AFTER LIFT-OFF, THE PROXIMITY OF HOUSES, PREVENTED A TURN. THE PILOT PULLED UP TO CLEAR E HOUSE IMMEDIATELY AHEAD. AFTER CLEARING THE HOUSE, THE AIRCRAFT MUSHED AND HIT A GARAGE/HANGER. MOST SIMULTANEOUSLY, IT HIT THE GROUND. AFTER COMING TO REST IN THE BACK YARD OF THE HOME, IT BEGAN TO BURN.   | Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- VARIABLE/004 KTS  Visibility - 40.0 SM  Cloud Conditions(1st) - 3000 FT OVERO  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT | Last Departure Po INDEPENDENCE,OR Destination LOCAL  ATC/Airspace AST Type of Flight Pl Type of Clearance | an - NONE<br>- NONE                       | OFF A<br>Airport [<br>INDEP!<br>Runwa<br>Runwa<br>Runwa | IRPORT/STRIF<br>Data<br>ENDENCE STAT<br>/ Ident<br>/ Lth/Wid -<br>/ Surface - | TE<br>- 16<br>- 3000 -U<br>- ASPHALT | NK/NR        |
|  |  | Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI   | Biennial Flight Review<br>Current - YES<br>Months Since - 11  | Total<br>Make/Mode<br>/NR Instrumer       | Flight Time (F<br>- 1439<br>1- 2<br>t- 152              | Hours)<br>Last 24<br>Last 30  | 4 Hrs - UN<br>Days- UN               | K/NR<br>K/NR |
| Instrument Rating(s) - AIRPLANE  | HE PILOT REPORTED THAT DURING A FULL STALL LANDING, THE AIRCRAFT VEERED TO THE LEFT AT THE MOMENT OF TOUCHDOWN.  FULL POWER WAS APPLIED FOR A GO-AROUND, BUT REPORTEDLY, THE PILOT WAS UNABLE TO TURN THE AIRCRAFT BACK TO THE  GHT TOWARD THE RUNWAY. AFTER LIFT-OFF, THE PROXIMITY OF HOUSES PREVENTED A TURN. THE PILOT PULLED UP TO CLEAR  HE HOUSE IMMEDIATELY AHEAD. AFTER CLEARING THE HOUSE, THE AIRCRAFT MUSHED AND HIT A GARAGE/HANGER.  MOST SIMULTANEOUSLY, IT HIT THE GROUND. AFTER COMING TO REST IN THE BACK YARD OF THE HOME, IT BEGAN TO BURN.  | Instrument Rating(s) - AIRPLANE  |   |   |   |   |                                      |              |

| File No 13  | 36 6/13/82   | INDEPENDENCE, OR                           | A/C Reg. No. N9528\$ | Time (Lc1) - 1600 PDT |
|---|--|--|----------------------|-----------------------|
| Occurrence #1<br>Phase of Operation   |  | NT/SYSTEM FAILURE/MALFU<br>RUN             | UNCTION              |                       |
| Finding(s)<br>1. LANDING GEAR,TA  | ILWHEEL ASSEMBLY -   | FAILURE,TOTAL                              |                      |                       |
| Occurrence #2<br>Phase of Operation   |  | - ON GROUND                                |                      | <i>:</i>              |
| Finding(s)<br>2. GROUND LOOP/SWE  | RVE - UNCONTROLLED   | - PILOT IN COMMAND                         |                      |                       |
| Occurrence #3<br>Phase of Operation   |  | ION WITH OBJECT                            |                      |                       |
| Finding(s) 3. GO-AROUND - PER 4. PROPER ALIGNMEN 5. TERRAIN CONDITI 6. MANEUVER - PE 7. AIRSPEED - NOT 8. STALL/MUSH - IN | T - NOT ATTAINED -<br>ON - HIGH OBSTRUCT<br>RFORMED - PILOT IN<br>MAINTAINED - PILOT | PILOT IN COMMAND ION(S) COMMAND IN COMMAND |                      |                       |
| Probable Cause  |  |  |                      |                       |

is/are finding(s) 1

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

|   | 7/14/82 OXB                | O₩,OR                            | A/C Reg.          | No. N8230U                                      | Т          | ime (Lc1) -  | 2049 PDT   |           |
|---|----------------------------|----------------------------------|-------------------|---|------------|--------------|------------|-----------|
| -Basic Information<br>Type Operating Certific     |                            |                                  | Aircraft [        | -   |            | Injur        |            |           |
| Type of Operation                                 | ON-DEMAND A                |                                  | DESTROYED<br>Fire | )<br>Crew                                       | Fatal<br>1 | Serious<br>O | Minor<br>O | None<br>0 |
| Flight Conducted Under<br>Accident Occurred Durin | -14 CFR 135<br>g -APPROACH |                                  | ON GROUNE         |   | 3          | Ō            | ŏ          | ő         |
| -Aircraft Information                             |                            | •                                |                   |   |            |              |            |           |
| Make/Model - CESSNA                               | 172F                       |                                  |                   | KLIN GAS-350-A                                  |            | Installed/A  |            |           |
| Landing Gear - FLOAT<br>Max Gross Wt - 2499       |                            | Number Eng<br>Engine Type        |                   | PROCATING-CARBURET                              |            | 1 Warning S  |            | ES        |
| No. of Seats - 4                                  |                            | Rated Power                      |                   | O HP  | UK Weat    | ine Kadar -  | NG.        |           |
| -Environment/Operations In                        | formation                  |                                  |                   |   |            |              |            |           |
| Weather Data                                      |                            | Itinerary                        |                   |   |            | Proximity    |            |           |
| Wx Briefing - NO RE ^ Method - N/A                | CORD OF BRIEFIN            | IG Last Departu<br>NEAR IMNAH    |                   |   | OFF AI     | RPORT/STRIP  | •          |           |
| Completeness - N/A                                |                            | Destination                      | 1A,UK             | Δ   | irport D   | )ata         |            |           |
| Basic Weather - VMC                               |                            | OXBOW, OR                        |                   | -   | ii poi c s | ,a ta        |            |           |
| Wind Dir/Speed- 340/0                             | 13 KTS                     |                                  |                   |   | Runway     | / Ident -    | UNK/NR     |           |
| Visibility - 30.                                  |                            | o, opace                         |                   |   |            | / Lth/Wid -  |            |           |
| Cloud Conditions(1st)                             |                            |                                  |                   |   |            | Surface -    |            |           |
| Cloud Conditions(2nd) Obstructions to Visio       |                            | KEN Type of Clea<br>Type Approac |                   |   | Runway     | Status -     | UNK/NR     |           |
|   | - NONE                     | туре арргоас                     | on Flown - r      | NUINE   |            |              |            |           |
| -Personnel Information                            |                            |                                  |                   |   |            |              |            |           |
| Pilot-In-Command                                  | - )                        | Age - 51<br>Biennial Flight Re   | . Me              | edical Certificate                              |            |              | IVERS/LIM  | IT        |
| Certificate(s)/Rating(<br>COMMERCIAL              | S)                         | Cuppent                          | - vec             | Flight  | Time (F    | lac+ 24      | Hre - UN   | v/ND      |
| SE LAND.SE SEA                                    |                            | Months Since                     | - 1L3<br>- 4      | Make/Model- UNK                                 | /NR        | Last 24      | Davs- UN   | K/NR      |
| 01 1D, 01 01A                                     |                            | Aircraft Type                    | - C-172           | Total - 1<br>Make/Model- UNK<br>Instrument- UNK | /NR        | Last 90      | Days- UN   | K/NR      |
|   |                            |                                  |                   |   |            |              |            |           |
| Instrument Rating(s                               | ) - AIRPLANE               |                                  |                   |   |            |              |            |           |
| Instrument Rating(s                               | ) - AIRPLANE               |                                  |                   |   |            |              |            |           |

| File No 128                                | 80 7/14/82 OXBOW,OR  | A/C Reg. No. N8230U                 | Time (Lc1) - 2049 PDT |
|--|--|-------------------------------------|-----------------------|
|  | LOSS OF CONTROL - IN FLIGHT<br>APPROACH - GO-AROUND (VFR)                                    |                                     |                       |
| 2. VMC - NOT MAINT                         | AND BALANCE - EXCEEDED - PILOT IN COM<br>AINED - PILOT IN COMMAND<br>TENT - PILOT IN COMMAND | MAND                                |                       |
|  | IN FLIGHT COLLISION WITH TERRAIN<br>APPROACH - VFR PATTERN - DOWNWIND                        |                                     |                       |
| Finding(s) 4. TERRAIN CONDITIO             | DN - GROUND  | ·                                   |                       |
| Probable Cause                             |  |                                     |                       |
| The National Transporis/are finding(s) 2,3 | rtation Safety Board determines that t<br>3  | he Probable Cause(s) of this accide | ent                   |
| Factor(s) relating to                      | this accident is/are finding(s) 1.4  |                                     |                       |

| File No 1334 2                             | 2/03/82 PHI    | LADELPHIA,PA          | A/C Reg. N      | lo. N1814U    | Т           | ime (Lcl) -  | - 1102 EST | Г        |
|--|----------------|-----------------------|-----------------|---------------|-------------|--------------|------------|----------|
| Basic Information                          |                |                       |                 |               |             |              |            |          |
| Type Operating Certifica                   | te-AIR CARRIE  | R                     | Aircraft Dam    | age           |             | Injur        | ries       |          |
|  | DOMESTIC/F     |                       | MINOR           |               | Fatal       | Serious      | Minor      | None     |
| Type of Operation                          | -SCHEDULED,    | DOMESTIC, PASSENGER   | Fire            | Cre           | w O         | 0            | 0          | 11       |
| Flight Conducted Under                     |                |                       | NONE            | Pas           | s 0         | 1            | 0          | 143      |
| Accident Occurred During                   |                |                       |                 |               |             |              |            |          |
| Aircraft Information                       |                |                       |                 |               |             |              |            |          |
|  | L-DOUGLAS DC-  | 10-10 Fng Make/       | Model - GE CF6- | 6D            | ELT         | Installed/A  | Activated  | - NO -N/ |
| Landing Gear - TRICYCLE                    |                |                       |                 |               |             | 1 Warning S  |            |          |
| Max Gross Wt - 410000                      | RETRACTABLE    |                       | pe - TURBOFA    |               |             | her Radar    |            | . 23     |
| No. of Seats - 254                         |                | 0 ,,                  | er - 40000      |               | #Ca t       | ·            | 125        |          |
|  |                |                       |                 |               |             |              |            |          |
| Environment/Operations Inf<br>Weather Data | formation      | Itinerary             |                 |               | Ainmont     | Proximity    |            |          |
|  | IV             | •                     | tuna Daint      |               | ON AIR      | •            |            |          |
| Wx Briefing - COMPAN Method - UNK/NR       |                | Last Depar            |                 |               | UN AIR      | PURI         |            |          |
|  | •              | SAME AS A             |                 | •             | 44          | \- + -       |            |          |
| Completeness - FULL                        |                | Destination           |                 |               | Airport D   |              |            |          |
| Basic Weather - IMC                        | A KTC          | LOS ANGLI             | ES,CA           |               |             | ELPHIA INTL  |            |          |
| Wind Dir/Speed- 060/00                     |                | ATO /A :              |                 |               |             |              | - 09L      | 450      |
| Visibility3                                |                | ATC/Airspace          |                 |               | •           | Lth/Wid -    |            | 150      |
| Cloud Conditions(1st)                      |                |                       |                 |               | •           | Surface -    |            |          |
| Cloud Conditions(2nd)                      |                | Type of Cle           |                 |               | Runway      | Status -     | - WET      |          |
| Obstructions to Vision                     |                | Type Approa           | ach Flown - NOM | IE            |             |              |            |          |
| Precipitation<br>Condition of Light        | - RAIN         |                       |                 |               |             |              |            |          |
|  | - DATLIGHT     |                       |                 |               |             |              |            |          |
| Personnel Information                      |                |                       |                 |               |             |              |            |          |
| Pilot-In-Command                           |                | Age - 55              | Medi            | cal Certific  |             |              | AIVERS/LIM | MIT      |
| Certificate(s)/Rating(s                    | s)             | Biennial Flight I     | Review          | Fli           | ght Time (F | lours)       |            |          |
| ATP  |                | Current               | - YES           | Total -       | 24000       | Last 24      | 4 Hrs -    | 5        |
| ME LAND                                    |                | Months Since          | - 6             | Make/Model-   |             | Last 30      |            | 62       |
|  |                | Aircraft Type         | e - DC-10       | Instrument-   | UNK/NR      | Last 90      | Days-      | 162      |
|  |                | ,                     |                 | Multi-Eng -   | JNK/NR      | Rotorc       | raft - UN  | NK/NR    |
| <pre>Instrument Rating(s)</pre>            | - AIRPLANE     |                       |                 |               |             |              |            |          |
|  | - AIRPLANE     |                       |                 |               |             |              |            |          |
| Narrative                                  | ,              |                       |                 |               |             |              |            |          |
| E AIRCREWS OF A UNITED DC-10               |                |                       |                 |               |             |              |            |          |
| E SAME TIME. DUE TO DELAYS,                | THE NO. 2 ENG  | SINE OF FLT 199 WAS ! | SHUT DOWN IN AC | CORDANCE WIT  | H APPLICABL | E FUEL CONS  | SERVATION  |          |
| OCEDURES. AFTER FLT 99 WAS O               | CLEARED FOR TA | KEOFF, THE AIRCREW (  | OF FLT 199 STAF | TED THEIR EN  | GINE, BUT 1 | T TORCHED    |            |          |
| D EMITTED FLAMES FROM THE TA               | IL CONE. THE   | CAPTAIN OF FLT 25 SA  | AW THE FLAMES A | ND TRANSMITT  | ED ON TOWER | R FREQUENCY, | ,          |          |
| 9, YOU'RE RIGHT ENGINE'S ON                |                |                       |                 |               |             |              |            |          |
| RE, THE CAPTAIN OF UNITED FL               |                |                       |                 |               |             |              |            |          |
| IN. THE CAPTAIN THOUGHT HE                 |                |                       |                 |               |             |              |            |          |
| E PASSENGER WAS INJURED DURI               |                |                       |                 |               |             |              |            | =        |
| THE LOW VISIBILITY (3/8 MI)                |                | 55 11115 524021       | THE TOWER       | 33.11NOLLLN " | OITHOLL     | J JLLL (     |            | _        |
| THE CON VISIBILITY (3/8 MI)                | <b>, .</b>     |                       |                 |               |             |              |            |          |
|  |                |                       |                 |               |             | <b></b>      |            |          |

File No. - 1334 2/03/82 PHILADELPHIA,PA A/C Reg. No. N1814U Time (Lc1) - 1102 EST

Occurrence #1 OVERRUN Phase of Operation TAKEOFF

#### Finding(s)

1

1)

- 1. SAFETY ADVISORY IMPROPER PILOT OF OTHER AIRCRAFT
- 2. COMMUNICATIONS/INFORMATION/ATC NOT UNDERSTOOD PILOT IN COMMAND
- 3. WEATHER CONDITION FOG
- 4. IDENTIFICATION OF AIRCRAFT VISUALLY NOT POSSIBLE ATC PSNL(LCL/GND/CLNC)
- 5. WEATHER CONDITION LOW CEILING
- 6. ABORT ABOVE V1 PERFORMED PILOT IN COMMAND
- 7. WEATHER CONDITION RAIN
- 8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- 9. TERRAIN CONDITION SOFT

----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) 1,2,3,5,7,8,9

| Basic Information   |                             |                                      |                                  |                  |               |             |         |
|---|-----------------------------|--------------------------------------|----------------------------------|------------------|---------------|-------------|---------|
| Type Operating Certificate-NONE (                               | GENERAL AVIATION)           | Aircraft Damage                      |                                  |                  | Injur         |             |         |
| Type of Operation -PERSON                                       |                             | SUBSTANTIAL                          |                                  | Fatal<br>O       |               | Minor<br>O  | None    |
| Type of Operation -PERSON Flight Conducted Under -14 CFR        |                             | Fire<br>NONE                         | Crew<br>Pass                     | 0                | 0             | 0           | 1       |
| Accident Occurred During -LANDIN                                | G                           | NONE                                 | 1 233                            | Ü                | J             | Ü           | •       |
| Aircraft Information  |                             |                                      |                                  |                  |               |             |         |
| Make/Model - PIPER PA-24-250                                    | Eng Make,                   | /Model - LYCOMING O                  | -540-A1A5                        | ELT I            | nstalled/A    | ctivated    | - YES/N |
| Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 2000            |                             | ngines - 1<br>ype - RECIPROCAT       |                                  |                  | Warning S     |             | ES      |
| No. of Seats - 4  | Rated Po                    |                                      | ING-CARBURE IC                   | k weati          | er kadar -    | NO          |         |
| Environment/Operations Information-                             |                             |                                      |                                  |                  |               |             |         |
| Weather Data  | Itinerary                   |                                      | Δ                                |                  | roximity      |             |         |
| Wx Briefing - NO RECORD OF BR Method - N/A                      |                             |                                      |                                  | ON AIRP          | ORT           |             |         |
| Method - N/A<br>Completeness - N/A                              | WASHING<br>Destination      |                                      | Λ ÷                              | rport Da         | + 2           |             |         |
| Basic Weather - VMC   | CUDDY, PA                   |                                      | Р. (                             | CAMPBEL          |               |             |         |
| Wind Dir/Speed- 270/080 KTS                                     |                             |                                      |                                  |                  | Ident -       | 31          |         |
| Visibility - 5.0 SM   | ATC/Airspace                |                                      |                                  |                  | Lth/Wid -     |             | 70      |
| Cloud Conditions(1st) - 5000 F                                  |                             |                                      |                                  |                  | Surface -     |             |         |
| Cloud Conditions(2nd) - 10000 F<br>Obstructions to Vision- HAZE |                             | learance - NONE<br>pach Flown - NONE |                                  | Runway           | Status -      | DRY         |         |
| Precipitation - NONE  | туре дры                    | Sacri i lowii Roive                  |                                  |                  |               |             |         |
| Condition of Light - DAYLIGH                                    | Т                           |                                      |                                  |                  |               |             |         |
| Personnel Information   |                             |                                      |                                  |                  | MED TO 44 114 | TV5D5 // TM |         |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                    | Age - 52<br>Biennial Flight | Medical<br>Review                    | Certificate                      | - VALID Time (Ho |               | IVERS/LIM   | 11      |
| PRIVATE   | Current                     | - UNK/NR Tot                         | al - 9                           | 111110 (110      | Last 24       | Hrs -       | 3       |
| SE LAND   | Months Since                | e - UNK/NR Mak                       | al - 9<br>e/Model- 5<br>trument- | 91               | Last 30       | Days- UN    | K/NR    |
|   | Aircraft Ty                 | pe - UNK/NR Ins                      | trument-                         | 0                | Last 90       | Days-       | 21      |
| Instrument Rating(s) - AIRPL                                    | ANE                         |                                      |                                  |                  |               |             |         |
| <br>Narrative   |                             |                                      |                                  |                  |               |             |         |
| PILOT LANDED THE AIRCRAFT WHEELS UP                             | . THE PILOT STATED THE      | SUN WAS IN HIS EYE                   | S WHICH PREVE                    | NTED HIM         | I FROM SEEI   | NG          |         |
| GEAR LIGHTS. HE ALSO STATED THE WAR                             |                             |                                      |                                  |                  |               |             |         |
| EM OPERATION.   |                             | J. CARMINATION REVE                  | ACED NO ABNOT                    |                  |               |             |         |

File No. - 1240 5/31/82 BRIDGEVILLE,PA A/C Reg. No. N6159P Time (Lc1) - 1610 EDT

Occurrence

GEAR COLLAPSED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

2. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

| -Basic Information Type Operating Certificate-NONE (GENER     | A AVIATION)                   | Aircraft Damage           |                    |                    | Injur              | ies        |         |
|---|-------------------------------|---------------------------|--------------------|--------------------|--------------------|------------|---------|
| Type operating our tri reate none (alliens                    | (L AVIA 150V)                 |                           |                    | Fatal              | Serious            |            | None    |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 |                               | DESTROYED<br>Fire<br>NONE | Crew               | 0                  | 0                  | 1          | Ð       |
|   |                               | NONE                      | Pass               | 0                  | 0                  | 1          | 0       |
| Accident Occurred During -CLIMB                               |                               |                           |                    |                    |                    |            |         |
| -Aircraft Information   |                               |                           |                    |                    |                    |            |         |
| Make/Model - CESSNA 172N                                      | Eng Make/Mo                   | odel - LYCOMING 0-3       | 320-H2AD           | ELT                | Installed/         | ctivated   | - YES/Y |
| Landing Gear - TRICYCLE-RETRACTABLE                           |                               | nes - 1                   |                    | Stal               | Warning S          | System - Y | ES      |
| Max Gross Wt - 2150<br>No.√of Seats - 4                       |                               | - RECIPROCATIN            | NG-CARBURE         | IUR Weati          | ner Radar -        | NU         |         |
| No. of Seats - 4  | kated Power                   | - 160 HP                  |                    |                    |                    |            |         |
| -Environment/Operations Information                           | ·                             |                           |                    |                    |                    |            |         |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING              | Itinerary                     | Daint                     |                    |                    | Proximity          |            |         |
| Method - N/A  | Last Departu<br>SUBURBAN,N    |                           |                    | OFF AII            | RPORT/STRIP        | ,          |         |
| Completeness - N/A  | Destination                   |                           |                    | Airport Da         | ata                |            |         |
| Basic Weather - IMC   | NEW PHILAD                    | DELPHIA.OH                |                    | A 11 POL C B.      |                    |            |         |
| Wind Dir/Speed- 150/009 KTS                                   |                               | ,                         |                    | Runway             | Ident -            | N/A        |         |
| Visibility - 3.0 SM   | ATC/Airspace                  |                           |                    |                    | Lth/Wid -          |            |         |
| Cloud Conditions(1st) - NONE                                  |                               | ht Plan - NONE            |                    |                    | Surface -          |            |         |
| Cloud Conditions(2nd) - UNK/NR                                | Type of Clea                  |                           |                    | Runway             | Status -           | · N/A      |         |
| Obstructions to Vision- HAZE<br>Precipitation - RAIN          | Type Approac                  | ch Flown - NONE           |                    |                    |                    |            |         |
| Condition of Light - DAYLIGHT                                 |                               |                           |                    |                    |                    |            |         |
|   |                               |                           |                    |                    |                    |            |         |
| -Personnel Information Pilot-In-Command                       | Age - 39                      | Medical (                 | Certificat         | e - VALID          | MEDICAL-NO         | WAIVERS/   | LIMIT   |
| <pre>Certificate(s)/Rating(s)</pre>                           | Biennial Flight Re            |                           |                    | t Time (H          |                    |            |         |
| PRIVATE   | Current                       | - YES Tota                | ļ - <sup>-</sup>   | 756                | Last 24            | Hrs -      | 1       |
| SE LAND, ME LAND  | Months Since<br>Aircraft Type | - 14 Make                 | /Model-            | 45                 | Last 30<br>Last 90 | Days- UN   | K/NR    |
|   | Aircraft Type                 |                           | rument-<br>i-Eng - | 197<br><b>52</b> 5 | Last 90            | uays-      | 43      |
| e .   |                               | Mult                      | i-Eng -            | 525                |                    |            |         |
| Instrument Rating(s) - UNK/NR                                 |                               |                           |                    |                    |                    |            |         |
|   |                               |                           |                    |                    |                    |            |         |
| ING A CROSS-COUNTRY FLIGHT THE PILOT ENCOL                    | INTERED LOWERING CET          | TINGS AND RAIN TH         | HE PILOT D         | ESCENDED :         | TO 2200 FFF        | т.         |         |
| EVER, THE WEATHER CONTINUED TO DETERIORATE                    |                               |                           |                    |                    |                    | •          |         |

6/12/82 File No. - 1292 SCHELLSBURG, PA A/C Reg. No. N5017E Time (Lc1) - 1200 EDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. OBJECT - TREE(S) 2. VFR FLIGHT INTO IMC - NOT CORRECTED - PILOT IN COMMAND 3. WEATHER CONDITION - LOW CEILING 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. WEATHER CONDITION - RAIN LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation CLIMB - TO CRUISE Finding(s) 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CLIMB - TO CRUISE Finding(s) 7. TERRAIN CONDITION - RISING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

| Type of Operation -PERSONAL Fire Crew O 1 O (Flight Conducted Under -14 CFR 91 NONE Pass 1 O O   | File No 1242 6/26/82 PE                   | ACH BOTTOM,PA         | A/C Reg. No. N       | 19451E       | T         | Time (Lc1)  | - 1945 EDT |           |
|--|---|-----------------------|----------------------|--------------|-----------|-------------|------------|-----------|
| Type of Operation -PERSONAL Fire Crew 0 1 0 0 0 Accident Docurred During -MANEUVERING NONE Pass 1 0 0 0 0 Accident Occurred During -MANEUVERING Other 2 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  |   | NERAL AVIATION)       | Aircraft Damage      |              |           | Inju        | ries       |           |
| Filight Conducted Under  |   |                       | DESTROYED            |              | Fatal     | Serious     | Minor      | None      |
| Accident Occurred During -MANEUVERING Other 2 1 4 0 Aircraft Information   | Type of Operation -PERSONAL               |                       | Fire                 | Crew         | 0         | 1           | 0          | 0         |
| Aircraft Information Make/Model - AERONCA 11AC   | Flight Conducted Under -14 CFR 91         |                       | NONE                 | Pass         | 1         | 0           | 0          | 0         |
| Make/Model - AERONCA 11AC  | Accident Occurred During -MANEUVERI       | NG                    |                      | Other        | 2         | 1           | 4          | 0         |
| Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250 No. of Seats - 2 Rated Power - 75 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed-280/004 KTS Visibility - 13.0 SM Cloud Conditions(1st) - 25000 FT SCATTERED Type of Clearance - NONE Precipitation - NONE Completeness - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Cloud Conditions(2nd) - NONE Precipitation - NONE Condition - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-command Certificate(s)/Rating(s) NONE NONE NATIONAL NA Aircraft Type - N/A DIAST SURFACE. NAPITATIVE.   | Aircraft Information                      |                       |                      |              |           |             |            |           |
| Landing Gear - TAILWHEEL-ALL FIXED   | Make/Model - AERONCA 11AC                 | Eng Make/             | Model - CONTINENTAL  | A-65         | ELT       | Installed/  | Activated  | - NO -N/A |
| No. of Seats - 2  Rated Power - 75 HP Environment/Operations Information Weather Data  We Briefing - NO RECORD OF BRIEFING Conditions - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/004 KTS Wisibility - 13.0 SM Cloud Conditions(ist) - 25000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(ist) - 25000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Centificate(s)/Rating(s) NONE Conditions(s) Biennial Flight Review Conditions(s) Conditions(s) NONE Current - N/A Aircraft Type - N/A Instrument - NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF THE SSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT RE FATALLY INJURED. AND FAILOR AND FULL CARRET WITHOUT DOORS. THE PILOT REPORTED AND FULL CARRET WITHOUT DOORS. THE PILOT CARRET FLIGHT CARE IN THE ALBCRAFT AND TWO OCCUPANTS ON THE BOAT RE FATALLY INJURED. THE PLOT AND DONE OCCUPANT ON THE BOAT RE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT RE FATALLY INJURED. THE PLOT AND DONE OCCUPANT ON THE BOAT RE PILOT CARRET WITHOUT DOORS. THE PILOT CARRET WITHOUT DOORS. THE PILOT CARRET FLOT NEED BOAT ON THE BOAT RE FATALLY INJURED. AN INVESTIGATION REVEALED THE LOT HAD BEEN PETITION TO BO DO CCUPANTS ON THE BOAT RE FATALLY INJURED. AN INVESTIGATION REVEALED THE LOT HAD BEEN PETITION TO BO COURDANT ON THE BOAT THE AIRCRAFT WITHOUT DOORS. THE PILOT CARRET FLOTACE. THE PLOT THE BOAT AND THE BOAT THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT RE FATALLY INJURED. AN INVESTIGATION REVEALED THE LOT HAD BEEN PETITION TO BO DO CCUPANTS ON THE BOAT THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT RE FATALLY INJURED. AN INVESTIGATION AND BOAT OF THE SUBTRICATE.   | Landing Gear - TAILWHEEL-ALL FIXED        |                       |                      |              | Stal      | ll Warning  | System - U | NK/NR     |
| No. of Seats - 2  Rated Power - 75 HP Environment/Dperations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Convince Point Convince Po        | Max Gross Wt - 1250                       | Engine Ty             | pe - RECIPROCATI     | NG-CARBURET  | OR Weat   | ther Radar  | - UNK/NR   |           |
| Weather Data   |   |                       |                      |              |           |             |            |           |
| Weather Data   | ·Environment/Operations Information       |                       |                      |              |           |             |            |           |
| Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A COMWINGO,MD COMWINGO,MD Accompleteness - N/A Destination LOCAL  Basic Weather - VMC LOCAL  Wind Dir/Speed- 280/004 KTS Runway Ident - N/A Runway Lth/Wid - N/A Runway Status - N/A Cloud Conditions(st) - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Approach Flown - NONE Runway Status - N/A Type Official Certificate - NO MEDICAL Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information  | Weather Data                              | Itinerary             |                      |              | Airport   | Proximity   |            |           |
| Method - N/A CONOWINSO, MD Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL  Wind Dir/Speed- 280/004 KTS COLOCAL  Wind Dir/Speed- 280/004 KTS Runway Ident - N/A Visibility - 13.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model- 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days- 22  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Passenger Was SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE SASES. THE AIRCRAFT WITH ONE PASSENGER IN THE AIRCRAFT WOO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE SAD AUTHORIZED AND NEAR PEPLOT RAD SERIOR PILOT CERTIFICATE. D AUTHORIZED AND NEAR PILOT REPORTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE SAD AUTHORIZED AND BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   | •                     | ture Point           |              |           |             | P          |           |
| Completeness - N/A Basic Weather - VMC  Wind Dir/Speed- 280/004 KTS Wind Dir/Speed- 280/004 KTS Visibility - 13.0 SM ATC/Airspace Cloud Conditions(1st) - 25000 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- HAZE Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE Current - N/A Months Since - N/A Months Since - N/A Months Since - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Plot Took Off With one Passenger on Board and With Both Doors Removed. WITNESSES OBSERVED HE NON-CERTIFICATED PILOT TOOK Off WITH ONE PASSENGER IN THE AIRCRAFT NO THE SURFACE. A NUMBER OF TINESSES STATED THE PASSENCER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENCER'S DOORWAY. DURING ONE OF THE SASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE LIOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HAS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. D AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | <u> </u>                                  |                       |                      |              |           | •           |            |           |
| Basic Weather - VMC  | Completeness - N/A                        |                       |                      | <b>A</b>     | irport [  | Data        |            |           |
| Wind Dir/Speed - 280/004 KTS  Visibility - 13.0 SM   | ·   |                       |                      |              | •         |             |            |           |
| Visibility - 13.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 25000 FT SCATTERD Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model - 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days- 22  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Passenger Was SITING WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF INSTRUMENT OF THE ASSESS. THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.  D AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   |                       |                      |              | Runway    | / Ident     | - N/A      |           |
| Cloud Conditions(1st) - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Approach Flown - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Flight Time (Hours) NONE Current - N/A Total - 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days- 22  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF THE SASSES, THE AIRCRAFT HIT THE FRONT END Of A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE INTUITION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   | ATC/Airspace          | 1                    |              |           |             | - N/A      |           |
| Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Approach Flown - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model - 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days - 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF INSTRUMENT OF THE SURFACE AND THE SURFACE AND THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. D AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL   | •   | •                     |                      |              | -         |             |            |           |
| Obstructions to Vision- HAZE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model- 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days- 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF INNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN DETAINED TO FLY THE AIRCRAFT HIT HE PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | · · · · · · · · · · · · · · · · · · ·     |                       |                      |              |           |             | * .        |           |
| Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model - 313 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days - 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL   |   |                       |                      |              |           | ,           |            |           |
| Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) NONE Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model - 313 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   | Type Apple            | AGN TOWN NOTE        |              |           |             |            |           |
| Pilot-In-Command Certificate(s)/Rating(s)  NONE  NONE  Current  NONE  Current  NONE  Current  NONE  Current  NONE  Current  NA  Make/Model  Aircraft Type - N/A  Aircraft Type - N/A  Instrument  NON-Certificate - NO MEDICAL  Months Since - N/A  Aircraft Type - N/A  Instrument  O  Last 24 Hrs - 4  Months Since - N/A  Aircraft Type - N/A  Instrument  O  Last 90 Days- 22  Instrument  Rating(s) - NONE Narrative  HE PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED  HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF  ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE  ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT  ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE  ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.  O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   |                       |                      |              |           |             |            |           |
| Pilot-In-Command Certificate(s)/Rating(s)  NONE  NONE  Current  NONE  Current  NONE  Current  NONE  Current  NONE  Current  NA  Make/Model  Aircraft Type - N/A  Aircraft Type - N/A  Instrument  NON-Certificate - NO MEDICAL  Months Since - N/A  Aircraft Type - N/A  Instrument  O  Last 24 Hrs - 4  Months Since - N/A  Aircraft Type - N/A  Instrument  O  Last 90 Days- 22  Instrument  Rating(s) - NONE Narrative  HE PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED  HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF  ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE  ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT  ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE  ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.  O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   |                       |                      |              |           |             |            |           |
| Certificate(s)/Rating(s)  NONE  Current - N/A Total - 313 Last 24 Hrs - 4  Months Since - N/A Make/Model - 313 Last 30 Days UNK/NR  Aircraft Type - N/A Instrument - 0 Last 90 Days - 22  Instrument Rating(s) - NONE  Inst |   | Age - 38              | Medical              | Certificate  | - NO ME   | EDICAL      |            |           |
| NONE  Current - N/A Total - 313 Last 24 Hrs - 4 Months Since - N/A Make/Model - 313 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES CBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | Certificate(s)/Rating(s)                  | •                     |                      |              |           |             |            |           |
| Months Since - N/A Make/Model- 313 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- 0 Last 90 Days- 22  Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.   |   | _                     |                      | ıl -         | 313       | Last 2      | 4 Hrs -    | 4         |
| Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | · · · · · · ·                             |                       |                      | Model-       | 313       | Last 3      | O Davs- UN | IK/NR     |
| Instrument Rating(s) - NONE Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   |                       |                      | rument-      | 0         | Last 9      | O Days-    |           |
| Narrative HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | Instrument Pating(s) - NONE               |                       |                      |              |           |             |            |           |
| HE NON-CERTIFICATED PILOT TOOK OFF WITH ONE PASSENGER ON BOARD AND WITH BOTH DOORS REMOVED. WITNESSES OBSERVED HE PILOT MAKE A NUMBER OF PASSES NEAR BOATS, UNDER POWER LINES AND NEAR PEOPLE ON THE SURFACE. A NUMBER OF ITNESSES STATED THE PASSENGER WAS SITTING WITH HIS LEGS HANGING OUT THE PASSENGER'S DOORWAY. DURING ONE OF THE ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE. D AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  |   |                       |                      |              |           |             |            |           |
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| ASSES, THE AIRCRAFT HIT THE FRONT END OF A BOAT. THE PASSENGER IN THE AIRCRAFT AND TWO OCCUPANTS ON THE BOAT<br>ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE<br>ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.<br>O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | HE PILOT MAKE A NUMBER OF PASSES NEAR BOA | ATS, UNDER POWER LINE | S AND NEAR PEOPLE C  | N THE SURFA  | CE. A NU  | JMBER OF    |            |           |
| ERE FATALLY INJURED. THE PILOT AND ONE OCCUPANT ON THE BOAT WERE SERIOUSLY INJURED. AN INVESTIGATION REVEALED THE<br>ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.<br>O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL  | ITNESSES STATED THE PASSENGER WAS SITTING | G WITH HIS LEGS HANGI | NG OUT THE PASSENGE  | R'S DOORWAY  | '. DURING | G ONE OF TH | E          |           |
| ILOT HAD BEEN FLYING REGULARLY, HE HAD ABOUT 313 HRS TOTAL FLYING TIME, BUT HAD NO MEDICAL OR PILOT CERTIFICATE.<br>O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL   | ASSES, THE AIRCRAFT HIT THE FRONT END OF  | A BOAT. THE PASSENGE  | R IN THE AIRCRAFT A  | ND TWO OCCL  | JPANTS ON | N THE BOAT  |            |           |
| O AUTHORIZATION HAD BEEN OBTAINED TO FLY THE AIRCRAFT WITHOUT DOORS. THE PILOT REPORTED ADDING 12 GAL OF AUTO FUEL   | ERE FATALLY INJURED. THE PILOT AND ONE OC | CUPANT ON THE BOAT W  | IERE SERIOUSLY INJUR | RED. AN INVE | STIGATIO  | ON REVEALED | THE        |           |
|  |   |                       |                      |              |           |             |            |           |
|  | O AUTHORIZATION HAD BEEN OBTAINED TO FLY  | THE AIRCRAFT WITHOUT  | DOORS. THE PILOT F   | REPORTED ADD | ING 12 (  | GAL OF AUTO | FUEL       |           |
| LIGHT TAKEOTT. THE PEANE HAD TEOMY ADOUT 3.3 THE DETONE CHASHING. DUE TO IMPACT DAMAGE AND BEING SOBMERGED IN WATER,   |   |                       |                      |              |           |             |            |           |
| HE AMOUNT OF FUEL ON BOARD AT IMPACT WAS NOT DETERMINED. THE PILOT'S BLOOD/ALCOHOL LEVEL WAS REPORTED AS .14%.   |   |                       |                      |              |           |             |            |           |
|  |   |                       |                      |              |           |             |            |           |

File No. - 1242 6/26/82 PEACH BOTTOM, PA A/C Reg. No. N9451E Time (Lc1) - 1945 EDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

- 1. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- IMPROPER DECISION, QUALIFICATION PILOT IN COMMAND
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) PILOT IN COMMAND
- 5. BUZZING PERFORMED PILOT IN COMMAND
- 6. WEATHER CONDITION VEHICLE
- 7. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

| asic Information                                  | CENERAL AVIATION)      | Advance Domain                     |                  |           | T 4              |            |             |
|---|------------------------|------------------------------------|------------------|-----------|------------------|------------|-------------|
| Type Operating Certificate-NONE (                 | GENERAL AVIATION)      | Aircraft Damage<br>SUBSTANTIAL     |                  | Fatal     | Inju<br>Serious  |            | None        |
| Type of Operation -INSTRU                         | CTIONAL - SOLO         | Fire                               | Crew             | 0         | 0                | 0          | 1           |
| Flight Conducted Under -14 CFR                    |                        | NONE                               | Pass             | 0         | 0                | 0          | 0           |
| Accident Occurred During -LANDIN                  | G                      |                                    |                  |           |                  |            |             |
| ircraft Information                               |                        |                                    |                  |           |                  |            |             |
| Make/Model - PIPER PA-28-140                      | Eng Make               | e/Mode1 - LYCOMING 0-3             | 20-E3D           | ELT I     | installed/       | Activated  | - YES/      |
| Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 |                        | Engines - 1<br>Type - RECIPROCATIN |                  |           | Warning          |            | ES          |
| No. of Seats - 2                                  |                        | ower - 150 HP                      | G-CARBORE TO     | K Weati   | lei Radai        | - 110      |             |
| nvironment/Operations Information-                |                        |                                    |                  |           |                  |            |             |
|   | Itinerary              |                                    | Α                | irport F  | Proximity        |            |             |
| wx Briefing - FSS                                 | Last Depa              | arture Point                       |                  | ON AIR    | PORT             |            |             |
| Method - UNK/NR                                   | SALISBU                | • -                                |                  |           |                  |            |             |
| Completeness - UNK/NR                             | Destination            |                                    | Αi               | rport Da  |                  |            |             |
| Basic Weather - VMC Wind Dir/Speed- 360/005 KTS   | AMBLER                 | , PA                               |                  | TURNER    |                  |            |             |
| Visibility - 7.0 SM                               | ATC/Airspac            | 20                                 |                  |           | Ident<br>Lth/Wid |            | 50          |
| Cloud Conditions(1st) - 3000 F                    |                        |                                    |                  |           | Surface          |            | 30          |
| Cloud Conditions(2nd) - NONE                      |                        | Clearance - NONE                   |                  |           | Status           |            |             |
| Obstructions to Vision- NONE                      | Type Appi              | roach Flown - VISUAL F             | ULL CIRCUIT      | •         |                  |            |             |
| Precipitation - NONE                              | _                      |                                    |                  |           |                  |            |             |
| Condition of Light - DAYLIGH                      | T                      |                                    |                  |           |                  |            |             |
| ersonnel Information<br>Pilot-In-Command          | Age - 35               | Modical C                          | ertificate       | - VALTD   | MEDICAL -NO      | n watveds/ | 'I TMTT     |
| Certificate(s)/Rating(s)                          | Biennial Fligh         |                                    | Flight           |           |                  | U WAIVERS/ | L 1 141 I 1 |
| STUDENT   | Current                | - N/A Total                        |                  | 39        | Ĺast 2           | 4 Hrs -    | 5           |
| SE LAND   | Months Sind            | ce - N/A Make/                     | Model-<br>ument- | 39        | Last 3           | Days- UN   | IK/NR       |
|   | Aircraft Ty            | /pe - N/A Instr                    | ument-           | 0         | Last 9           | O Days-    | 14          |
| Instrument Rating(s) - NONE                       |                        |                                    |                  |           |                  |            |             |
|   |                        |                                    |                  |           |                  |            |             |
| arrative<br>TUDENT PILOT STATED THAT DURING TH    | E LANDING ADDROACH C   | JE EVDEDIENCED WINDSUF             | AD DECILITIN     | C IN THE  |                  | LANDING    |             |
| OF THE INTENDED TOUCHDOWN POINT.                  |                        |                                    |                  |           |                  |            |             |
| ITTILITOLD 10001100WIT 101WI.                     | THE HOUSE GEAR AND THE | TELL MATH GEAR MENE 3              |                  | C. IEN II | - ATIONAL        | •          |             |

File No. - 1385 7/01/82 AMBLER,PA A/C Reg. No. N75286 Time (Lcl) - 1345 EDT

Occurrence #1

UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR

- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. ALTITUDE MISJUDGED PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

5. LANDING GEAR - OVERLOAD

----Probable Cause----

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

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

| File No 1384 7/01/82 SIDMA                                   | N,PA A/C Re            | eg. No. N735TR     |            | Time (Lcl)   | - 1955 ED         | Γ      |
|--|------------------------|--------------------|------------|--------------|-------------------|--------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA |                        | t Damage           |            | Inju         | ries              |        |
| (  | SUBSTA                 | NTIAL              | Fatal      | Serious      |                   | None   |
| Type of Operation -PERSONAL                                  | Fire                   | Crew               |            | 0            | 0                 | 1      |
| Flight Conducted Under -14 CFR 91                            | NONE                   | Pass               | 0          | 0            | 0                 | 3      |
| Accident Occurred During -LANDING                            |                        |                    |            |              |                   |        |
| Aircraft Information   |                        |                    |            |              |                   |        |
| Make/Mode1 - CESSNA 182Q                                     | Eng Make/Model - COM   |                    |            | Installed/   |                   |        |
| Landing Gear - TRICYCLE-FIXED                                | Number Engines - 1     |                    |            | ll Warning : |                   | JNK/NR |
| Max Gross Wt - 1800  | Engine Type - REG      |                    | ETOR Weat  | ther Radar · | - UNK/NR          |        |
| No. of Seats - 4   | Rated Power -          | 230 HP             |            |              |                   |        |
| Environment/Operations Information                           |                        |                    |            |              |                   |        |
| Weather Data   | Itinerary              |                    |            | Proximity    |                   |        |
| Wx Briefing - NO RECORD OF BRIEFING                          | Last Departure Point   |                    | OFF A      | [RPORT/STRI  | •                 |        |
| Method - N/A   | LEBANON, PA            |                    |            |              |                   |        |
| Completeness - N/A   | Destination            |                    | Airport [  |              |                   |        |
| Basic Weather - VMC  | JONSTOWN, PA           |                    |            | IA CO.       |                   |        |
| Wind Dir/Speed- UNK/NR                                       |                        |                    |            |              | - UNK/NR          |        |
| Visibility - 10.0 SM   | ATC/Airspace           |                    |            | / Lth/Wid ·  |                   |        |
| Cloud Conditions(1st) - NONE                                 | Type of Flight Plan    |                    |            | / Surface    | - GRASS/TI        | JRF    |
| Cloud Conditions(2nd) - NONE                                 | Type of Clearance      |                    | Runway     | / Status     | - DRY             |        |
| Obstructions to Vision- NONE                                 | Type Approach Flown    | - NONE             |            |              |                   |        |
| Precipitation - NONE   |                        |                    |            |              |                   |        |
| Condition of Light - NIGHT (DARK)                            |                        |                    |            |              |                   |        |
| Personnel Information  |                        |                    |            |              |                   |        |
| Pilot-In-Command   | Age - 24               | Medical Certifica  | te - VALID | MEDICAL-NO   | WAIVERS,          | /LIMIT |
| <pre>Certificate(s)/Rating(s)</pre>                          | Biennial Flight Review | Flig               | ht Time (F | Hours)       |                   |        |
| PRIVATE  | Current - YES          | Total -            |            |              | 4 Hrs -           | 6      |
| SE LAND  | Months Since - 9       | Make/Mode1-        | 470        | Last 30      | Days- U           | NK/NR  |
|  | Aircraft Type - UNK/NR | Instrument-        | 48         | Last 90      | Days-             | 20     |
|  |                        |                    |            |              |                   |        |
| Instrument Rating(s) - AIRPLANE                              |                        | •                  |            |              |                   |        |
|  |                        |                    |            |              | <br>NI <b>N</b> G |        |
| T OF FUEL. AT ABOUT 4000 FT THE PILOT SPOTT                  |                        | TO LANDING WAS INI | TIATED. DU | JRING THE    |                   |        |
| NDING ROLL THE FRONT WHEEL SNAPPED AND THE                   |                        |                    |            |              |                   |        |

| File No 13  | 84 7/01/82         | SIDMAN, PA         | A/C Reg. No. N735TR                 | Time (Lc1) - 1955 EDT |
|---|--------------------|--------------------|-------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                               | •                  | · ·                | CAL                                 |                       |
| Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. FUEL SUPPLY - I | NNING/PREPARATION  | IN COMMAND         | OT IN COMMAND                       |                       |
| Occurrence #2 Phase of Operation                                  |                    |                    |                                     |                       |
| Occurrence #3<br>Phase of Operation                               |                    | SED                |                                     |                       |
| Finding(s)<br>4. LANDING GEAR,NO                                  | SE GEAR - OVERLOAD |                    |                                     |                       |
| Probable Cause  |                    |                    |                                     |                       |
| The National Transpois/are finding(s) 1,                          |                    | rd determines that | the Probable Cause(s) of this accid | dent                  |

| Basic Information                                       | AV/TATION)                    | Admonast Dem   |                            |                          | Injun                         |           |       |
|---|-------------------------------|--|----------------------------|--------------------------|-------------------------------|-----------|-------|
| Type Operating Certificate-NONE (GENERA                 | _ AVIATION)                   | Aircraft Dam<br>SUBSTANTIAL  |                            | Fatal                    | Injur <sup>.</sup><br>Serious |           | None  |
| Type of Operation -AERIAL MAPPI                         | NG/PHOTOGRAPHY                |  | Crew                       |                          |                               |           | 1     |
| Flight Conducted Under -14 CFR 91                       |                               | NONE   | Pass                       | 0                        | 0                             | 0         | 2     |
| Accident Occurred During -HOVER                         |                               |  |                            |                          |                               |           |       |
| Aircraft Information                                    |                               |  |                            |                          |                               |           |       |
| Make/Model - BELL 206B                                  | 'Model - ALLISON 250-C20B     |  |                            |                          |                               |           |       |
| Landing Gear - SKID                                     |                               | gines - 1  |                            |                          | Warning Sy                    |           | )     |
| Max Gross Wt - 3000                                     | Engine Tyr                    | oe - TURBOSH   | AFT                        | Weat                     | ner Radar -                   | NO        |       |
| No. of Seats - 5  | Rated Powe                    | er - 420   | HP<br>                     |                          |                               |           |       |
| Environment/Operations Information                      | Itinerary                     |  |                            |                          |                               |           |       |
| Weather Data  |                               |  |                            | Proximity                |                               |           |       |
| Wx Briefing - NO RECORD OF BRIEFING                     |                               |  |                            | OFF All                  | RPORT/STRIP                   |           |       |
| Method - N/A<br>Completeness - N/A                      | NEWPORT,F<br>Destination      |  |                            | Airport Da               | 2+2                           |           |       |
| Basic Weather - VMC                                     | LOCAL                         |  |                            | Allport Di               | ala                           |           |       |
| Wind Dir/Speed- 270/030 KTS                             | EGCAE                         |  |                            | Runway                   | Ident -                       | N/A       |       |
| Visibility - 8.0 SM                                     | ATC/Airspace                  |  |                            |                          | Lth/Wid -                     | ,         |       |
| Cloud Conditions(1st) - NONE                            | Type of F1                    | ight Plan - NON  | E                          | Runway                   | Surface -                     | N/A       |       |
| Cloud Conditions(2nd) - NONE                            |                               | earance - NON  |                            | Runway                   | Status -                      | N/A       |       |
| Obstructions to Vision- NONE                            | Type Approa                   | ach Flown - NON  | E                          |                          |                               |           |       |
| Precipitation - NONE                                    |                               |  |                            |                          |                               |           |       |
| Condition of Light - DAYLIGHT                           |                               |  |                            |                          |                               |           |       |
| Personnel Information Pilot-In-Command                  | A                             | العام ال | 1 0+:6:                    | +- VALTD                 | MEDICAL NO                    | WATVEDS / | TMIT  |
| Certificate(s)/Rating(s)                                | Age - 41<br>Biennial Flight F | mean<br>Peviaw   | cal Certifica              | te - VALID<br>ht Time (H |                               | WAIVERS/  | LIMII |
| ATP   | Current                       | - YES  | Total -                    |                          |                               | Hrs -     | 0     |
| ME LAND   | Months Since                  | - 9  |                            |                          |                               |           | K/NR  |
|   | Aircraft Type                 | - 9<br>e - B-206   | Make/Model-<br>Instrument- | 680                      | Last 90                       | Days-     | 35    |
|   | •                             |  | Multi-Eng -                | 1400                     | Rotorcra                      | aft -     | 400   |
| Instrument Rating(s) - AIRPLANE                         |                               |  |                            |                          |                               |           |       |
|   |                               |  |                            |                          |                               |           |       |
| NATTATIVE<br>HELICOPTER WAS BEING USED TO PHOTOGRAPH SI | ATDS ACCODDING TO             | N THE DILOT IT   | REGAN TO SET               | N WHILE HE               | WAS                           |           |       |
| LOW LEVEL HOVER OVER THE WATER. SUBSEQUE                | HIFS. ACCURDING IC            | TED STRICK THE   | MATED DOLLED               | UNED THE                 | WAS<br>N CANK TH              |           |       |

File No. - 1327 6/20/82 JAMESTOWN,RI A/C Reg. No. N20303 Time (Lc1) - 1400 EDT

Dccurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - HIGH WIND

2. UNDETERMINED

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

----Probable Cause----

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

|  | OTIAL Cre Pas COMING 0-360-C2E   | s 0<br><br>ELT I<br>Stall  | Injuri Serious 0 0   | Minor<br>O<br>O   | None<br>1<br>0   |
|--|--|--|--|---|--|
| SUBSTAN<br>Fire<br>NONE<br>                                  | COMING 0-360-C2E   | w 0<br>s 0<br><br>ELT I<br>Stall   | Serious<br>0<br>0<br><br>nstalled/Ac   | Minor<br>O<br>O   | 1<br>0   |
| Fire<br>NONE<br>   | Cre<br>Pas<br><br>COMING 0-360-C2E   | w 0<br>s 0<br><br>ELT I<br>Stall   | 0<br>0<br><br>nstalled/Ac  | 0<br>0<br>ctivated  | 1<br>0   |
| ng Make/Model - LYC<br>umber Engines - 1<br>ngine Type - REC | Pas<br><br>COMING 0-360-C2E  | s 0<br><br>ELT I<br>Stall  | <br>nstalled/Ac  | ctivated  |  |
| ng Make/Model - LYC<br>umber Engines - 1<br>ngine Type - REC |  | ELT I  |  |   |  |
| umber Engines - 1<br>ngine Type - REC                        |  | Stall  |  |   | VEC /VE  |
| umber Engines - 1<br>ngine Type - REC                        |  | Stall  |  |   | VEC /VE  |
| ngine Type - REC   |  | Stall  | Wanning C.   |   |  |
|  | CIPROCATING-CARBU  |  | war ii iiig by   | ystem - YI  | ES   |
| ated Power -   |  | RETOR Weath  | er Radar -   | NO  |  |
|  | 180 HP   |  |  |   |  |
|  |  |  |  |   |  |
| erary  |  |  |  |   |  |
| •  |  | UFF AIR  | PURI/SIRIP   |   |  |
| •  |  |  |  |   |  |
|  |  | Airport Da   | ta   |   |  |
| LUCAL  |  | D  | Talama   | LINIX /ND   |  |
|  |  |  |  |   |  |
|  | NONE   |  |  |   |  |
|  |  |  |  |   |  |
|  |  | Runway   | Status   | DRI   |  |
| be Approach Flowin   | NONE   |  |  |   |  |
|  |  |  |  |   |  |
|  |  |  |  |   |  |
| 52   | Medical Certific   | ate - VALID  | MEDICAL-NO   | WAIVERS/  | LIMIT  |
|  |  |  |  | ·   |  |
| ent - VES  | Total -  |  | •  | Hrs -   | 12   |
| ns Since - 13  | Make/Model-  | 1020   | Last 30  | Days- UN  | K/NR   |
| raft Type - B-8GCBC  | Instrument-  | UNK/NR   | Last 90  | Days-   | 184  |
| , , , , , , , , , , , , , , , , , , ,                        | Multi-Eng -  | 40   |  | -   |  |
|  |  |  |  |   |  |
|  | st Départure Point PHILIP, SD tination _OCAL Airspace De of Flight Plan De of Clearance De Approach Flown  52 Flight Review Ent - YES DES Since - 13 | St Departure Point PHILIP,SD tination LOCAL Airspace De of Flight Plan - NONE De of Clearance - NONE De Approach Flown - NONE  52 Medical Certific Flight Review Fli ent - YES Total - ns:Since - 13 Make/Model- raft Type - B-8GCBC Instrument- | St Departure Point OFF AIR PHILIP,SD tination Airport Dar LOCAL Airspace Runway De of Flight Plan - NONE Runway De Approach Flown - NONE  Flight Review Flight Time (Hotel) Ent - YES Total - 2840 Make/Model - 1020 | St Departure Point OFF AIRPORT/STRIP PHILIP,SD tination Airport Data  LOCAL Runway Ident - Runway Lth/Wid - Runway Surface - Runway Surface - Runway Status - | St Départure Point OFF AIRPORT/STRIP  PHILIP,SD tination Airport Data  _OCAL  Runway Ident - UNK/NR Airspace Runway Lth/Wid - UNK/NR De of Flight Plan - NONE Runway Surface - DIRT De of Clearance - NONE Runway Status - DRY  DE Approach Flown - NONE  S2 Medical Certificate - VALID MEDICAL-NO WAIVERS/I Flight Review Flight Time (Hours) ent - YES Total - 2840 Last 24 Hrs - Institute of Since - 13 Make/Model - 1020 Last 30 Days - UNI raft Type - B-8GCBC Instrument - UNK/NR Last 90 Days - |

File No. - 1305 6/06/82 PHILIP, SD A/C Reg. No. N86993 Time (Lc1) - 1030 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - HIGH WIND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3

| File No 1359 3/14/82   | MCALLEN, TX  | A/C Reg. No.   | N9846Z   | T<br>  | ime (Lc1)   | - 2019 CST       | r<br>    |
|--|--|--|--|--|---|------------------|----------|
| -Basic Information   |  |  |  |  | <b></b>   |                  |          |
| Type Operating Certificate-NONE  | (GENERAL AVIATION)   | Aircraft Damage  | •  |  | Inj   | uries            |          |
|  |  | DESTROYED  |  | Fatal  | Serious   | Minor            | None     |
| Type of Operation -OTHE  |  | Fire   | Crew   | 1  |   | -                | 0        |
| Flight Conducted Under -14 C   |  | ON GROUND  | Pass   | 0  | 0   | 0                | 0        |
| Accident Occurred During -APPR   | DACH   |  |  |  |   |                  |          |
| Aircraft Information   |  |  |  |  |   |                  |          |
| Make/Model - BEECH C-45H   | Eng Make   | /Model - P & W R-98  | 85-14B   | ELT  | Installed   | /Activated       | - NO -N/ |
| Landing Gear - TAILWHEEL FIXED   | -MAINS RETRACT Number E  | ngines - 2   |  | Stal   | 1 Warning   | System - \       | /ES      |
| Max Gross Wt - 8750  | Engine T   | ype - RECIPROCAT   | ING-CARBURETO  | DR Weat  | her Radar   | - NO             | <i>'</i> |
| No. of Seats - 2   | Rated Po   | wer - 400 HP   |  |  |   |                  |          |
| Environment/Operations Informatio  | n  |  |  |  |   |                  |          |
| Weather Data   | Itinerary  |  | ,  | Airport  | Proximity   |                  |          |
| Wx Briefing - NO RECORD OF   | BRIEFING Last Depa   | rture Point  |  | ON AIR   |   |                  |          |
| Method - N/A   | SAME AS  | ACC/INC  |  |  |   |                  |          |
| Completeness - N/A   | Destinatio   | n .  | A  | irport D   | ata   |                  |          |
| Basic Weather - VMC  | VERACRU  | Z,MX   |  | MILLER   | INTERNAT  | IONAL            |          |
| Wind Dir/Speed- 130/009 KTS  |  |  |  | Runway   | Ident   | - 13             |          |
| Visibility - 7.0 SM  | ATC/Airspac  | :e   |  | Runway   | Lth/Wid   | - 7103/          | 150      |
| Cloud Conditions(1st) - 3000   | FT SCATTERED Type of F   | light Plan - VFR   |  | Runway   | Surface   | - ASPHALT        |          |
| Cloud Conditions(2nd) - NONE   | Type of C  | learance - VFR FL  | T FOLLOWING  | Runway   | Status  | - DRY            |          |
| Obstructions to Vision- NONE   | Type Appr  | oach Flown - VISUAL  | . FULL CIRCUI  | Т  |   |                  |          |
| Precipitation - NONE   |  |  |  |  |   |                  |          |
| Condition of Light - NIGHT   | (DARK)   |  |  |  |   |                  |          |
| Personnel Information  |  |  |  |  |   |                  |          |
| Pilot-In-Command   | Age - 38   | Medical  | Certificate  | - VALID  | MEDICAL -   | NO WAIVERS,      | /LIMIT   |
| Certificate(s)/Rating(s)   | Biennial Flight  |  |  | Time (H  | ours)   |                  |          |
| ATP  | Current  | - YES Tot  | :al - 79   | 992  |   | 24 Hrs -         | 1        |
| SE LAND, ME LAND   | Months Sind  | e - 9 Mak  | ce/Model-  | 514  | Last  | 30 Days-         | 6        |
|  | Aircraft Ty  |  | strument-  | 138  | Last  | 90 Days-         | 6        |
|  |  | Mul  | ti-Eng -   | 850  |   |                  |          |
|  |  |  |  |  |   |                  |          |
| Instrument Rating(s) - AIR   | PLANE  |  |  |  |   |                  |          |
| Instrument Rating(s) - AIR   | PLANE  |  |  |  |   |                  |          |
|  |  |  |  |  |   |                  |          |
|  | ILOT RADIOED THAT THE NO   |  |  |  |   |                  |          |
|  | ILOT RADIOED THAT THE NO   | FT CRASHED IN AN OF  | EN FIELD ABOU  | JT 400 Y   | ARDS SHOR   | T                |          |
|  | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI   | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRC   | PEN FIELD ABOU<br>CRAFT WAS IN A   | JT 400 Y<br>AN INVER   | ARDS SHOR<br>TED ATTIT                                    | T<br>UDE,        |          |
|  | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI<br>15 DEGREES NOSE DOWN. AF   | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRC<br>TER IMPACT, AN INTE  | PEN FIELD ABOU<br>CRAFT WAS IN A<br>ENSE FIRE ERUI   | JT 400 Y<br>AN INVER<br>PTED. AN                                   | ARDS SHOR<br>TED ATTIT<br>EXAMINAT                        | T<br>UDE,        |          |
| Narrative DUT 18 MINUTES AFTER TAKEOFF, THE P LAND AT MCALLEN, TX. WHILE APPROAC THE RUNWAY AND 115 FEET RIGHT OF T ABOUT A 150 DEGREE RIGHT ROLL AND THE WRECKAGE REVEALED NO PREIMPACT   | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI<br>15 DEGREES NOSE DOWN. AF<br>MALFUNCTION OR FAILURE   | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRC<br>TER IMPACT, AN INTE<br>EXCEPT THAT THE RIC   | PEN FIELD ABOU<br>CRAFT WAS IN A<br>ENSE FIRE ERUI<br>GHT PROPELLER                                    | JT 400 Y<br>AN INVER<br>PTED. AN<br>BLADES                         | ARDS SHOR<br>TED ATTIT<br>EXAMINAT<br>WERE SET            | T<br>UDE,        |          |
| Narrative DUT 18 MINUTES AFTER TAKEOFF, THE P LAND AT MCALLEN, TX. WHILE APPROAC THE RUNWAY AND 115 FEET RIGHT OF T ABOUT A 150 DEGREE RIGHT ROLL AND THE WRECKAGE REVEALED NO PREIMPACT 65 DEGREES. THE ANGLE OF THE BLADE                                    | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI<br>15 DEGREES NOSE DOWN. AF<br>MALFUNCTION OR FAILURE<br>S SHOULD HAVE BEEN 86 DE                             | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRC<br>TER IMPACT, AN INTE<br>EXCEPT THAT THE RIC<br>GREES WHEN IN THE F                        | PEN FIELD ABOU<br>CRAFT WAS IN A<br>ENSE FIRE ERUI<br>GHT PROPELLER<br>FULL FEATHEREI                  | JT 400 Y<br>AN INVER<br>PTED. AN<br>BLADES<br>D POSITI             | ARDS SHOR<br>TED ATTIT<br>EXAMINAT<br>WERE SET<br>ON. THE | T<br>UDE,<br>ION |          |
| Narrative DUT 18 MINUTES AFTER TAKEOFF, THE P LAND AT MCALLEN, TX. WHILE APPROAC THE RUNWAY AND 115 FEET RIGHT OF T ABOUT A 150 DEGREE RIGHT ROLL AND THE WRECKAGE REVEALED NO PREIMPACT 65 DEGREES. THE ANGLE OF THE BLADE RCRAFT WAS ESTIMATED TO BE 753 LBS | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI<br>15 DEGREES NOSE DOWN. AF<br>MALFUNCTION OR FAILURE<br>S SHOULD HAVE BEEN 86 DE<br>OVER ITS MAXIMUM GROSS W | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRO<br>TER IMPACT, AN INTE<br>EXCEPT THAT THE RIG<br>GREES WHEN IN THE F<br>FEIGHT LIMIT AT THE | PEN FIELD ABOU<br>CRAFT WAS IN A<br>ENSE FIRE ERUI<br>GHT PROPELLER<br>FULL FEATHEREI<br>TIME OF THE A | JT 400 Y<br>AN INVER<br>PTED. AN<br>BLADES<br>D POSITI<br>ACCIDENT | ARDS SHOR TED ATTIT EXAMINAT WERE SET ON. THE . WITH TH   | T<br>UDE,<br>ION |          |
| Narrative DUT 18 MINUTES AFTER TAKEOFF, THE P LAND AT MCALLEN, TX. WHILE APPROAC THE RUNWAY AND 115 FEET RIGHT OF T ABOUT A 150 DEGREE RIGHT ROLL AND THE WRECKAGE REVEALED NO PREIMPACT 65 DEGREES. THE ANGLE OF THE BLADE                                    | ILOT RADIOED THAT THE NO<br>HING TO LAND, THE AIRCRA<br>HE APPROACH LIGHTS. DURI<br>15 DEGREES NOSE DOWN. AF<br>MALFUNCTION OR FAILURE<br>S SHOULD HAVE BEEN 86 DE<br>OVER ITS MAXIMUM GROSS W | FT CRASHED IN AN OF<br>NG IMPACT, THE AIRO<br>TER IMPACT, AN INTE<br>EXCEPT THAT THE RIG<br>GREES WHEN IN THE F<br>FEIGHT LIMIT AT THE | PEN FIELD ABOU<br>CRAFT WAS IN A<br>ENSE FIRE ERUI<br>GHT PROPELLER<br>FULL FEATHEREI<br>TIME OF THE A | JT 400 Y<br>AN INVER<br>PTED. AN<br>BLADES<br>D POSITI<br>ACCIDENT | ARDS SHOR TED ATTIT EXAMINAT WERE SET ON. THE . WITH TH   | T<br>UDE,<br>ION |          |

46Z Time (Lc1) - 2019 CST File No. - 1359 3/14/82 MCALLEN.TX A/C Reg. No. N9846Z Occurrence #1 LOSS OF POWER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. UNDETERMINED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. PROPELLER SYSTEM/ACCESSORIES, FEATHERING SYSTEM - UNDETERMINED 4. VMC - NOT MAINTAINED - PILOT IN COMMAND 5. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

| File No 1344 3/27/82 PAMPA                                 | , TX              | A/C Reg. N      | lo. N6220C     | Т             | ime (Lc1) | - 1505 CDT  | Г<br>  |
|--|-------------------|-----------------|----------------|---------------|-----------|-------------|--------|
| -Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION)       | Aircraft Dan    | nage           |               |           | uries       |        |
|  |                   | SUBSTANTIAL     |                | Fatal         |           |             | None   |
| Type of Operation -BUSINESS                                |                   | Fire            | Crew           | _             | 0         | 0           | 1      |
| Flight Conducted Under -14 CFR 91                          |                   | NONE            | Pass           | 0             | 0         | 0           | 4      |
| Accident Occurred During -LANDING                          |                   |                 |                |               |           |             |        |
| -Aircraft Information                                      |                   |                 |                |               |           |             |        |
| Make/Model - CESSNA T210N                                  |                   | Model - CONTINE | NTAL 10-520-L  |               |           | /Activated  |        |
| Landing Gear - TRICYCLE-RETRACTABLE                        |                   | gines - 1       |                |               |           | System - L  | JNK/NR |
| Max Gross Wt - 3800  |                   | pe - RECIP -    |                | ) Weat        | her Radar | - NO        |        |
| No. of Seats - 6   | Rated Pow         | er - 300        | HP             |               |           |             |        |
| -Environment/Operations Information                        |                   |                 |                |               |           |             |        |
| Weather Data   | Itinerary         |                 |                | Airport       | Proximity |             |        |
| Wx Briefing ~ F\$S   | Last Depar        | ture Point      |                | OFF AI        | RPORT/STR | IP          |        |
| Method - TELEPHONE   | GALVESTO          | N,TX            |                |               |           |             |        |
| Completeness - PARTIAL,LMTD BY FCSTR                       | Destination       |                 |                | Airport D     | ata       |             |        |
| Basic Weather - IMC  | PAMPA,TX          |                 |                |               |           |             |        |
| Wind Dir/Speed- 130/014 KTS                                |                   |                 |                |               | Ident     | - UNK/NR    |        |
| Visibility - 75.0 SM                                       | ATC/Airspace      |                 |                | Runway        | Lth/Wid   | - UNK/NR    |        |
| Cloud Conditions(1st) - 200 FT OVER                        |                   |                 |                |               | Surface   | - DIRT      |        |
| Cloud Conditions(2nd) - UNK/NR                             | Type of Cl        | earance - IFF   | ?              | Runway        | Status    | - DRY       |        |
| Obstructions to Vision- FOG                                | Type Appro        | ach Flown - NOM | 1E             |               |           |             |        |
| Precipitation - DRIZZLE                                    |                   |                 |                |               |           |             |        |
| Condition of Light - DAYLIGHT                              |                   |                 |                |               |           |             |        |
| -Personnel Information                                     |                   |                 |                |               |           |             |        |
| Pilot-In-Command   | Age - 20          |                 | ical Certifica |               |           | NO WAIVERS/ | /LIMIT |
| Certificate(s)/Rating(s)                                   | Biennial Flight   |                 | _              | nt Time (⊦    |           |             |        |
| COMMERCIAL   | Current           | - UNK/NR        | Total -        | 302           |           | 24 Hrs -    | 2      |
| SE LAND, ME LAND   | Months Since      |                 | Make/Model-    | 27            |           | 30 Days-    | 0      |
|  | Aircraft Typ      | e - UNK/NR      |                | 55            | Last      | 90 Days-    | 54     |
|  |                   |                 | Multi-Eng -    | 24            |           |             |        |
| Instrument Rating(s) - AIRPLANE                            |                   |                 |                |               |           |             |        |
| -Narrative   |                   |                 |                |               |           |             |        |
| LE EN ROUTE. THE PILOT ENCOUNTERED ICING O                 | ONDITIONS AS HE O | OT NEAD HIS DEC | TINATION AND   | MAS IINIAPI E | TO        |             |        |
| NTAIN ALTITUDE. SUBSEQUENTLY, HE MADE AN O                 |                   |                 |                | MAS UNABLE    | . 10      |             |        |
|  |                   |                 |                |               |           |             |        |

A/C Reg. No. N6220C Time (Lc1) - 1505 CDT File No. - 1344 3/27/82 PAMPA,TX Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. WING - ICE 4. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 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) 2,3 Factor(s) relating to this accident is/are finding(s) 1

## Brief of Accident

| <ul> <li>Basic Information</li> <li>Type Operating Certificate-NONE (GENERA</li> </ul> | AVIATION) Aircn           | aft Damage         |              | Injur                      | rios        |      |
|--|---------------------------|--------------------|--------------|----------------------------|-------------|------|
| Type operating out thireate none (delicks  | •                         | TANTIAL            | Fatal        | Serious                    | Minor       | None |
| Type of Operation -BUSINESS  | Fire                      |                    | ew O         | 0                          | 0           | 1    |
| Flight Conducted Under -14 CFR 91  | NONE                      | Pa                 | iss 0        | 0                          | 0           | 0    |
| Accident Occurred During -LANDING  |                           |                    |              |                            |             |      |
| -Aircraft Information  |                           |                    |              |                            |             |      |
| Make/Model - PIPER PA-23-250T<br>Landing Gear - TRICYCLE-RETRACTABLE                   |                           | LYCOMING IO-540-C4 |              | Installed/A                |             |      |
| Max Gross Wt - 5200  | Number Engines ~          | RECIP - FUEL INJEC |              | 1 Warning S<br>her Radar - |             | E 2  |
| No. of Seats - 6   |                           | 250 HP             | reb weat     | ner kadar -                | NU          |      |
|  |                           |                    |              |                            |             |      |
| Weather Data   | Itinerary                 |                    | Airport      | Proximity                  |             |      |
| Wx Briefing - NO RECORD OF BRIEFING  | Last Departure Poi        | nt                 | ON AIR       |                            |             |      |
| Method - N/A   | DALLAS, TX                |                    |              |                            |             |      |
| Completeness - N/A   | Destination               |                    | Airport D    |                            |             |      |
| Basic Weather - VMC<br>Wind Dir/Speed- 310/005 KTS                                     | LAKE DALLAS,TX            |                    | LAKEVI       |                            | 0.5         |      |
| Visibility - 10.0 SM   | ATC/Airspace              |                    |              | Ident -<br>Lth/Wid -       | 35          | 30   |
| Cloud Conditions(1st) - NONE   | Type of Flight Pla        | n - NONE           |              |                            | ASPHALT     | 30   |
| Cloud Conditions(2nd) - NONE   | Type of Clearance         |                    |              | Status -                   |             |      |
| Obstructions to Vision- NONE   | Type Approach Flow        | n - VISUAL STRAIGH | IT-IN        |                            |             |      |
| Precipitation - NONE   |                           |                    |              |                            |             |      |
| Condition of Light - DAYLIGHT  |                           |                    |              |                            |             |      |
| -Personnel Information Pilot-In-Command  | Age - 37                  | Madiaal Cautifi    | VAL TE       | MEDICAL WA                 | TVEDC /L TM | T T  |
| Certificate(s)/Rating(s)   | Biennial Flight Review    |                    | ight Time (F |                            | ILVERS/ LIM | 11   |
| COMMERCIAL.CFI   | Current - YES             |                    | 3685         |                            | Hrs -       | 1    |
| SE LAND, ME LAND   | Months Since - UNK/       |                    | 130          |                            | Days- UN    |      |
|  | Aircraft Type - UNK/      | NR Instrument-     | 115          | Last 90                    | Days-       | 25   |
|  |                           | Multi-Eng -        | 825          |                            |             |      |
| Instrument Rating(s) - AIRPLANE  |                           |                    |              |                            |             |      |
|  |                           |                    |              |                            |             |      |
| -narrative<br>PILOT STATED THE LANDING GEAR INDICATED D                                | NAN VND IUCKED VND INC IO | HCHDOMN MYZ NODWYI | DIDING THE   | LANDING PO                 | NII THE     |      |
| R RETRACTED. DURING THE SLIDE DOWN THE RUN   |                           |                    |              |                            |             |      |
| CRAFT. EXAMINATION BY A MECHANIC FOUND NO  |                           |                    |              |                            |             |      |

5

File No. - 1255 4/27/82 LAKE DALLAS,TX A/C Reg. No. N42050 Time (Lc1) - 0930 CST

Occurrence Phase of Operation LANDING - ROLL

GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, GEAR LOCKING MECHANISM UNDETERMINED
- 2. CHECKLIST INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

| Basic Information Type Operating Certificate-NONE (GENERA           | AVIATION) Aince                        | aft Damage          |                      | Injuri                      | ies     |       |
|---|--|---------------------|----------------------|-----------------------------|---------|-------|
| Type operating certificate-none (GENERA                             | •                                      | TANTIAL             | Fata1                | Serious                     | Minor   | None  |
| Type of Operation -OTHER  | Fire                                   |                     | rew O                | 0                           | 0       | 1     |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN | . NONE                                 | P                   | ass 0                | 0                           | 0       | 0     |
| Aircraft Information  |  |                     |                      |                             |         |       |
| Make/Model - CESSNA TU-206A   | Eng Make/Model -                       |                     |                      | Installed/Ad                |         |       |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 3616                | Number Engines -<br>Engine Type -      |                     |                      | 1 Warning Sy<br>her Radar - |         | YES   |
| No. of Seats - 2  | 3 ,,                                   | 300 HP              | CIED Weat            | ner kadar -                 | NO      |       |
| Environment/Operations Information                                  |  |                     |                      |                             |         |       |
| Weather Data  | Itinerary                              | 1                   |                      | Proximity                   |         |       |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A                    | Last Departure Poi<br>UNK/NR           | nt                  | UFF A                | RPORT/STRIP                 |         |       |
| Completeness - N/A  | Destination                            |                     | Airport [            | ata                         |         |       |
| Basic Weather - UNK/NR  | UNK/NR                                 |                     | 7 po                 | <b>-</b> 13                 |         |       |
| Wind Dir/Speed- UNK/NR  | ·                                      |                     |                      |                             | N/A     |       |
| Visibility - UNK/NR   | ATC/Airspace                           |                     |                      | Lth/Wid -                   |         |       |
| Cloud Conditions(1st) - UNK/NR                                      | Type of Flight Pla                     |                     |                      | Surface -                   |         |       |
| Cloud Conditions(2nd) - UNK/NR                                      | Type of Clearance                      |                     | Runway               | Status -                    | N/A     |       |
| Obstructions to Vision- UNK/NR Precipitation - UNK/NR               | Type Approach Flow                     | n - NUNE            |                      |                             |         |       |
| Condition of Light - UNK/NR   |  |                     |                      |                             |         |       |
| Personnel Information   |  |                     |                      |                             |         |       |
| Pilot-In-Command<br>Certificate(s)/Rating(s)                        | Age - UNK/NR<br>Biennial Flight Review | Medical Certif<br>F | light Time (F        |                             |         |       |
| UNK/NR  | Current - UNK/                         | NR Total            |                      |                             | Hrs - U | NK/NR |
|   | Months Since - UNK/                    | NR Make/Model       | - UNK/NR<br>- UNK/NR | Last 30                     |         |       |
|   | Aircraft Type - UNK/                   |                     |                      | Last 90                     |         |       |
|   |  | Multi-Eng           | - UNK/NR             | Rotorcra                    | aft - U | NK/NR |
| Instrument Rating(s) - UNK/NR                                       |  |                     |                      |                             |         |       |
| Narrative   |  |                     |                      |                             |         |       |
| AIRCRAFT WRECKAGE WAS FOUND BY A RANCHER                            | ON MAY 1, 1982. THE DATE               | OF ACCIDENT AND     | CIRCUMSTANCES        | COULD NOT E                 | 3E      |       |
| RMINED. THE ACCIDENT REPORTING FORMS SENT                           | TO THE REGISTERED OWNER                | WERE RETURNED UND   | ELIVERED. DEA        | FOUND 340 L                 | _B. OF  |       |

| File No 1263                               | 5/01/82 RACHAL,TX             | A/C Reg. No. N4955F | Time (Lc1) - UNK/NR |  |
|--|-------------------------------|---------------------|---------------------|--|
| Occurrence MISC<br>Phase of Operation UNKN | CELLANEOUS/OTHER<br>NOWN      | ·                   |                     |  |
| Finding(s) 1. UNDETERMINED - IMPROF        | PER USE OF - PILOT IN COMMAND |                     |                     |  |
| Probable Cause                             |                               |                     |                     |  |

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

| File No 1267 5/02/82 M   | IDLAND, TX      | A/C Reg. No                         | . N7OTT      | T<br>      | ime (Lc1) -               | 1140 CDT  |      |
|--|-----------------|-------------------------------------|--------------|------------|---------------------------|-----------|------|
| -Basic Information Type Operating Certificate-NONE (GE                           | NERAL AVIATION) | Aircraft Dama                       | ge           |            | Injur                     |           |      |
|  |                 | SUBSTANTIAL                         |              | Fatal      |                           | Minor     | None |
| Type of Operation -BUSINESS  |                 | Fire                                | Crew         | _          | 0                         | 0         | 1    |
| Flight Conducted Under ~14 CFR 9 Accident Occurred During -LANDING               | 1               | ON GROUND                           | Pass         | 0          | 0                         | 0         | 0    |
| -Aircraft Information  |                 |                                     |              |            |                           |           |      |
| Make/Model - PIPER PA-31-350   |                 | /Model - LYCOMING                   | TIO-540-J2BI |            | Installed/A               |           |      |
| Landing Gear - TRICYCLE-RETRACTABL   |                 | ngines - 2                          |              |            | 1 Warning S               |           | ES   |
| Max Gross Wt - 6540  |                 | /pe - RECIP -                       |              | ) Weat     | her Radar -               | NO        |      |
| No. of Seats - 8   | Rated Po        | ver - 350 H                         | P            |            |                           |           |      |
| ~Environment/Operations Information  |                 |                                     |              |            |                           |           |      |
| Weather Data   | Itinerary       |                                     |              |            | Proximity                 |           |      |
| Wx Briefing - NO RECORD OF BRIE  | •               | rture Point                         |              | OFF AI     | RPORT/STRIP               |           |      |
| Method - N/A   | SAME AS         |                                     |              |            |                           |           |      |
| Completeness - N/A   | Destination     |                                     |              | Airport D  |                           |           |      |
| Basic Weather - IMC  | FT. WOR         | гн,тх                               |              |            | ID_AIRPARK                |           |      |
| Wind Dir/Speed- 150/006 KTS  |                 |                                     |              |            |                           | N/A       |      |
| Visibility - 5.0 SM  | ATC/Airspace    |                                     |              |            | Lth/Wid -                 |           |      |
| Cloud Conditions(1st) - 1100 FT<br>Cloud Conditions(2nd) - NONE                  |                 | light Plan - IFR<br>Learance - RADA | D ADVICODIEC |            | / Surface -<br>/ Status - |           |      |
| Obstructions to Vision- FOG  |                 | pach Flown - NONE                   |              | Runway     | status -                  | UKT       |      |
| Precipitation - NONE   | Type Appro      | Dach Flown - Noise                  |              |            |                           |           |      |
| Condition of Light - DAYLIGHT  |                 |                                     |              |            |                           |           |      |
|  |                 |                                     |              |            |                           |           |      |
| Pilot-In-Command   | Age - 51        |                                     | al Certifica |            |                           | IVERS/LIM | ΙT   |
| Certificate(s)/Rating(s)   | Biennial Flight |                                     |              | nt Time (F |                           | 11        |      |
| COMMERCIAL   | Current         | ·                                   |              | 6592       | Last 24                   |           | 0    |
| SE LAND, ME LAND   | Months Since    | _                                   | lake/Model-  |            |                           | Days- UNI |      |
|  | Aircraft Typ    | •                                   | nstrument-   |            | Last 90                   | Days-     | 110  |
|  |                 | ĮV                                  | lulti-Eng -  | 1420       |                           |           |      |
| Instrument Rating(s) - AIRPLAN   | E<br>           |                                     |              |            |                           |           |      |
| -Narrative   |                 |                                     |              |            |                           |           |      |
| ING A BUSINESS FLIGHT THE AIRCRAFT'S E<br>A. THE AIRCRAFT IMPACTED ONE PICKUP AN |                 |                                     |              |            |                           |           |      |
| N MISTAKENLY FUELED WITH JET "A" FUEL.   |                 |                                     |              |            |                           |           |      |
|  |                 |                                     |              |            |                           |           |      |

| File No 12                                     | 67 5/02/82                           | MIDLAND,TX                    | A/C Reg. N             | lo. N7OTT     | Time (Lc1) - 1140 CDT |  |
|--|--------------------------------------|-------------------------------|------------------------|---------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation            | LOSS OF POWER(TO<br>TAKEOFF - INITIA | TAL) - MECH FAILUF<br>L CLIMB | RE/MALFUNCTION         |               |                       |  |
| Finding(s) 1. FLUID,FUEL - IM 2. SERVICE OF AI |                                      | - FBO PERSONNEL               |                        |               |                       |  |
| Occurrence #2 Phase of Operation               |                                      | TOUCHDOWN                     |                        |               |                       |  |
| Occurrence #3<br>Phase of Operation            |                                      | ION WITH OBJECT .             |                        |               |                       |  |
| Finding(s)<br>3. OBJECT - VEHICL               |                                      |                               |                        |               |                       |  |
| Probable Cause                                 |                                      |                               |                        |               |                       |  |
| The National Transpois/are finding(s) 1,       |                                      | rd determines that            | t the Probable Cause(s | ) of this acc | ident                 |  |
| Factor(s) relating to                          | o this accident is                   | /are finding(s) 3             |                        |               |                       |  |

| Basic Information Type Operating Certificate-NONE (GENE                | •                                 | rcraft Damage                 |                | Inju           |                |           |
|--|-----------------------------------|-------------------------------|----------------|----------------|----------------|-----------|
| Type of Operation -INSTRUCTIO  |                                   | UBSTANTIAL<br>re              | Fata<br>Crew O |                | Minor<br>O     | None<br>2 |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF | N                                 | ONE                           | Pass 0         | Ō              | ő              | ō         |
| Aircraft Information   |                                   |                               |                |                |                |           |
| Make/Model - PIPER PA-18-150   |                                   | - LYCOMING 0-320              | . Ei           | LT Installed/  |                |           |
| Landing Gear - TAILWHEEL-ALL FIXED                                     | Number Engines                    |                               | ADDUDETOD W    | tall Warning S |                | ES        |
| Max Gross Wt - 1750<br>No. of Seats - 2                                | Rated Power                       | - RECIPROCATING-C<br>- 150 HP | AKBUKETUK W    | eather Radar · | - NU           |           |
| Environment/Operations Information                                     |                                   |                               |                |                |                |           |
| Weather Data   | Itinerary                         |                               |                | rt Proximity   |                |           |
| Wx Briefing - NO RECORD OF BRIEFI                                      |                                   |                               | ON .           | AIRSTRIP       |                |           |
| Method - N/A<br>Completeness - N/A                                     | SAME AS ACC/I<br>Destination      | NC                            | Airpor         | + Do+o         |                |           |
| Basic Weather - VMC  | ALPINE.TX                         |                               |                | ONDIDO RANCH   |                |           |
| Wind Dir/Speed- 135/005 KTS  | ALF INC. IX                       |                               |                |                | - 17           |           |
| Visibility - 40.0 SM   | ATC/Airspace                      |                               |                | way Lth/Wid    |                | NK/NR     |
| Cloud Conditions(1st) - NONE   | Type of Flight                    | Plan - NONE                   |                | way Surface    |                |           |
| Cloud Conditions(2nd) - NONE   | Type of Clearan                   |                               | Run            | way Status     | - DRY          |           |
| Obstructions to Vision- NONE   | Type Approach F                   | lown - NONE                   |                | <i>t</i>       |                |           |
| Precipitation - NONE   |                                   |                               |                |                |                |           |
| Condition of Light - DAYLIGHT  |                                   |                               |                |                |                |           |
| Personnel Information  | 1                                 | M                             | 101-1-         | ITD MEDICAL W  | 4 TVEDC / L TM |           |
| Pilot-In-Command Certificate(s)/Rating(s)                              | Age - 60<br>Biennial Flight Revie |                               | Flight Time    | LID MEDICAL-WA | AIVERS/LIM     | 11        |
| COMMERCIAL.CFI   | Current - Y                       |                               | - 15610        | •              | 4 Hrs -        | 3         |
| SE LAND, ME LAND, SE SEA   | Months Since - 2                  |                               |                |                | O Davs- UN     | _         |
| · \  | Aircraft Type - U                 | NK/NR Instrume                | nt- 630        | Last 90        | O Days-        | 164       |
|  |                                   | Multi-En                      | g - 320        |                |                |           |
|  |                                   |                               |                |                |                |           |

| File No 12   | 84 5/03/82                            | MARFA,TX               | A/C Reg. No. N7      | 615Z          | Time (Lc1) - 0900 CDT |
|--|---------------------------------------|------------------------|----------------------|---------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                |                                       |                        |                      |               |                       |
| Finding(s) 1. RUDDER - IMPROP 2. GROUND LOOP/SWE                   | RVE - INADVERTENT -                   | - DUAL STUDENT         |                      |               |                       |
| Occurrence #2<br>Phase of Operation                                |                                       |                        |                      |               |                       |
| Finding(s) 3. ELEVATOR - IMPR 4. STALL/MUSH - NO 5. THROTTLE/POWER | T CORRECTED - DUAL                    | STUDENT                | D                    |               |                       |
| Occurrence #3<br>Phase of Operation                                |                                       |                        |                      |               |                       |
| Finding(s)<br>6. OBJECT - FENCE                                    | · · · · · · · · · · · · · · · · · · · |                        |                      |               |                       |
| Probable Cause   | ·                                     |                        |                      |               |                       |
| The National Transpois/are finding(s) 1,                           | ,                                     | nd determines that the | Probable Cause(s) of | this accident |                       |
| Factor(s) relating to  | o this accident is,                   | are finding(s) 2.4     |                      |               |                       |

|  |  | Time (LC)  | ) - 1015 CDT  |  |
|--|--|--|---|--|
| VIATION) Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE  | Fa<br>Crew<br>Pass   |  |   | None<br>O<br>O   |
| Number Engines - 1   |  | Stall Warning  | g System - Y  |  |
| Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FU | Airs<br>F<br>F<br>F<br>F   | ON AIRSTRIP CORT Data PRIVATE Runway Ident Runway Lth/Wid Runway Surface   | - <b>2</b> 7<br>- 2600 -U   |  |
| ennial Flight Review<br>Current - YES Total<br>Months Since - 11 Make/M  | Flight T <sup>.</sup><br>2975 -<br>Model - 1000  | ime (Hours)<br>5 Last<br>O Last  | 24 Hrs -<br>30 Days- UN   | 0  |
|  |  |  |   |  |
|  | SUBSTANTIAL Fire NONE  Eng Make/Model - LYCOMING 0-54 Number Engines - 1 Engine Type - RECIPROCATING Rated Power - 235 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FL  e - 45 Medical Ce ennial Flight Review Current - YES Total Months Since - 11 Make/M | SUBSTANTIAL Fire Crew NONE Pass  Eng Make/Model - LYCOMING 0-540-G1A5 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Itinerary Air Last Departure Point SAME AS ACC/INC Destination Air LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT  e - 45 Medical Certificate - ennial Flight Review Flight Total - 2975 Months Since - 11 Make/Model - 1000 | SUBSTANTIAL Fire Crew O O NONE Pass O O  Eng Make/Model - LYCOMING 0-540-G1A5 ELT Installe Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Rada Rated Power - 235 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL PRIVATE Runway Ident ATC/Airspace Type of Flight Plan - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT  Medical Certificate - VALID MEDICAL Ennial Flight Review Current - YES Months Since - 11 Make/Model - 1000  Eng Make/Model - 1000  Corew O O O O O O O O O O O O O O O O O O O | SUBSTANTIAL Fire Crew O O O I NONE Pass O O O O O  Eng Make/Model - LYCOMING 0-540-G1A5 ELT Installed/Activated Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 235 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL PRIVATE Runway Ident - 27 ATC/Airspace Type of Flight Plan - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT  Medical Certificate - VALID MEDICAL-NO WAIVERS/ Ennial Flight Review Current - YES Total - 2975 Last 24 Hrs - Months Since - 11 Make/Model - 1000 Last 30 Days- UN |

File No. - 1357 5/03/82 LUBBOCK,TX A/C Reg. No. N7350Z Time (Lcl) - 1015 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 2. SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,2 Factor(s) relating to this accident is/are finding(s) 5

| Basic Information Type Operating Certificate-NONE (GENERA  |  | ircraft Damage              |   |  | •                     | uries  |                |
|--|--|-----------------------------|---|--|-----------------------|--|----------------|
| Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING   | RELATED FLIGHT F   | SUBSTANTIAL<br>fire<br>NONE | Crew<br>Pass                                      | Fatal<br>O<br>O                                  | Serious<br>O<br>O     | Minor<br>O<br>O                                    | None<br>1<br>0 |
| Aircraft Information Make/Model - GRUMMAN G-164B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2000 No. of Seats - 1   | Number Engine  | - TURBOPROP                 |   | Stal   |                       | /Activated<br>System - No<br>- NO                  |                |
| Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/009 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | HOUSTON,TX Destination LOCAL  ATC/Airspace Type of Flight Type of Cleara           | : Plan - NONE               | Αi  | OFF AI<br>rport Da<br>Runway<br>Runway<br>Runway | Ident<br>Lth/Wid      | - UNK/NR<br>- UNK/NR<br>- GRASS/TU                 | RF             |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND  | Age - 50<br>Biennial Flight Revi<br>Current -<br>Months Since -<br>Aircraft Type - | YES Total<br>17 Make/Mod    | ificate<br>Flight<br>- 121<br>el- 120<br>nt- UNK/ | - VALID<br>Time (H<br>OO<br>OO<br>NR             | ours)<br>Last<br>Last | WAIVERS/LIM<br>24 Hrs -<br>30 Days- UN<br>90 Days- | 6              |
| Instrument Rating(s) - AIRPLANE  |  |                             |   |  |                       |  |                |

File No. - 1283 5/04/82 HOUSTON, TX A/C Reg. No. N6746K Time (Lc1) - 1730 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, WATER - FUEL 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - OPEN FIELD 4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

| File No 1282 5/04/82 LUBB                                  | DCK,TX A/C R                           | eg. No. N73795    | T<br>        | ime (Lc1)            | - 1810 CDT  |        |
|--|--|-------------------|--------------|----------------------|-------------|--------|
| -Basic Information Type Operating Certificate-NONE (GENER) | AL AVIATION) Aircraf                   | t Damage          |              | Inju                 | ıries       |        |
|  | SUBSTA                                 | NTIAL             | Fata1        | Serious              | Minor       | None   |
| Type of Operation -BUSINESS                                | Fire                                   | Cre               | w 0          | 0                    | 0           | 1      |
| Flight Conducted Under -14 CFR 91                          | NONE                                   | Pas               | s 0          | 0                    | 0           | 0      |
| Accident Occurred During -TAXI                             |  |                   |              |                      |             |        |
| -Aircraft Information                                      |  |                   |              |                      |             |        |
| Make/Model - CESSNA 172N ·                                 | Eng Make/Model - LY                    |                   |              | •                    | 'Activated  |        |
| Landing Gear - TRICYCLE-FIXED                              | Number Engines - 1                     |                   |              |                      | System - L  | JNK/NR |
| Max Gross Wt - 2150  | Engine Type - RE                       |                   | RETOR Weat   | her Radar            | - UNK/NR    |        |
| No. of Seats - 4   | Rated Power -                          | 160 HP            |              |                      |             |        |
| -Environment/Operations Information                        |  |                   |              |                      |             |        |
| Weather Data   | Itinerary                              |                   |              | Proximity            |             |        |
| Wx Briefing - UNK/NR                                       | Last Departure Point                   |                   | ON AIR       | PORT                 |             |        |
| Method - UNK/NR  | AMARILLO, TX                           | •                 |              |                      |             |        |
| Completeness - UNK/NR                                      | Destination                            |                   | Airport D    |                      |             |        |
| Basic Weather - UNK/NR                                     | LUBBOCK,TX                             |                   |              | K_MUNICIPA           | -           |        |
| Wind Dir/Speed- 180/026 KTS                                | /                                      |                   |              | Ident                |             |        |
| Visibility - UNK/NR  | ATC/Airspace                           |                   |              |                      | - 11500 -L  | JNK/NR |
| Cloud Conditions(1st) - UNK/NR                             | Type of Flight Plan                    |                   |              | Surface              |             |        |
| Cloud Conditions(2nd) - UNK/NR                             | Type of Clearance                      |                   | Runway       | / Status             | - WEI       |        |
| Obstructions to Vision- UNK/NR                             | Type Approach Flown                    | - UNK/NR          |              |                      |             |        |
| Precipitation - RAIN SHOWER Condition of Light - DAYLIGHT  |  |                   |              |                      |             |        |
|  |  |                   | ÷            |                      |             |        |
| -Personnel Information<br>Pilot-In-Command                 | Age - 57                               | Medical Certific  | 2+0 - VALIE  | MEDICAL -A           | IO WATVEDS  | /      |
| Certificate(s)/Rating(s)                                   | Biennial Flight Review                 | Medical Certific  | ght Time (F  | nebication<br>fours) | U WAIVERS/  | LIMII  |
| PRIVATE  | Current - YES                          | Total -           |              |                      | 24 Hrs -    | Ó      |
| SE LAND.ME LAND  | Months Since - 8                       | Make/Model-       | 289          |                      | BO Days- UN |        |
|  | Aircraft Type - UNK/NR                 | •                 |              | Last 9               | O Days-     | 42     |
|  | ······································ | Multi-Eng -       | 15           |                      |             |        |
| Instrument Rating(s) - AIRPLANE                            |  |                   |              |                      |             |        |
| Monnotive  |  |                   |              |                      |             |        |
| -Narrative<br>ING TAXI A STRONG GUST OF WIND LIFTED THE    | TATE OF THE ATROPACT AND FI            | IDDED IT ON ITS B | ACK TUINING  | DOTODMO WE           | DE TN       |        |
| AREA WITH PEAK GUSTS TO 53 KNOTS.                          | TAIL OF THE AIRCRAFT AND FL            | THEO II ON 113 B. | ACK. INDINDE | W CMADICA.           | NL IIV      |        |
|  |  |                   |              |                      |             |        |

| File No 1282                      | 5/04/82 LUBBOCK,TX           | A/C Reg. No. N73795 | Time (Lc1) - 1810 CDT |  |
|-----------------------------------|------------------------------|---------------------|-----------------------|--|
| -                                 | SE OVER<br>(I - FRÓM LANDING |                     |                       |  |
| Finding(s) 1. WEATHER CONDITION - | HIGH WIND                    |                     |                       |  |
| Probable Cause                    |                              |                     |                       |  |

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

## Brief of Accident

| File No 1234 5/09/82 COAHA                                 | MA,TX               | A/C Reg. No. N7      | 57RS      | T                     | ime (Lc1) - | 1220 CDT   |         |
|--|---------------------|----------------------|-----------|-----------------------|-------------|------------|---------|
| -Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION)         | Aircraft Damage      |           |                       | Injur       | ies        |         |
|  |                     | SUBSTANTIAL          |           | Fatal                 | Serious     | Minor      | None    |
| Type of Operation -INSTRUCTIONA                            | L - SOLO            | Fire                 | Crew      | 0                     | 0           | 0          | 1       |
| Flight Conducted Under -14 CFR 91                          |                     | NONE                 | Pass      | 0                     | 0           | 0          | 0       |
| Accident Occurred During -LANDING                          | ·                   |                      |           | _,                    |             |            |         |
| -Aircraft Information                                      |                     |                      |           |                       |             |            |         |
| Make/Mode1 - CESSNA 152                                    |                     | Model - LYCOMING 0-2 |           | ELT                   | Installed/A | ctivated   | - YES/N |
| Landing Gear - TRICYCLE-FIXED                              | Number Eng          | gines - 1            |           | Stal                  | l Warning S | ystem - Yl | ES      |
| Max Gross Wt - 1675  |                     | e - RECIPROCATIN     | G-CARBURE | TOR Weat              | ner Radar - | NO         |         |
| No. of Seats - 2   | Rated Powe          | er - 110 HP          |           |                       |             |            |         |
| -Environment/Operations Information                        |                     |                      |           |                       |             |            |         |
| Weather Data   | Itinerary           |                      |           |                       | Proximity   |            |         |
| Wx Briefing - NO RECORD OF BRIEFING                        |                     |                      |           | OFF AI                | RPORT/STRIP |            |         |
| Method - N/A   | FORT WORT           | H, IX                |           |                       | _ 4 _       |            |         |
| Completeness - N/A   | Destination         | IO TY                |           | Airport Da<br>BIG SPI |             |            |         |
| Basic Weather - VMC<br>Wind Dir/Speed- 180/015 KTS         | BIG SPRIM           | NG, IX               |           |                       |             | N/A        |         |
| Visibility - 15.0 SM                                       | ATC/Airspace        |                      |           |                       | Lth/Wid -   |            |         |
| Cloud Conditions(1st) - NONE                               |                     | ight Plan - VFR      |           |                       | Surface -   |            |         |
| Cloud Conditions(2nd) - NONE                               |                     | earance - VFR FLT    |           |                       |             | N/A        |         |
| Obstructions to Vision- NONE                               |                     | ach Flown - NONE     |           |                       | •           | ,          |         |
| Precipitation - NONE                                       | . 3   2 - 1   1   2 |                      |           |                       |             |            |         |
| Condition of Light - DAYLIGHT                              |                     |                      |           |                       |             |            |         |
|  |                     |                      |           |                       |             |            |         |
| Pilot-In-Command   | Age - 21            | Medical C            |           |                       | MEDICAL-NO  | WAIVERS/   | LIMIT   |
| <pre>Certificate(s)/Rating(s)</pre>                        | Biennial Flight F   |                      | Fligh     | t Time (H             | ours)       |            |         |
| STUDENT  | Current             |                      |           |                       | Last 24     |            | . 4     |
|  | Months Since        |                      |           |                       | Last 30     |            |         |
|  | Aircraft Type       | e - N/A Instr        | ument-    | 2                     | Last 90     | Days-      | 50      |
|  |                     |                      |           |                       | •           |            |         |
| Instrument Rating(s) - NONE                                |                     |                      |           |                       |             | <b></b>    |         |
| -Narrative   |                     | •                    |           |                       |             |            |         |
| PILOT WAS ON A CROSS COUNTRY FLIGHT FOR H                  | IS COMMERCIAL PILO  | T'S LICENSE. HE BEC  | AME LOST, | LANDED I              | N A PLOWED  | OPEN       |         |
| LD AND THE AIRCRAFT NOSED OVER. THERE WAS                  | NO EVIDENCE OF PRO  | PELLER ROTATION OR   | FUEL AT T | HE SCENE              | OF THE ACCI | DENT.      |         |
|  |                     |                      |           |                       |             |            |         |

0

File No. - 1234 5/09/82 COAHAMA, TX A/C Reg. No. N757RS Time (Lc1) - 1220 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT 5. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

| File No 1224 5/15/82 SEBAS                                 | TIAN,TX A/C F               | Time (Lc1) - 1010 CDT |            |                      |            |       |
|--|-----------------------------|-----------------------|------------|----------------------|------------|-------|
| -Basic Information Type Operating Certificate-NONE (GENERA | A AVIATION) Aircraf         | t Damage              |            | Iniu                 | ries       |       |
| Type operating our tri route none (denem                   | DESTRO                      |                       | Fatal      | Serious              |            | None  |
| Type of Operation -PERSONAL                                | Fire                        | Crew                  | 0          | 0                    | 1          | 0     |
| Flight Conducted Under -14 CFR 91                          | NONE                        | Pass                  | 0          | 0                    | 0          | 0     |
| Accident Occurred During -LANDING                          |                             |                       |            |                      |            |       |
| -Aircraft Information                                      |                             |                       |            |                      |            |       |
| Make/Model - NASH CASSUTT RACER 111M                       |                             |                       |            | Installed/           |            |       |
| Landing Gear - TAILWHEEL-ALL FIXED                         | Number Engines -            |                       |            | ll Warning           |            | NK/NR |
| Max Gross Wt - 730   | Engine Type - RE            |                       | ETOR Wea   | ther Radar           | - NO       |       |
| No. of Seats - 1   | Rated Power -               | 90 HP                 |            |                      |            |       |
| -Environment/Operations Information                        |                             |                       |            |                      |            |       |
| Weather Data   | Itinerary                   |                       |            | Proximity            |            |       |
| Wx Briefing - NO RECORD OF BRIEFING                        | •                           |                       | OFF A      | IRPORT/STRI          | Р          |       |
| Method - N/A   | HARLINGEN, TX               |                       |            |                      |            |       |
| Completeness - N/A   | Destination                 |                       | Airport I  | Data                 |            |       |
| Basic Weather - VMC  | LOCAL                       |                       | B          | T -1 4               | LINUX AND  |       |
| Wind Dir/Speed- 150/004 KTS<br>Visibility - 10.0 SM        | ATC/Airspace                |                       |            | y Ident<br>y Lth/Wid | - UNK/NR   |       |
| Cloud Conditions(1st) - NONE                               | Type of Flight Plan         | - NONE                |            |                      | - GRASS/TU | DE    |
| Cloud Conditions(2nd) - NONE                               | Type of Clearance           |                       |            |                      | - WET      | N.I   |
| Obstructions to Vision- NONE                               | Type Approach Flown         |                       |            | y Status             | WC.        |       |
| Precipitation - NONE                                       | Type Approach Trown         | VISUAL STRATGIT       | 114        |                      |            |       |
| Condition of Light - DAYLIGHT                              |                             |                       |            |                      |            |       |
| -Personnel Information                                     |                             |                       |            |                      |            |       |
| Pilot-In-Command   | Age - 38                    | Medical Certifica     | te - VALII | D MEDICAL-N          | O WAIVERS/ | LIMIT |
| Certificate(s)/Rating(s)                                   | Biennial Flight Review      |                       | ht Time (I |                      |            |       |
| PRIVATE  | Current - YES               | Total -               | 1800       |                      | 4 Hrs -    | 1     |
| SE LAND, ME LAND   | Months Since - 1            | Make/Model-           | 1          | Last 3               | O Days- UN | K/NR  |
|  | Aircraft Type - UNK/NF      | ! Instrument-         | 0          | Last 9               | O Days-    | 31    |
|  |                             | Multi-Eng -           | 480        |                      |            |       |
| Instrument Rating(s) - NONE                                |                             |                       |            |                      |            |       |
| -Narrative   |                             |                       |            |                      |            |       |
| ING CRUISE FLIGHT THE ENGINE MISFIRED THEN                 | LOUIT AND WOULD NOT RESTART | THE PILOT MADE A      | FORCED L   | ANDING               |            |       |
| A GRAIN FIELD AND THE AIRCRAFT NOSED OVER.                 |                             |                       |            |                      |            |       |

| File No 12                                     | 24 5/15/82                    | SEBASTIAN, TX        | A/C Reg. No. N176N                 | Time (Lc1) - 1010 CDT |
|--|-------------------------------|----------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation            |                               | TAL) - MECH FAILURE, | /MALFUNCTION                       |                       |
| Finding(s) 1. ENGINE ASSEMBLY 2. EMERGENCY PRO |                               | - PILOT IN COMMAND   |                                    |                       |
| Occurrence #2 Phase of Operation               |                               | TOUCHDOWN            |                                    |                       |
| Occurrence #3<br>Phase of Operation            | NOSE OVER<br>LANDING - FLARE/ | TOUCHDOWN            |                                    |                       |
| Finding(s)<br>3. TERRAIN CONDITI               | ON - HIGH VEGETATI            | ON                   |                                    |                       |
| Probable Cause                                 |                               |                      |                                    |                       |
| The National Transpo<br>is/are finding(s) 1    | rtation Safety Boa            | rd determines that   | the Probable Cause(s) of this acci | dent                  |
| Factor(s) relating t                           | o this accident is            | /are finding(s) 3    |                                    |                       |

| File No 1209 5/16/82 FAI   | BENS, TX                      | A/C Reg. No. No.    | 55971          | Т          | ime (Lc1)            | - 0705 MDT |        |
|--|-------------------------------|---------------------|----------------|------------|----------------------|------------|--------|
| Basic Information Type Operating Certificate-NONE (GEN                                 | ERAL AVIATION)                | Aircraft Damage     |                |            | Inju                 | ries       |        |
| .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  |                               | SUBSTANTIAL         |                | Fatal      | Serious              | Minor      | None   |
| Type of Operation -PERSONAL  |                               | Fire                | Crew           | 0          | 0                    | 0          | 1      |
| Flight Conducted Under -14 CFR 91  |                               | NONE                | Pass           | 0          | 0                    | 0          | 0      |
| Accident Occurred During -LANDING  |                               |                     |                |            |                      |            |        |
| Aircraft Information   |                               |                     |                |            |                      |            |        |
| Make/Model - BOEING A75N1  |                               | odel - P&W R-985-AN |                |            | Installed/           |            |        |
| Landing Gear - TAILWHEEL-ALL FIXED   |                               | ines - 1            |                |            | 1 Warning S          |            | 0      |
| Max Gross Wt - 2717  |                               | e - RECIPROCATIN    | NG-CARBURE     | TOR Weat   | her Radar ·          | - NO       |        |
| No. of Seats - 2   | Rated Powe                    | r - 450 HP          |                |            |                      |            |        |
| Environment/Operations Information   |                               |                     |                |            |                      |            |        |
| Weather Data   | Itinerary                     |                     |                |            | Proximity            |            |        |
| Wx Briefing - UNK/NR   | Last Depart                   |                     |                | ON AIR     | PORT                 |            |        |
| Method - UNK/NR  | EL PASO, T                    | X                   |                |            |                      |            |        |
| Completeness - UNK/NR  | Destination                   |                     |                | Airport D  |                      |            |        |
| Basic Weather - VMC  | FABENS, TX                    |                     |                | FABENS     |                      | 0.0        |        |
| Wind Dir/Speed- CALM<br>Visibility - 50.0 SM   | ATC/Airspace                  |                     |                |            | Ident -<br>Lth/Wid - |            | 50     |
| Cloud Conditions(1st) - NONE   |                               | ght Plan - NONE     |                |            | Surface              |            | 50     |
| Cloud Conditions(2nd) - NONE   |                               | arance - NONE       |                |            |                      | - DRY      |        |
| Obstructions to Vision- NONE   |                               | ch Flown - VISUAL F | EIIII CIDCI    |            | Status               | DRT        |        |
| Precipitation - NONE   | туре арргоа                   | CH FIOWH - VISUAL F | OLL CIRCO      | 711        |                      |            |        |
| Condition of Light - DAYLIGHT  |                               |                     |                |            |                      |            |        |
|  |                               |                     |                |            |                      |            |        |
| Personnel Information  |                               |                     |                |            |                      |            |        |
| Pilot-In-Command   | Age - 58                      |                     |                |            | MEDICAL-WA           | AIVERS/LIM | 11     |
| <pre>Certificate(s)/Rating(s)     PRIVATE</pre>  | Biennial Flight R             |                     |                | nt Time (H |                      | 1 11       |        |
| SE LAND, ME LAND   | Current<br>Months Since       |                     | l -<br>/Model- | 896<br>150 | Last 24              |            | <br> / |
| SE LAND, ME LAND   | Months Since<br>Aircraft Type |                     |                | 0          | Last 30              |            | 12     |
|  | All'Clart Type                |                     | i-Eng -        | <b>6</b> 5 | Last St              | Days-      | 12     |
|  |                               | Marci               | i-Eng -        | 05         |                      |            |        |
| Instrument Rating(s) - NONE  |                               |                     |                |            |                      |            |        |
| Monnetive  |                               |                     |                |            |                      |            |        |
| Narrative  | NILOT ADDITED THE POA         | KEC TO CORRECT TOR  | DIGHT DO       | בד דער פ   | DAKING ACT           | CON        |        |
| LLOWING A LEFT TURN ON LANDING ROLL THE F<br>SULTED IN THE AIRCRAFT NOSE OVER. INVEST: |                               |                     |                |            | KAKING ACT           | LON        |        |
| JULIED IN THE AIKCKAFT NUSE UVER, INVEST.  | LGALLUN KEVEALED NU M         | EUDANIUAL MALFUNCII | LUN UK FAJ     | LUKE.      |                      |            |        |

5/16/82 A/C Reg. No. N55971 Time (Lc1) - 0705 MDT File No. - 1209 FABENS, TX Occurrence #1 LOSS OF CONTROL - ON GROUND LANDING - ROLL Phase of Operation Finding(s) 1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER LANDING - ROLL Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

| -Basic Information<br>Type Operating Certificate-NONE  | (CENEDAL AVIATION) Ainon   | aft Damage   | Injuries  |           |
|--|--|--|---|-----------|
| Type operating certificate-None  |  |  | tal Serious Minor   | None      |
| Type of Operation -PERS  | *  |  | 0 0 1   | 0         |
| Flight Conducted Under -14 C   |  |  | 0 0 0   | 2         |
| Accident Occurred During -LAND   |  |  |   |           |
| -Aircraft Information  |  |  |   |           |
| Make/Model - CESSNA 172N   | Eng Make/Model -   | LYCOMING 0-320-H   | ELT Installed/Activated   |           |
| Landing Gear - TRICYCLE-FIXED  | Number Engines -   | 1  | Stall Warning System - YE   | ES        |
| Max Gross Wt - 2150  |  | RECIPROCATING-CARBURETOR   | Weather Radar - NO  |           |
| No. of Seats - 4   | Rated Power -  | 160 HP   |   |           |
| -Environment/Operations Informatio   |  |  |   |           |
| Weather Data   | Itinerary  |  | port Proximity  |           |
| .Wx Briefing - NO RECORD OF Method - N/A   | BRIEFING Last Departure Poi<br>SAME AS ACC/INC   | nτ ι   | N AIRPORT   |           |
| Completeness - N/A   | Destination  | Ainm   | ort Data  |           |
| Basic Weather - VMC  | LOCAL  |  | AKESIDE   |           |
| Wind Dir/Speed- 160/015 KTS  | LOCAL  |  | unway Ident - 15  |           |
|  | ATC/Airspace   |  | unway Lth/Wid - 4000/   | 75        |
| Cloud Conditions(1st) - 3000   | ATC/Airspace<br>FT SCATTERED Type of Flight Pla<br>Type of Clearance   | n - NONE R   | unway Surface - ASPHALT   |           |
|  | T C. C1  | - NONE R   | unway Status - DRY  |           |
| Cloud Conditions(2nd) - NONE   | Type of Clearance  |  |   |           |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE   | <b>&gt;  </b>  | n - VISUAL FULL CIRCUIT  |   |           |
| Obstructions to Vision- NONE Precipitation - NONE  | Type Approach Flow   |  |   |           |
| Obstructions to Vision- NONE   | Type Approach Flow   |  |   |           |
| Obstructions to Vision- NONE Precipitation - NONE  | Type Approach Flow   |  |   |           |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow   | n - VISUAL FULL CIRCUIT  | VALID MEDICAL-NO WAIVERS/   | <br>LIMIT |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow   | n - VISUAL FULL CIRCUIT  | me (Hours)  |           |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES   | n - VISUAL FULL CIRCUIT  Medical Certificate - Flight Ti Total - 85                                      | me (Hours)<br>Last 24 Hrs - UN  | K/NR      |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES  Months Since - 2                       | n - VISUAL FULL CIRCUIT  Medical Certificate - Flight Ti Total - 85 Make/Model - 22                      | me (Hours)<br>Last 24 Hrs - UN<br>Last 30 Days- UN                    |           |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES  Months Since - 2                       | n - VISUAL FULL CIRCUIT  Medical Certificate - Flight Ti Total - 85 Make/Model - 22                      | me (Hours)<br>Last 24 Hrs - UN  |           |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES  Months Since - 2  Aircraft Type - UNK/ | n - VISUAL FULL CIRCUIT  Medical Certificate - Flight Ti Total - 85 Make/Model- 22 NR Instrument- UNK/NR | me (Hours)<br>Last 24 Hrs - UNI<br>Last 30 Days- UNI<br>Last 90 Days- | 3         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI   | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES  Months Since - 2  Aircraft Type - UNK/ | m - VISUAL FULL CIRCUIT  Medical Certificate - Flight Ti Total - 85 Make/Model- 22 NR Instrument- UNK/NR | me (Hours)  Last 24 Hrs - UNF Last 30 Days- UNF Last 90 Days-         | 3         |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLI  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NON | Type Approach Flow  GHT  Age - 31  Biennial Flight Review  Current - YES  Months Since - 2  Aircraft Type - UNK/ | Medical Certificate - Flight Ti Total - 85 Make/Model- 22 NR Instrument- UNK/NR                          | me (Hours)  Last 24 Hrs - UNF Last 30 Days- UNF Last 90 Days-         | 3         |

File No. - 1210 5/16/82 HOUSTON, TX A/C Reg. No. N734NR Time (Lc1) - 1615 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LÄNDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL 2. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - AIRCRAFT PARKED ----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

| Type Operating Certificate-NONE (GENERA                       | L AVIATION)                  | Aircraft Dar              | •              |                    | •          | ıries       |        |
|---|------------------------------|---------------------------|----------------|--------------------|------------|-------------|--------|
| Tura a Company ti an DEDCOMAL                                 |                              | SUBSTANTIAL               |                | Fatal              | Serious    |             | None   |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 |                              | Fire<br>NONE              | Crew<br>Pass   | -                  | 0          | 0           | 1      |
| Accident Occurred During ~LANDING                             |                              | NOINE                     | rass           | O                  | O          | O           | '      |
| Aircraft Information  |                              |                           |                |                    |            |             | /      |
| Make/Model - CHAMPION 7EC                                     |                              | Model - CONTIN            | ENTAL C-90-12F |                    | Installed/ |             |        |
| Landing Gear  - TAILWHEEL-ALL FIXED<br>Max Gross Wt  -   1450 |                              | gines - 1<br>be - RECIPRO |                |                    | 1 Warning  |             | INK/NR |
| No. of Seats - 3  | Rated Powe                   |                           | HP -CARBOR     |                    | ner kadar  |             |        |
| Environment/Operations Information                            |                              |                           |                |                    |            |             |        |
| Weather Data  | Itinerary                    |                           |                |                    | Proximity  | _           |        |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A              |                              |                           |                | OFF A              | RPORT/STRI | P           |        |
| Method - N/A<br>Completeness - N/A                            | SAME AS A<br>Destination     |                           |                | Airport [          | )a+a       |             |        |
| Basic Weather - VMC   | LOCAL                        |                           |                | Amport             | ,a ta      |             |        |
| Wind Dir/Speed- 180/010 KTS                                   |                              |                           |                | Runway             | / Ident    | - N/A       |        |
| Visibility - UNK/NR   | ATC/Airspace                 |                           |                |                    | / Lth/Wid  |             |        |
| Cloud Conditions(1st) - NONE                                  |                              | ight Plan - NO            |                |                    | Surface    |             |        |
| Cloud Conditions(2nd) - NONE                                  |                              | earance - NOI             |                | Runway             | / Status   | - N/A       |        |
| Obstructions to Vision- UNK/NR Precipitation - NONE           | Type Approa                  | ach Flown - NOI           | NE             |                    |            |             |        |
| Condition of Light - DAYLIGHT                                 |                              |                           |                |                    |            |             |        |
| Personnel Information   |                              |                           |                |                    |            |             |        |
| Pilot-In-Command  | Age - 41                     |                           | ical Certifica |                    |            | O WAIVERS/  | LIMIT  |
| Certificate(s)/Rating(s) COMMERCIAL.CFI                       | Biennial Flight I<br>Current | Review<br>- YES           | Total ~        | ht Time (F<br>3320 | •          | 24 Hrs -    | 2      |
| SE LAND, ME LAND, SE SEA                                      | Months Since                 |                           | Make/Model-    |                    |            | BO Days- UN | _      |
|   |                              | e - UNK/NR                | Instrument-    |                    |            | O Days-     | 43     |
|   | ,,                           | ŕ                         | Multi-Eng -    | 515                |            | •           |        |
| Instrument Rating(s) - AIRPLANE                               |                              |                           |                |                    |            |             |        |
| -Narrative  |                              |                           |                |                    |            |             |        |
| ING TAKEOFF, THE PRIVATE PILOT SITTING IN                     | THE FRONT SEAT. TH           | HOUGHT THE COW            | LING WAS LOOSE | . THE PILO         | T INFORMED | )           |        |
| OWNER AND COMMERCIAL PILOT IN THE REAR SE                     |                              |                           |                |                    |            |             |        |

| File No 120  | )8 5/19/82<br>                         | SOUTHLAKE, TX        | A/C Reg. No. N7477B                | Time (Lc?) - 1845 CDT |
|--|--|----------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                | MISCELLANEOUS/OTH<br>TAKEOFF - INITIAL | ER<br>CLIMB          |                                    |                       |
| Finding(s) 1. AIRCRAFT PREFLIC 2. EQUIPMENT, OTHER | R - NOT CORRECTED -                    | PILOT IN COMMAND     |                                    |                       |
| Occurrence #2<br>Phase of Operation                |  | OUCHDOWN             |                                    |                       |
| Finding(s) 3. PLANNED APPROACH                     | H - MISJUDGED - PIL                    | OT IN COMMAND        |                                    |                       |
| Occurrence #3<br>Phase of Operation                |  | OUCHDOWN             |                                    |                       |
| Finding(s) 4. FLARE - IMPROPER                     |  | _                    | ,<br>                              |                       |
| Occurrence #4<br>Phase of Operation                |  |                      |                                    |                       |
| Finding(s) 5. LANDING GEAR,MAI                     |  |                      |                                    |                       |
| Probable Cause                                     |  |                      |                                    |                       |
| The National Transporis/are finding(s) 1,2         |  | d determines that th | e Probable Cause(s) of this accide | nt                    |

| File No 1383 5/21/82 SAN   | ANGELO,TX A/C Reg   | g. No. N2349S   | Т   | ime (Lc1)   | - 2242 0                                      | DT                 |
|--|---|---|---|---|---|--------------------|
| Type Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING   | DESTROYI<br>Fire<br>ON GROUI  | ED Crew   | Fatal<br>1<br>0                                       | Injo<br>Serious<br>O<br>O   | uries<br>Minor<br>O<br>O                      | None<br>0<br>0     |
| Aircraft Information Make/Model - CESSNA T337B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4300 No. of Seats - 6  | Eng Make/Model - CON'<br>Number Engines - 2<br>Engine Type - REC  | FINENTAL IO-360<br>IP - FUEL INJECTED<br>210 HP   | Stal  | Installed,<br>I Warning<br>her Radar  | System -                                      | ed - YES/NO<br>YES |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/007 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 2400 FT BROCOLUMN CONDITIONS (2nd) - 12000 FT OVE Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - NIGHT (DARK)  | SAME AS ACC/INC Destination AUSTIN,TX  ATC/Airspace DKEN Type of Flight Plan - ERCAST Type of Clearance - Type Approach Flown -   | IFR<br>UNK/NR   | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway     | Ident<br>Lth/Wid<br>Surface   | - 18<br>- 6970/                               |                    |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND   | Age - 61 !<br>Biennial Flight Review<br>Current - YES<br>Months Since - 6<br>Aircraft Type - UNK/NR   | Medical Certificat<br>Fligh<br>Total -<br>Make/Model-<br>Instrument-<br>Multi-Eng -   | t Time (H<br>1808<br>1256<br>207                      | ours)<br>Last :<br>Last :   | WAIVERS/L<br>24 Hrs -<br>30 Days-<br>90 Days- | UNK/NR<br>UNK/NR   |
| Instrument Rating(s) - AIRPLANENarrative APPRX 2015 CDT, THE PLT CALLED THE SAN AN AIL FROM THE WX THAT WAS BLDG IN THE AREA, BUREAU & A LOCAL FSS. A TORNADO WATCH WAS SVR THUNDERSTORM WARNING FOR COKE COUNTY USER BLDG TO THE NORTH. WITNESSES REPORTED TAST. AN AIRLINE AIRCREW ONSVD HVY TSTMS, PROBLEM AND AIRCREW TOWN AIRCREW ONSVD HVY TSTMS, PROBLEM AIRCREW AIRC | TOWER PSNL RELAYED AVAILABLE (<br>S IN EFFECT FOR NORTHWEST PORT;<br>JNTIL 2300 CDT. AT ABOUT THE T;<br>THAT THE PLT HURRIEDLY STARTED<br>RECIPITATION & LIGHTNING EAST (<br>IS HOME. HE STATED THAT THE AC | WX INFO & PROVIDED<br>IONS OF THE CONCHO<br>IME THE PLT ARRIVE<br>THE ACFT, TAXIED<br>OF THE ARPT. A WIT<br>FT WAS HEADED TWD | PHONE NU VALLEY, D AT THE TKOF, T NESS EAST WX THAT H | MBERS FOR<br>ALSO, THEI<br>ARPT, TSTI<br>HEN DEPAR<br>OF THE AI<br>AD JUST PA | THE RE WAS MS TED TO TH RPT OBSVE ASSED.      | )                  |

File No. - 1383 5/21/82 SAN ANGELO,TX A/C Reg. No. N2349S Time (Lc1) ~ 2242 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. OBJECT - THUNDERSTORM 3. OBJECT - TURBULENCE 4. OBJECT - LIGHTNING 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER DECISION, PSYCHOLOGICAL CONDITION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7

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

| File No 1316 5/26/82 HUNTS   | SVILLE, TX A/C Re   | Т   | Time (Lc1) - 1300 CDT                                       |   |                            |                |
|--|---|---|---|---|----------------------------|----------------|
| Type Operation Type Operating Certificate-NONE (GENER)  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | AL AVIATION) Aircraf<br>DESTRO'<br>Fire<br>NONE   | t Damage<br>YED<br>Cree<br>Pass                             | -   | Injur<br>Serious<br>O<br>O                    |                            | None<br>1<br>0 |
| Aircraft Information Make/Model - PITTS SPECIAL S-1S Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 1   | Eng Make/Model - LY0<br>Number Engines - 1<br>Engine Type - RE0<br>Rated Power -  | CIPROCATING-CARBU   | \$ta1   | Installed/A<br>l Warning S<br>her Radar -     | ystem - U                  |                |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | SAME AS ACC/INC Destination CONROE,TX  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown                   | - NONE<br>- NONE  | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway<br>Runway | Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A                 |                |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  | Age - 33<br>Biennial Flight Review<br>Current - YES<br>Months Since - 22<br>Aircraft Type - UNK/NR                              | Medical Certifica<br>Flig<br>Total -<br>Make/Model-         | ate - VALID<br>ght Time (H<br>2551<br>70<br>O               | MEDICAL-NO                                    | Hrs -<br>Days- UN<br>Days- | 4              |
| Instrument Rating(s) - NONE Narrative THE PILOT REPORTED THAT DURING FLIGHT AT 1500 BLACK SMOKE ENTERED THE COCKPIT. HE ELECTED TINE CAR, BUT THE DRIVER OF THE NEXT CAR ABOUT MEDIAN, BUT RIGHT GEAR STRUCK A BUSH. SUBSEQUENTED BRIVER OF A PASSING CAR AND A FRIEND TURN THE PILOT STATED THAT A BEARING FAILURE CAUSI          | TO LAND BETWEEN CARS ON AN II<br>T 300 FT AHEAD PUT ON HIS BR<br>JENTLY, THE PLANE FLIPPED ANN<br>NED THE AIRCRAFT RIGHT SIDE ( | NTERSTATE HIGHWAY<br>AKES. THE PILOT M<br>D CAME TO REST IN | . HE CLEARE<br>ANEUVERED T<br>AN INVERTE                    | D OVER<br>O THE<br>D POSITION.                |                            |                |

| File No 13                          | 116 5/26/82 HUNTSVILLE,TX                                  | A/C Reg. No. N166S              | Time (Lc1) - 1300 CDT |
|-------------------------------------|--|---------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation | LOSS OF POWER(TOTAL) - MECH FAILURE/MA<br>CRUISE - NORMAL  | LFUNCTION                       |                       |
|                                     | ,BEARING - FAILURE,TOTAL<br>OMPARTMENT - SMOKE             |                                 |                       |
| Occurrence #2<br>Phase of Operation | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN                |                                 |                       |
| Occurrence #3 Phase of Operation    | IN FLIGHT ENCOUNTER WITH WEATHER LANDING - FLARE/TOUCHDOWN |                                 |                       |
|                                     | RFORMED - PILOT IN COMMAND<br>ON - HIGH VEGETATION         |                                 |                       |
| Occurrence #4<br>Phase of Operation | NOSE OVER ·<br>LANDING - FLARE/TOUCHDOWN                   |                                 |                       |
| Probable Cause                      |  |                                 |                       |
| The National Transpo                | rtation Safety Board determines that the                   | Probable Cause(s) of this accid | dent                  |
| Factor(s) relating t                | to this accident is/are finding(s) 3.5                     |                                 |                       |

| File No 1378 5/28/82 CANYO   | N LAKE,TX                        | A/C Reg. No. N80022 Time (Lc1) - |  |                            |   | - 1255 CDT      |                  |  |
|--|----------------------------------|----------------------------------|--|----------------------------|---|-----------------|------------------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA   | L AVIATION)                      | Aircraft D                       |  | F. 1                       | Injur                                     |                 | Niere            |  |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF  |                                  | DESTROYED<br>Fire<br>NONE        | Crew<br>Pass                             | -                          | Serious<br>O<br>O                         | Minor<br>O<br>O | None<br>1<br>0   |  |
| -Aircraft Information Make/Model - CONSOLIDATED AERONAUTIC Landing Gear - AMPHIBIAN Max Gross Wt - 2690 No. of Seats - 4   | Number                           | Engines - 1<br>Type - RECIP      | ING IO-360-A1B<br>- FUEL INJECTE<br>O HP | Stal<br>ED Weat            | Installed/A<br>l Warning S<br>her Radar - | ystem - U<br>NO | NK/NR            |  |
|  | Itinerary<br>Last Depa<br>SAME A |                                  |  | Airport                    | Proximity<br>RPORT/STRIP                  |                 |                  |  |
| Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 150/015 KTS  | Destination LOCAL                | •                                |  | Airport D                  | ata<br>Ident -                            | UNK/NR          |                  |  |
| Visibility - 5.0 SM Cloud Conditions(1st) - 2600 FT BROK Cloud Conditions(2nd) - 7000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT      | CAST Type of                     | Flight Plan - N                  | ONE                                      | Runway<br>Runway           | Lth/Wid -<br>Surface -<br>Status -        | UNK/NR<br>WATER | CALM             |  |
| -Personnel Information<br>Pilot-In-Command   | Age - 47                         |                                  | dical Certifica                          | ate - VALID<br>ght Time (H |   | IVERS/LIM       | IIT              |  |
| Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA   | Months Sin                       | - YES<br>ce - 23<br>ype - UNK/NR | Total -<br>Make/Model-                   | 12662<br>150<br>79         | Last 24                                   | Days- UN        | 2<br>IK/NR<br>26 |  |
| Instrument Rating(s) - NONE  |                                  |                                  |  |                            |   |                 |                  |  |
| Narrative TER TAXIING AROUND THE SHORELINE, TAKING-OF CAUSE HIS LEFT PONTOON WAS SUBMERGING. HE P MAKE A DOWNWIND TAKEOFF DUE TO AN APPROACH GAIN ALTITUDE DURING THE TAKEOFF RUN. | ROCEEDED TO DRA                  | IN THE WATER OU                  | T AT A PUBLIC E                          | BOAT DOCK A                | ND ATTEMPTE                               | ie<br>D         |                  |  |

A/C Reg. No. N80022 Time (Lc1) - 1255 CDT File No. - 1378 5/28/82 CANYON LAKE, TX

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 3. WEATHER CONDITION THUNDERSTORM
- 4. PROPER ALTITUDE 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) 2,4

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

| File No 1380 5/29/82 DALL<br>Basic Information |                         | A/C Reg. No         |                |            |                  |              |           |
|--|-------------------------|---------------------|----------------|------------|------------------|--------------|-----------|
| Type Operating Certificate-NONE (GENER         | AL AVIATION)            | Aircraft Dama       | ige            | Fatal      | Injur<br>Serious | ies<br>Minor | None      |
| Type of Operation -PERSONAL                    |                         | SUBSTANTIAL<br>Fire | Crew           | 0          | 0                | M 1 1 101 1  | None<br>1 |
| Flight Conducted Under -14 CFR 91              |                         | NONE                | Pass           | ŏ          | ŏ                | ŏ            | 4         |
| Accident Occurred During -LANDING              |                         |                     |                |            |                  |              |           |
| Aircraft Information                           |                         |                     |                |            |                  |              |           |
| Make/Model - CESSNA 177                        |                         | Model - LYCOMING    |                |            | Installed/A      |              |           |
| Landing Gear - TRICYCLE-FIXED                  |                         |                     |                |            | 1 Warning S      |              | ES        |
| Max Gross Wt - 2500                            |                         | oe - RECIPROC       |                | TOR Weat   | her Radar -      | NO           |           |
| No. of Seats - 4                               | Rated Power             | er - 150 H          | 1P<br>         |            |                  |              |           |
| Environment/Operations Information             |                         |                     |                |            |                  |              |           |
| Weather Data                                   | Itinerary               |                     |                |            | Proximity        |              |           |
| Wx Briefing - FSS                              | Last Depar              |                     |                | ON AIR     | PORI             |              |           |
| Method - IN PERSON<br>Completeness - FULL      | MCALESTE<br>Destination |                     |                | Airport D  | - 4-             |              |           |
| Basic Weather - VMC                            | MESQUITE.TX             |                     |                | DOAN F     |                  |              |           |
| Wind Dir/Speed- 170/011 KTS                    | MESQUITE                | , 1 ^               |                |            |                  | 12           |           |
| Visibility - 15.0 SM                           | ATC/Airspace            |                     |                |            | Lth/Wid -        |              | 50        |
| Cloud Conditions(1st) - NONE                   |                         | ight Plan - VFR     |                |            | Surface -        |              |           |
| Cloud Conditions(2nd) - NONE                   |                         | earance - VFR       |                |            | Status -         |              |           |
| Obstructions to Vision- NONE                   | Type Approx             | ach Flown - VISL    | JAL FULL CIRCU | IT         |                  | SOFT         |           |
| Precipitation - NONE                           |                         |                     |                |            |                  |              |           |
| Condition of Light - NIGHT (DARK)              |                         |                     |                |            |                  |              |           |
| Personnel Information                          |                         |                     |                |            |                  |              |           |
| Pilot-In-Command                               | Age - 48                |                     | cal Certificat |            |                  | IVERS/LIM    | IT        |
| Certificate(s)/Rating(s)                       | Biennial Flight         |                     |                | t Time (H  | ours)            |              |           |
| COMMERCIAL, CFI                                | Current                 |                     | otal -         | 1356       | Last 24          | Hrs -        | 11        |
| SE LAND  | Months Since            |                     | Make/Model-    |            |                  | Days- UN     | -         |
|  | Aircraft Type           | e - UNK/NR          | (nstrument-    | 186        | Last 90          | Days-        | 45        |
| Instrument Rating(s) - AIRPLANE                |                         |                     |                |            |                  |              |           |
|  |                         |                     |                |            |                  |              |           |
| Narrative                                      |                         |                     |                |            |                  |              |           |
| E PILOT STATED THAT THE AIRCRAFT MADE INIT     | IAL CONTACT IN THE      | SOD AREA AT THE     | NORTHWEST EN   | ID OF RUNW | AY 12. THE       |              |           |
| 82 TEXAS AERONAUTICAL COMMISSION AIRPORT D     | TOPOTODY DIACONA O      | E THE ATDROPT OF    | JOWE THIS ADEA | TO DE AN   | OVEDDIN AD       | \ T A        |           |

File No. - 1380 5/29/82 DALLAS, TX A/C Reg. No. N29402 Time (Lc1) - 2348 CDT Occurrence #1 UNDERSHOOT Phase of Operation LANDING ~ FLARE/TOUCHDOWN Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - 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

| File No 1397 6/01/82 ROCKP  | ORT,TX A   | /C Reg. No. N1233L   | Т                          | Time (Lc1) - 0730 CDT                  |            |                 |  |  |
|---|--|--|----------------------------|--|------------|-----------------|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA  | -  | craft Damage   | Foto?                      | Injuries<br>Fatal Serious Minor Non    |            |                 |  |  |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING   | Fir  | BSTANTIAL<br>e Cre<br>NE Pas   | w O                        | 0<br>0                                 | 0          | None<br>3<br>0  |  |  |
| Aircraft Information<br>Make/Model - LAKE LA-4-200<br>Landing Gear - AMPHIBIAN<br>Max Gross Wt - 2690<br>No. of Seats - 4   | Number Engines<br>Engine Type  | - LYCOMING IO-360-A1E<br>- 1<br>- RECIP - FUEL INJECT<br>- 200 HP  | Stal                       | Installed/<br>l Warning :<br>her Radar | System - U |                 |  |  |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A  | SAME AS ACC/IN   |  | OFF AI                     | Proximity<br>RPORT/STRI                | P          |                 |  |  |
| Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/010 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Destination LOCAL  ATC/Airspace Type of Flight P Type of Clearanc Type Approach Fl | Airport Data<br>Runway Ident - 08<br>Runway Lth/Wid - 4500 -UNK/N<br>Runway Surface - ASPHALT<br>Runway Status - DRY |                            |  |            |                 |  |  |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)   | Age - 52<br>Biennial Flight Review   | Medical Certific   | ate - NON-V<br>ght Time (H |  | AL         |                 |  |  |
| PRIVATE SE LAND, SE SEA   | Current - YE  Months Since - 19  Aircraft Type - UN                                | S Total · -<br>Make/Model-   | 396<br>166                 | Last 2<br>Last 3                       |            | O<br>IK/NR<br>9 |  |  |
| Instrument Rating(s) - NONE   |  |  |                            | `                                      |            |                 |  |  |
| Narrative PARTIAL LOSS OF POWER WAS EXPERIENCED DURIN AS LANDING, A CAR PULLED OUT ON THE ROAD AHE AR, THE RIGHT WING STRUCK A ROAD SIGN AND TH JEL SAMPLE FROM HIS FUEL TANK AND AN EXAMINA IVE PERCENT JET FUEL.                | AD OF THE AIRCRAFT. WHI<br>E PLANE SWERVED INTO A                                  | LE MANUEVERING TO THE<br>DITCH. THE PILOT STAT   | E RIGHT TO A<br>ED THAT HE | VOID THE                               |            |                 |  |  |

File No. - 1397 6/01/82 A/C Reg. No. N1233L Time (Lc1) - 0730 CDT ROCKPORT, TX Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. AIRCRAFT SERVICE - IMPROPER -Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - VEHICLE 4. MANEUVER - PERFORMED - PILOT IN COMMAND

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

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

5. OBJECT - OBJECT -----Probable Cause---

| File No 1395 6/01/82 ANGLET   | ON,TX                                   | A/C Reg. No   | . N8974H               | T<br>                   | Time (Lc1) - 0600 CDT                     |                    |                   |  |
|---|---|---|------------------------|-------------------------|---|--------------------|-------------------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL   | . AVIATION)                             | Aircraft Dama                                       | ge                     |                         | Injur                                     |                    |                   |  |
| Type of Operation -APPLYING SEED Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING                                 | S, CHEMICALS, ETC                       | DESTROYED<br>Fire<br>NONE                           | Crew<br>Pass           | Fatal<br>O<br>O         | Serious<br>O<br>O                         | Minor<br>O<br>O    | None<br>1<br>0    |  |
|   |   |   |                        |                         |   |                    |                   |  |
| Aircraft Information<br>Make/Model - GRUMMAN G-164A<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 6075<br>No. of Seats - 1      | Number Engi                             | ode1 - P & W R-<br>nes - 1<br>- RECIPROC<br>- 600 H | ATING-CARBURE          | Stal                    | Installed/A<br>l Warning S<br>her Radar - | System -           |                   |  |
| Environment/Operations Information  |   |   |                        |                         |   |                    |                   |  |
| Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A   | Itinerary<br>Last Departu<br>SAME AS AC |   |                        |                         | Proximity<br>RPORT/STRIF                  | •                  |                   |  |
| Completeness - N/A  | Destination                             | ,C/ 1NC   |                        | Airport D               | ata                                       |                    |                   |  |
| Basic Weather - VMC<br>Wind Dir/Speed- VARIABLE/002 KTS   | LOCAL                                   |   |                        | Punway                  | , Ident -                                 | - UNK/NR           |                   |  |
| Visibility - UNK/NR   | ATC/Airspace                            |   |                        | Runway                  | Lth/Wid -                                 | - UNK/NR           |                   |  |
| Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT | Type of Clea                            | ght Plan - NONE<br>Irance - NONE<br>Ch Flown - NONE |                        |                         | Surface -<br>Status -                     | - DIRT<br>- UNK/NR |                   |  |
| Personnel Information   |   |   |                        |                         |   |                    |                   |  |
| Pilot-In-Command<br>Certificate(s)/Rating(s)  | Age - 42<br>Biennial Flight Re          |   | al Certificat<br>Fligh | e - VALIC<br>nt Time (! |   | ) WAIVERS          | /LIMIT            |  |
| COMMERCIAL<br>SE LAND   | Current Months Since Aircraft Type      | - YES T<br>- 9 M                                    |                        | 1095<br>134<br>7        | Last 24                                   | Days- U            | 2<br>NK/NR<br>136 |  |
| Instrument Rating(s) - NONE   |   |   |                        |                         |   |                    |                   |  |
| Narrative<br>ILE CONCENTRATING ON HIS FLAGGER, THE PILOT<br>LEVEE. THE PILOT THEN DUMPED HIS LOAD AND MA                                  |   |   |                        |                         |   | /ER.               |                   |  |

File No. - ,1395 6/01/82 ANGLETON, TX A/C Reg. No. N8974H Time (Lc1) - 0600 CDT

Occurrence #1

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

#### Finding(s)

- 1. TERRAIN CONDITION DIRT BANK
- 2. ALTITUDE MISJUDGED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 4. LOAD JETTISON PERFORMED PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

| Basic Information<br>Type Operating Certificate-NONE (GENERAL        | _ AVIATION)              | Aircraft D     | amage          |                     | Injur        | ies        |       |
|--|--------------------------|----------------|----------------|---------------------|--------------|------------|-------|
|  |                          | SUBSTANTI      |                | Fatal               | Serious      | Minor      | None  |
|  | RELATED FLIGHT           | Fire           | Cr             |                     | 0            | 0          | 1     |
| Flight Conducted Under -14 CFR 137<br>Accident Occurred During -TAXI |                          | NONE           | Pa             | ss O                | 0            | 0          | 0     |
| Aircraft Information   |                          |                |                |                     |              |            |       |
| Make/Model - PIPER PA-25-235   |                          |                | IING 0-540-B2B |                     | Installed/A  |            |       |
| Landing Gear - TAILWHEEL-ALL FIXED                                   | Number Eng               |                |                |                     | 11 Warning S |            | NK/NR |
| Max Gross Wt - 2900<br>No. of Seats - 1                              | Engine Typ<br>Rated Powe |                | ROCATING-CARB  | UREIUR Wea          | ther Radar - | - NU       |       |
|  |                          |                |                |                     |              |            |       |
| Environment/Operations Information Weather Data                      | 7 d i manan.             |                |                | Ainmont             | Proximity    |            |       |
| Wx Briefing - NO RECORD OF BRIEFING                                  | Itinerary<br>Last Depart | una Daint      |                |                     | RSTRIP       |            |       |
| Method - N/A   | SAME AS A                |                |                | UN AI               | KSIKIF       |            |       |
| Completeness - N/A   | Destination              | CC/ INC        |                | Airport             | Data         |            |       |
| Basic Weather - VMC  | LOCAL                    |                |                | •                   | TE AG STRIP  |            |       |
| Wind Dir/Speed- CALM   |                          |                |                |                     | _            | UNK/NR     |       |
| Visibility - 10.0 SM   | ATC/Airspace             |                |                |                     | y Lth/Wid -  | 5280 -U    | NK/NR |
| Cloud Conditions(1st) - 2000 FT BROK                                 | N Type of Fli            | ght Plan - N   | IONE           | Runwa               | y Surface -  | - GRASS/TU | RF    |
| Cloud Conditions(2nd) - NONE   | Type of Cle              | arance - N     | IONE           | Runwa               | y Status -   | - DRY      |       |
| Obstructions to Vision- NONE   | Type Approa              | ch Flown - N   | IONE           |                     |              |            |       |
| Precipitation - NONE   |                          |                |                |                     |              |            |       |
| Condition of Light - DAYLIGHT  |                          |                |                |                     |              |            |       |
| Personnel Information  |                          |                |                |                     |              |            |       |
| Pilot-In-Command   | Age - 34                 |                | dical Certifi  |                     |              | IIVERS/LIM | ΙT    |
| <pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>                   | Biennial Flight R        | eview<br>- YES | Total -        | ight Time (<br>3060 | Last 24      | l Uno -    | 8     |
| SE LAND  | Months Since             |                | Make/Model-    |                     |              | ) Days- UN |       |
| SE LAND  | Aircraft Type            |                |                |                     | Last 90      | •          | 120   |
|  | All Graft Type           | Orany ran      | Trio er amorre | • •                 | 2401 00      | , , , ,    | .23   |
| Instrument Rating(s) - NONE  |                          |                |                |                     |              |            |       |
| Narrative  |                          |                |                |                     |              |            |       |
| E TAXIING OUT FOR TAKEOFF WITH A FULL LOAI                           | O OF FILET AND CHEM      | TOALS THE LE   | ET MATN WHEEL  | BROKE INTO          | THREE PIECE  | ς.         |       |
| AXLE SANK INTO THE SURFACE OF THE RUNWAY                             |                          |                |                |                     |              |            |       |
| DITION ON THE RIGHT GEAR. THE RIGHT MAIN TH                          |                          |                |                |                     |              |            |       |

File No. - 1394 6/03/82 JAYTON,TX A/C Reg. No. N6996Z Time (Lc1) - 1045 CDT

Occurrence #1

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

2. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #2

NOSE DOWN

Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

| File No 1393 6/04/82 WI                                       | CHITA FALLS,TX         | A/C Reg.                   | No. N5280V     | T<br>      | ime (Lc1)              | - 1930 CDT  |            |
|---|------------------------|----------------------------|----------------|------------|------------------------|-------------|------------|
| -Basic Information Type Operating Certificate-NONE (GEN       | NERAL AVIATION)        | Aircraft Da                |                |            |                        | ıries       |            |
|   |                        | SUBSTANTIA                 |                |            | Serious                |             | None       |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 |                        | Fire                       | Crew           |            | 0                      | 1           | 0          |
| Accident Occurred During -LANDING                             |                        | NONE                       | Pass           | 0          | 0                      | 0           | 0          |
| -Aircraft Information   |                        |                            |                |            |                        |             |            |
| Make/Model - CESSNA 210L                                      |                        | e/Model - CONTIN           | ENTAL IO-520-L |            |                        | Activated   |            |
| Landing Gear - TRICYCLE-RETRACTABLE                           | Number E               | ingines - 1                | FUEL TALIFOTE  | Stal       | l Warning<br>her Radar | System - Y  | ES         |
| Max Gross Wt - 3800<br>No. of Seats - 6                       | Rated Po               | Type - RECIP<br>ower - 300 |                | u weat     | ner kadar              | - NU        |            |
| -Environment/Operations Information                           |                        |                            |                |            |                        |             |            |
| Weather Data  | Itinerary              |                            |                |            | Proximity              | _           |            |
| Wx Briefing - NO RECORD OF BRIEF                              |                        | arture Point               |                | OFF AI     | RPORT/STRI             | P           |            |
| Method - N/A<br>Completeness - N/A                            | SAME AS<br>Destination | S ACC/INC                  |                | Airport D  | 0+0                    |             |            |
| Basic Weather - VMC   |                        | ronio,TX                   |                | ATTPORT    | ala                    |             |            |
| Wind Dir/Speed- 080/006 KTS                                   | 3811 811               | 10110,17                   |                | Runway     | Ident                  | - UNK/NR    |            |
| Visibility - 10.0 SM  | ATC/Airspac            | ce                         |                |            | Lth/Wid                |             |            |
| Cloud Conditions(1st) - 25000 FT S                            | SCATTERED Type of F    | light Plan - NO            | NE             | Runway     |                        | - GRASS/TUI | RF         |
| Cloud Conditions(2nd) - NONE                                  |                        | Clearance - NO             |                | Runway     | Status                 | - DRY       |            |
| Obstructions to Vision- NONE                                  | Type Appı              | roach Flown - NO           | NE .           |            |                        |             |            |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT         |                        |                            |                |            |                        |             |            |
|   |                        |                            |                |            |                        |             |            |
| -Personnel Information<br>Pilot-In-Command                    | Age - 59               |                            | ical Certifica |            |                        | AIVERS/LIM  | ΙT         |
| Certificate(s)/Rating(s)                                      | Biennial Fligh         |                            |                | ht Time (F |                        |             | _          |
| COMMERCIAL  | Current                | - YES                      | Total -        |            | Last 2                 |             | 0          |
| SE LAND   | Months Sind            | ce ~ 19<br>/pe - UNK/NR    | Make/Model-    | 1480       | Last 3                 | O Days- UN  | 4/NK<br>20 |
|   |                        | /pe - UNK/NR               | Instrument-    | 279        | Last 9                 | 00 Days-    | 28         |
| Instrument Rating(s) - AIRPLANE                               |                        |                            |                |            |                        |             |            |
|   |                        |                            |                |            |                        |             |            |
|   |                        |                            |                |            |                        |             |            |
|   | LAPS. DURING THE EN    | SUING EMERGENCY            | LANDING THE A  | IRCRAFT NO | SED OVER               | -           |            |

File No. - 1393 6/04/82 WICHITA FALLS, TX A/C Reg. No. N5280V Time (Lcl) - 1930 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, PISTON - FATIGUE Occurrence #2 FORCED LANDING Phase of Operation LANDING Finding(s) 2. GEAR DOWN AND LOCKED - PERFORMED - PILOT IN COMMAND 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - CROP 5. AIRSPEED - EXCESSIVE - 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) 4.5

| Type Operating Certificate-NONE (GENERAL   |                               | aft Damage                    |             | Injur       |           |      |
|--|-------------------------------|-------------------------------|-------------|-------------|-----------|------|
| Towns of Onesset fee   |                               | ANTIAL                        | Fatal       | Serious     |           | None |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91  | Fire<br>NONE                  | Crev<br>Pass                  |             | 0<br>0      | 0         | 1    |
| Accident Occurred During -LANDING  | NOINE                         | Pass                          | s 0         | O           | O         | U    |
| -Aircraft Information  |                               |                               |             |             |           |      |
| Make/Model ~ BEECH 35  |                               | CONTINENTAL E-185-8           |             | Installed/A |           |      |
| Landing Gear - TRICYCLE-RETRACTABLE  | Number Engines -              |                               |             | 1 Warning S |           | ES   |
| Max Gross Wt - 2550  |                               | JNK/NR                        | Weat        | her Radar - | NO        |      |
| No. of Seats - 4   | Rated Power -                 | 185 HP                        |             |             |           |      |
| Environment/Operations Information   |                               |                               |             |             |           |      |
| Weather Data   | Itinerary                     |                               |             | Proximity   |           |      |
| Wx Briefing - NO RECORD OF BRIEFING  | •                             | it                            | ON AIR      | PURT        |           |      |
| Method - N/A<br>Completeness - N/A   | CADDO MILLS,TX<br>Destination |                               | Airport [   |             |           |      |
| Basic Weather - VMC  | TERRELL,TX                    |                               | •           | L MUNICIPAL |           |      |
| Wind Dir/Speed- 180/010 KTS  | TERRELL, IX                   |                               |             |             | 18        |      |
| Visibility - 15.0 SM   | ATC/Airspace                  |                               |             | Lth/Wid -   |           | 75   |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan           | n - NONE                      |             | Surface -   |           | , 0  |
| Cloud Conditions(2nd) - NONE   | Type of Clearance             |                               |             |             | DRY       |      |
| Obstructions to Vision- NONE   | Type Approach Flowr           |                               |             |             |           |      |
| Precipitation - NONE   | 2. , , ,                      |                               |             |             |           |      |
| Condition of Light - DAYLIGHT  |                               |                               |             |             |           |      |
| Personnel Information  |                               |                               |             |             |           |      |
| Pilot-In-Command   | Age - 71                      | Medical Certifica             |             |             | IVERS/LIM | IT   |
| Certificate(s)/Rating(s)   | Biennial Flight Review        | •                             | ght Time (F | •           |           |      |
| COMMERCIAL   | Current - YES                 | Total -                       | 414         | Last 24     |           |      |
| SE LAND  | Months Since - 1              | Make/Model-                   | 16          |             | Days- UN  | •    |
| GLIDER   | Aircraft Type - UNK/N         | NR Instrument-<br>Multi-Eng - | 15<br>53    | Last 90     | Days-     | 9    |
| Instrument Rating(s) - NONE  |                               | _                             |             |             |           |      |
|  |                               |                               |             |             |           |      |
| Narrative ILE EN ROUTE, THE CABIN DOOR OF THE AIRCRAF LOT REPORTED THAT HE WAS DISTRACTED BY THE ( UCHED DOWN HARD JUST SHORT OF THE RUNWAY ANI S FROM 180 DEGREES AT 10 GUSTING 15 KTS. | OPEN DOOR AND LOST AIRSPE     | ED WHILE ON FINAL A           | PPROACH. TH | E AIRCRAFT  |           |      |

| File No 1307   | 6/08/82          | TERRELL, TX         | A/C Reg. No. N3803N                  | Time (Lcl) - 1300 CDT |
|--|------------------|---------------------|--------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                            |                  | PATTERN - FINAL APP | ROACH                                |                       |
| Finding(s) 1. DOOR - OPEN                                      |                  |                     |                                      |                       |
| 2. DISTANCE - MISJUE<br>3. ALTITUDE - MISJUE                   |                  |                     |                                      |                       |
| 4. AIRSPEED - MISJUD   | GED - PILOT IN   | COMMAND             | CALLION DILOT IN COMMAND             |                       |
| 5. IMPRUPER USE  | OF EQUIPMENI/AII |                     | ENTION - PILOT IN COMMAND            |                       |
| Occurrence #2<br>Phase of Operation                            |                  | /TOUCHDOWN          |                                      |                       |
| Finding(s)   |                  |                     |                                      |                       |
| <ol> <li>WEATHER CONDITION</li> <li>LEVEL OFF - IMF</li> </ol> |                  | N COMMAND           |                                      |                       |
| Probable Cause   |                  |                     |                                      |                       |
| The National Transportis/are finding(s) 2,3,                   |                  | ard determines that | the Probable Cause(s) of this accide | nt                    |
| Factor(s) relating to  | this accident is | s/are finding(s) 1, | 6                                    |                       |

| -Basic Information Type Operating Certificate-NONE (GENERA  | L AVIATION)      | Aircraft Dama   |                            |             | Inju                     | nios       |            |
|---|------------------|---|----------------------------|-------------|--------------------------|------------|------------|
| Type operating certificate-none (GENERA   | L AVIATION)      | DESTROYED   | ige                        | Fatal       |                          |            | None       |
| Type of Operation -BUSINESS   |                  | Fire  | Crew                       |             | 0                        | 0          | 1          |
| Flight Conducted Under -14 CFR 91   |                  | NONE  | Pass                       | 0           | 0                        | 0          | 2          |
| Accident Occurred During -LANDING   |                  |   |                            |             |                          |            |            |
| -Aircraft Information   |                  |   |                            |             |                          |            | ,          |
| Make/Model - CESSNA 206-5   |                  | /Model - CONTINEN   | TAL 10-520-A               |             |                          | Activated  |            |
| Landing Gear - TRICYCLE-FIXED   |                  | ingines - 1   | FUEL TALLECTER             |             | Warning S<br>ner Radar : | System - Y | ES         |
| Max Gross Wt - 3350<br>No. of Seats - 6   |                  | ype - RECIP -<br>wer - 285 H                              |                            | weatr       | ier kadar i              | - NU       |            |
| NO. Of Seats - 6  | Rated Po         | wer - 285 F   | 1P<br>·                    |             |                          |            |            |
| -Environment/Operations Information<br>Weather Data   | T+inono          |   |                            | Airport F   | )novimit:                |            |            |
| Wx Briefing - NO RECORD OF BRIEFING   | Itinerary        | rture Point   |                            |             | RPORT/STRI               | <b>5</b>   |            |
| Method - N/A  | BEAUMON          |   |                            | OII AII     | (1 0 (1 / 5 / (1 )       |            |            |
| Completeness - N/A  | Destinatio       | •   |                            | Airport Da  | ata                      |            |            |
| Basic Weather - VMC   | AUSTIN,          | TX  |                            | •           |                          |            |            |
| Wind Dir/Speed- 180/005 KTS   |                  |   |                            |             | Ident                    |            |            |
| Visibility - 15.0 SM  | ATC/Airspac      |   | _                          |             | Lth/Wid                  |            |            |
| Cloud Conditions(1st) - 1500 FT OVER  | CAST Type of F   | light Plan - NONE   | -                          |             | Surface ·                |            |            |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE  | Type or C        | light Plan - NUNE<br>learance - NONE<br>oach Flown - NONE |                            | Runway      | Status                   | - WEI      |            |
| Precipitation - NONE  | Type Appli       | Oach Flown - Noive  |                            |             |                          |            |            |
| Condition of Light - DAYLIGHT   |                  |   |                            |             |                          |            |            |
| -Personnel Information  |                  |   |                            |             |                          |            |            |
| Pilot-In-Command  | Age - 61         |   | cal Certificat             |             |                          | AIVERS/LIM | ΙT         |
| Certificate(s)/Rating(s)  | Biennial Flight  |   |                            | nt Time (Ho |                          |            |            |
| COMMERCIAL<br>SE LAND ME LAND   | Current          |   |                            |             | Last 2                   |            | 1<br>V /ND |
| SE LAND, ME LAND  |                  | rpe - UNK/NR ]  | Make/Model-<br>Instrument- | 440         | Last 30                  | Days- UN   | K/ NK<br>4 |
|   | Africiant Ty     |   | Multi-Eng -                |             | Last st                  | Juays      | 4          |
|   |                  | ''  | arti Eng                   | 2000        |                          |            |            |
| Instrument Rating(s) - NONE   |                  |   |                            |             |                          |            |            |
| -Narrative ING A CROSS COUNTRY FLIGHT THE PILOT SWITC TING BUT COULD NOT RESTART THE ENGINE. DUR NTENANCE PERSONNEL STATED THE ENGINE WAS F VENTED CLEARING THE ENGINE. | ING THE FORCED L | ANDING THE AIRCRA   | AFT COLLIDED V             | VITH A STE  | L FENCE.                 |            |            |

File No. - 1213 6/11/82 SOMERVILLE,TX A/C Reg. No. N40416 Time (Lc1) - 1030 CDT

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

Finding(s)

1. FUEL SYSTEM - OTHER

2. FUEL TANK SELECTOR POSITION - SELECTED - PILOT IN COMMAND

3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

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

|  |  |                           |          |                   | uries        |           |             |
|--|--|---------------------------|----------|-------------------|--------------|-----------|-------------|
| Type Operating Certificate-NONE (GENER             |  | rcraft Damage<br>ESTROYED |          | Fatal             | r None       |           |             |
| Type of Operation -PERSONAL                        | Fir                                    |                           | Crew     | 0                 | Serious<br>O | Mino<br>O |             |
| Flight Conducted Under -14 CFR 91                  | N                                      | DNE                       | Pass     | 0                 | 0            | 0         | 1           |
| Accident Occurred During -LANDING                  |  |                           |          |                   |              |           |             |
| ircraft Information                                |  |                           |          |                   |              |           |             |
| Make/Model - I.C.A. BRASOV-ROMANIA                 |  |                           |          |                   |              |           | ed - NO -N, |
| Landing Gear - N/A<br>Max Gross Wt - 727           | Number Engines                         | - N/A<br>- N/A            |          |                   | Warning      |           | - UNK/NR    |
| No. of Seats - 2                                   | 9,                                     | Rated Power - N/A         |          |                   | er Radar     | - NU      |             |
| NO. Of SeatS - 2                                   | kated Power                            | - N/A                     |          |                   |              |           |             |
| nvironment/Operations Information                  |  |                           |          |                   |              |           |             |
| leather Data                                       | Itinerary                              |                           |          | Airport P         |              |           |             |
| Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A | NG Last Departure F<br>SAME AS ACC/IN  |                           |          | UFF AIR           | PORT/STR     | l P       |             |
| Completeness - N/A                                 | Destination                            | VC                        |          | Airport Da        | +-           |           |             |
| Basic Weather - VMC                                | LOCAL                                  |                           |          | A II POI C DE     | ıta          |           |             |
| Wind Dir/Speed- 180/005 KTS                        | EGGAL                                  |                           |          | Runwa∨            | Ident        | - UNK/N   | R           |
| Visibility - 30.0 SM                               | ATC/Airspace                           |                           |          |                   | Lth/Wid      |           |             |
| Cloud Conditions(1st) - NONE                       | Type of Flight F                       | lan - NONE                |          |                   | Surface      |           |             |
| Cloud Conditions(2nd) - NONE                       | Type of Clearand                       | ce - NONE                 |          | Runway            | Status       | - ROUGH   |             |
| Obstructions to Vision- NONE                       | Type Approach F                        | lown - NONE               |          |                   |              |           |             |
| Precipitation - NONE                               | •                                      |                           |          |                   |              |           |             |
| Condition of Light - DAYLIGHT                      |  |                           |          |                   |              |           |             |
| ersonnel Information                               |  |                           |          |                   |              |           | (,          |
| Pilot-In-Command                                   | Age - 57                               |                           |          |                   |              | MO MAINE  | RS/LIMIT    |
| <pre>Certificate(s)/Rating(s)     PRIVATE</pre>    | Biennial Flight Review<br>Current - YE | v<br>ES Total             | _        | t Time (Ho<br>215 |              | 24 Hrs -  | LINIZ /ND   |
| PRIVATE  | Months Since - 12                      | 2 Make/Mo                 |          | 215               |              |           |             |
|  | Aircraft Type - UN                     | JK/NR Instrum             |          | 0                 |              |           |             |
| GLIDER   | Arrorare Type of                       | 1115 67 4111              | Circ     | Ü                 | EGO!         | oo baye   | J           |
| Instrument Rating(s) - NONE                        |  | •                         |          |                   |              |           |             |
| (anno+ivo  |  |                           |          |                   |              |           |             |
| arrative<br>AILPLANE WAS TOWED TO ABOUT 200 FT AGL | WHEN THE TOW DODE SERADA               | אדבה ששבא דשב פי          | INT DEA  | 1 T 7 E D WE 1    | AS IINAPI    | T T O     |             |
| N TO THE AIRPORT HE ATTEMPTED A LANDING            |  |                           |          |                   |              |           |             |
| HEELED.  | a neona a niven ecate. II              | it this will stro         | J., 111L |                   | AIROI        | 101 1     |             |

File No. - 1245 6/13/82 EL PASO,TX A/C Reg. No. N51842 Time (Lc1) - 1330 MDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. GLIDER LAUNCH/TOW EQUIPMENT - FAILURE, TOTAL ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. 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 Factor(s) relating to this accident is/are finding(s) 2

| File No 1247 6/13/8                                 | 32 FORT WORTH,TX         | A/C Reg. No.                       | N9419B         | T                                     | ime (Lc1)  | - 1715 C | DT<br>   |
|---|--------------------------|------------------------------------|----------------|---------------------------------------|------------|----------|----------|
| Basic Information<br>Type Operating Certificate-NO  | DNE (GENERAL AVIATION)   | Aircraft Damag                     |                |                                       | Inju       |          |          |
| Tuna of Omenation Dr                                | T D C CONTAIL            | SUBSTANTIAL                        |                | atal                                  | -          |          |          |
| Type of Operation -PE<br>Flight Conducted Under -14 | RSUNAL                   | Fire<br>NONE                       | Crew<br>Pass   | 0                                     | 0          | 0        | 1 2      |
| Accident Occurred During -LA                        |                          |                                    | Pass           | •                                     | U          | 1        |          |
| Aircraft Information                                | -                        |                                    |                |                                       |            |          |          |
| Make/Model - CESSNA 175                             |                          | ke/Model - CONTINENT               |                |                                       |            |          |          |
| Landing Gear - TRICYCLE-FIXE<br>Max Gross Wt - 2350 |                          |                                    | TING CARRUPETO |                                       | l Warning  | System - | YES      |
| No. of Seats - 4                                    |                          | Type - RECIPROCA<br>Power - 175 HP |                | < weat                                | ner kadar  | - NU     |          |
| Environment/Operations Informations                 |                          |                                    | 4.             |                                       |            |          |          |
| Weather Data  | Itinerary                |                                    | А              |                                       | Proximity  | 5        |          |
| Wx Briefing - NO RECORD (                           |                          | parture Point                      |                | OFF AT                                | RPORT/STRI | Р        |          |
| Method - N/A<br>Completeness - N/A                  |                          | GIRARDEAU, MO                      | <b>.</b>       |                                       | - 4 -      |          |          |
| Basic Weather - VMC                                 | Destinat                 | WORTH,TX                           | ATI            | port D                                | ata        |          |          |
| Wind Dir/Speed- 220/006 KTS                         |                          | WURIH, IX                          |                | Bunyay                                | Ident      | - UNK/NR |          |
| Visibility - 7.0 SM                                 |                          | 300                                |                |                                       | Lth/Wid    |          |          |
| Cloud Conditions(1st) - 40                          |                          |                                    |                |                                       | Surface    |          |          |
| Cloud Conditions(2nd) - 250                         |                          |                                    |                |                                       |            | - DRY    |          |
| Obstructions to Vision- NON                         |                          | proach Flown - NONE                |                | · · · · · · · · · · · · · · · · · · · | 5 14 145   | 5        |          |
| Precipitation - NON                                 | , ,                      | proder remit                       |                |                                       |            |          |          |
| Condition of Light - DAY                            |                          |                                    |                |                                       |            |          |          |
| Personnel Information Pilot-In-Command              | Age - 43                 | M                                  | 1 Certificate  | \/A  TD                               | MEDICAL N  | O WATVED | C/LYMIT  |
| Certificate(s)/Rating(s)                            |                          | th+ Poviow                         | Flight         |                                       |            | O WAIVER | 3/ LIMII |
| COMMERCIAL, CFI                                     | Current                  | ht Review<br>- YES To              | tal - 17:      |                                       |            | 4 Hrs -  | 7        |
| SE LAND. ME LAND                                    | Months S                 |                                    | ke/Model- 2    | 20<br>5 <b>9</b>                      | Last 3     | O Davs-  |          |
| SE ENID, ME CHIE                                    | Aircraft                 | Type - UNK/NR In                   | strument- 2    |                                       | Last 9     | O Days-  | 60       |
|   | A11 61 61 1              |                                    | lti-Eng -      |                                       |            | ,.       |          |
| Instrument Rating(s) - A                            | AIRPLANE                 |                                    |                |                                       |            |          |          |
|   |                          |                                    |                |                                       |            |          |          |
| -Narrative  |                          |                                    |                |                                       |            |          |          |
| -Narrative<br>[NG A GO-AROUND THE AIRCRAFT'S [      | ENGINE QUIT. THE PILOT A | TEMPTED AN OFF-AIRPO               | RT EMERGENCY L | ANDING:                               | HOWEVER.   |          |          |

File No. - 1247 6/13/82 FORT WORTH, TX A/C Req. No. N9419B Time (Lc1) - 1715 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - ATTEMPTED - PILOT IN COMMAND 4. PLANNED APPROACH - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION 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) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

| Type of Operation -PERSONAL Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  | File No 1259 6/17/82 AMARIL   | LO,TX A/C R  | eg. No. N2270T                 | T<br>  | ime (Lc1)                                 | - 1500 CDT                |                |
|--|---|--|--------------------------------|--|---|---------------------------|----------------|
| -Aircraft Information Make/Model - CESNA A185E Landing Gear - AMPHIBIAN Max Gross Wt - 3300 No. of Seats - 6 No. of Seats | Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91   | SUBSTA<br>Fire   | NTIAL Crew                     | 0  | Serious<br>O                              | Minor<br>1                | None<br>O<br>O |
| Weather Data WX Briefing - ND RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/017 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 4000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- Precipitation - RAIN Condition of Light - DAYLIGHT  Certificate(s)/Rating(s) PRIVATE SE LAND, SE SEA  Method - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Destination Destination Airport Proximity ON AIRSTRIP Airport Droximity ON AIRSTRIP Airport Data Airport Data FARM STRIP Runway Ident - UNK/NR PRUNWay Ident - UNK/NR FARM STRIP Runway Ident - UNK/NR PRUNWay Status - GRASS/TURF Type of Flight Plan - NONE Type of Flight Plan - NONE Type Approach Flown - NONE Precipitation - RAIN Condition of Light - DAYLIGHT  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) FIght Time (Hours) Last 24 Hrs - UNK/NR Make/Model - 789 Last 30 Days - UNK/NR Make/Model - 789 Last 30 Days - UNK/NR   | -Aircraft Information<br>Make/Model - CESSNA A185E<br>Landing Gear - AMPHIBIAN<br>Max Gross Wt - 3300   | Number Engines - 1<br>Engine Type - RE   | CIP - FUEL INJECTE             | Stal   | 1 Warning                                 | System - U                |                |
| Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 2500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 34 Make/Model- 789 Last 30 Days- UNK/NR   | Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/017 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 4000 FT BROKE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - RAIN | Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace N Type of Flight Plan Type of Clearance | - NONE<br>- NONE               | ON AIR Airport D FARM S Runway Runway Runway | STRIP  ata  TRIP  Ident  Lth/Wid  Surface | - 1200 -UI<br>- GRASS/TUI |                |
| Instrument Rating(s) - NONE  | Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA   | Biennial Flight Review<br>Current - YES<br>Months Since - 34   | Flig<br>Total -<br>Make/Model- | ht Time (H<br>2500<br>789                    | ours)<br>Last 2<br>Last 30                | 4 Hrs - UN<br>O Days- UN  |                |

| File No 12                                     | 59 6/17/82 AMARILLO,TX  | A/C Reg. No. N2270T                  | Time (Lc1) - 1500 CDT |
|--|---|--------------------------------------|-----------------------|
|  | LOSS OF CONTROL - IN FLIGHT<br>LANDING - FLARE/TOUCHDOWN        |                                      |                       |
| Finding(s) 1. WEATHER CONDITI 2. FLIGHT CONTRO | ON - GUSTS<br>LS - IMPROPER USE OF - PILOT IN COMM              | MAND                                 |                       |
|  | DRAGGED WING, ROTOR, POD, OR FLOAT<br>LANDING - FLARE/TOUCHDOWN | т                                    |                       |
| Finding(s) 3. TERRAIN CONDITI                  | ON - SOFT   |                                      |                       |
|  | NOSE OVER<br>LANDING - FLARE/TOUCHDOWN                          |                                      |                       |
| Probable Cause                                 |   |                                      |                       |
| The National Transpois/are finding(s) 2        | rtation Safety Board determines tha                             | t the Probable Cause(s) of this acci | dent                  |
| Factor(s) relating t                           | o this accident is/are finding(s) 1                             | , 3                                  |                       |

| File No 1321 6/28/82 PARI  | S,TX   | A/C Reg. No.                                     | N79831                                | т                      | ime (Lc1) -                               | 1815 CDT     |                 |
|--|--|--|---------------------------------------|------------------------|---|--------------|-----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENER,   | AL AVIATION)   | Aircraft Damage<br>SUBSTANTIAL                   |                                       | Fatal                  | Injur<br>Seriou <b>s</b>                  | ies<br>Minor | None            |
| Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91. Accident Occurred During -LANDING   |  | Fire<br>NONE                                     | Crew<br>Pass                          | 0                      | 0   | 1<br>0       | 0               |
| -Aircraft Information Make/Model - MOONEY M20E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4  | Number Engi  | - RECIP - FU                                     |                                       | Stal                   | Installed/A<br>1 Warning S<br>her Radar - | ystem - Y    |                 |
| -Environment/Operations Information `Weather Data  | Itinerary<br>Last Departu<br>DALLAS NOR                            |  |                                       |                        | Proximity<br>RPORT/STRIP                  |              |                 |
| Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- 150/010 KTS<br>Visibility - 50.0 SM  | Destination<br>FAYETTEVIL<br>ATC/Airspace                          | LE,AR  |                                       |                        |   | N/A<br>N/A   |                 |
| Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  | Type of Clea   | ht Plan - NONE<br>rance - NONE<br>h Flown - NONE |                                       |                        | Surface -<br>Status -                     | N/A<br>N/A   |                 |
|  | Age - 55   |  |                                       |                        | MEDICAL-WA                                | IVERS/LIM    | <br>IT          |
| Certificate(s)/Rating(s) PRIVATE SE LAND   | Biennial Flight Re<br>Current<br>Months Since<br>Aircraft Type     | - YES Tot<br>- 13 Mak                            | Fligh<br>al -<br>e/Model-<br>trument- | 1200                   | Last 24<br>Last 30                        | Days- UN     | 3<br>K/NR<br>28 |
| Instrument Rating(s) - NONE  |  |  |                                       |                        |   |              |                 |
| -Narrative DUT 20 MIN AFTER TAKEOFF, THE PILOT NOTICES THEN CHECKED OIL PRESSURE AND IT WAS NEAR CRAFT WAS SUBSTANTIALLY DAMAGED. AN INVES N BUMPED INTO THE ENGINE COMPARTMENT UNTIL NOT APPROVED, BUT WAS DESIGNED FOR AN AUTO | ZERO. HE SHUT DOWN<br>TIGATION REVEALED TH<br>_ THE OIL WAS EXHAUS | THE ENGINE, AND<br>AT THE OIL FILTE              | DURING A FO<br>R SEAL HAD             | RCED LAND<br>FAILED AN | ING, THE<br>D OIL HAD                     |              |                 |

File No. - 1321 6/28/82 A/C Reg. No. N79831 PARIS, TX Time (Lc1) - 1815 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL SEAL - IMPROPER 2. INSTALLATION - IMPROPER - COMPANY/OPERATOR MGMT 3. FLUID, OIL - LEAK 4. FLUID, OIL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

| File No 1355 5/01/82 HANK   | KSVILLE,UT  | A/C Reg. N                                   | o. N6032Q                                  | Т                        | ime (Lc1)          | - 1309 MDT |                     |
|---|---|--|--|--------------------------|--------------------|------------|---------------------|
| Basic Information Type Operating Certificate-NONE (GENER  | RAL AVIATION)   | Aircraft Dam SUBSTANTIAL                     |  |                          | Inju<br>Serious    |            | None                |
| Type of Operation -PERSONAL   |   | Fire   | Crew                                       | Fata⊦<br>O               | 5er 10us<br>0      | MITIOT:    | 1                   |
| Flight Conducted Under -14 CFR 91   |   | NONE   | Pass                                       | 0                        | 0                  | 0          | 2                   |
| Accident Occurred During -LANDING   |   |  |  | _                        | -                  | Ŭ          | -                   |
| Aircraft Information Make/Model - MOONEY M2OE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4  | Eng Make/Mod<br>Number Engin<br>Engine Type<br>Rated Power        | el - LYCOMIN<br>es - 1                       | G <sub>,</sub> IO-360-A1A<br>FUEL INJECTED | ELT<br>Sta1              |                    | System - Y | - YES-UNK/NR<br>'ES |
| Environment/Operations Information  |   |  |  |                          |                    |            |                     |
| Weather Data  | Itinerary   |  |  | Airport                  | Proximity          |            |                     |
| Wx Briefing - FSS   | Last Departur   | e Point                                      |  | ON AIR                   | •                  |            |                     |
| Method - IN PERSON  | GRAND JUNCT   | ION,CO                                       |  |                          |                    |            |                     |
| Completeness - FULL   | Destination   |  |  | Airport D                |                    |            |                     |
| Basic Weather - VMC   | GLEN CANYON   | ,UT  |  |                          | OG BASIN           |            |                     |
| Wind Dir/Speed- 210/007 KTS<br>Visibility - 30.0 SM   | ATO /A :  |  |  | ,                        |                    | - 19       | 40                  |
| Cloud Conditions(1st) - 7000 FT SCA   | ATC/Airspace  | t Dlan - NON                                 | F  |                          | Lth/Wid<br>Surface |            | 40                  |
| Cloud Conditions(2nd) - NONE  | Type of Clear   |  |  |                          |                    | - DRY      |                     |
| Obstructions to Vision- NONE  | Type Approach   |  |  |                          |                    |            |                     |
| Precipitation - NONE  |   |  |  |                          |                    |            |                     |
| Condition of Light - DAYLIGHT   |   |  |  |                          |                    |            |                     |
| Personnel Information   |   |  |  |                          |                    |            |                     |
| Pilot-In-Command  | Age - 50  |  | cal Certificat                             |                          |                    | AL         |                     |
| Certificate(s)/Rating(s)  | Biennial Flight Rev   |  |  | nt Time (F               |                    | 4 11       | 0                   |
| PRIVATE<br>SE LAND  |   |  | Total -                                    |                          | Last 2.<br>Last 30 |            | 0<br>0              |
| SE CAND   | Months Since -<br>Aircraft Type -                                 | UNK/NR                                       | Instrument-                                | 0                        | Last 9             | O Days-    | 20                  |
| Instrument Rating(s) - NONE   |   |  |  |                          |                    |            |                     |
| Narrative   |   |  |  |                          |                    |            |                     |
| THE PILOT STATED THAT DURING THE LANDING TOU<br>ENCOUNTERED AND THE PLANE VEERED TO THE LEFT<br>PLANE WAS TRACKING BACK TO THE RUNWAY, WHEN<br>PLANE VEERED BACK TO THE LEFT, HIT ANOTHER F<br>THE OTHER TWO LANDING GEAR FAILED. THE ELEVA | T. THE PILOT REPORTED THE LEFT GEAR STRUCK RUNWAY MARKER, AND THE | THAT HE HAD<br>A RUNWAY MARI<br>N HIT A FENC | APPLIED CORREC                             | CTIVE ACTI<br>D. SUBSEQU | ON, AND THE        |            |                     |
|   |   |  |  |                          |                    |            |                     |

| File No 135                                | 55 5/01/82  | HANKSVILLE,UT                                  | A/C Reg. No. N6032Q                | Time (Lc1) - 1309 MDT |
|--|---|--|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation        | LOSS OF CONTROL<br>LANDING - FLARE/                                     | - ON GROUND<br>TOUCHDOWN                       |                                    |                       |
|  | ON - CROSSWIND<br>ON - GUSTS<br>R WIND CONDITIONS<br>FROL - NOT MAINTAI | - IMPROPER - PILOT IN<br>NED - PILOT IN COMMAN |                                    |                       |
| Occurrence #2<br>Phase of Operation        | ON GROUND COLLIS  | ION WITH OBJECT                                |                                    |                       |
| Finding(s) 7. OBJECT - RUNWAY              | LIGHT   |  |                                    |                       |
| Occurrence #3<br>Phase of Operation        | COMPLETE GEAR CO  | DLLAPSED                                       |                                    |                       |
| Finding(s)<br>8. LANDING GEAR - 0          | OVERLOAD  |  |                                    |                       |
| Probable Cause                             |   |  | :                                  |                       |
| The National Transports/are finding(s) 4,5 |   | ard determines that th                         | ne Probable Cause(s) of this accid | ent                   |
| Factor(s) relating to                      | this accident is  | /are finding(s) 2,3,7                          |                                    |                       |

| File No 1286 5/13/82 PROVO                                | ,UT                | A/C Reg. No             | o. N5381N     |           | Time (Lcl) | - 2200 MD   | T       |
|---|--------------------|-------------------------|---------------|-----------|------------|-------------|---------|
| Basic Information Type Operating Certificate-NONE (GENERA | L AVIATION)        | Aircraft Dama           | age           |           | Inj        | uries       |         |
|   |                    | SUBSTANTIAL             | •             | Fatal     | Serious    | Minor       | None    |
| Type of Operation -PERSONAL                               |                    | Fire                    | Crew          | 0         | 0          | 0           | 1       |
| Flight Conducted Under -14 CFR 91                         |                    | NONE                    | Pass          | 0         | 0          | 0           | 2       |
| Accident Occurred During -LANDING                         |                    |                         |               |           |            |             |         |
| Aircraft Information                                      |                    |                         | ,             |           |            |             |         |
| Make/Model - CESSNA 182Q                                  | Eng Make/Mo        | odel - CONTINE          | NTAL 0-470-U  | ELT       | Installed  | I/Activated | - YES/N |
| Landing Gear - TRICYCLE-FIXED                             | Number Eng         | ines - 1                | Ì             | Sta       |            | System -    | YES     |
| Max Gross Wt - 3112                                       | Engine Type        | - RECIPRO               | CATING-CARBUR | ETOR Wea  | ther Radar | - NO        |         |
| No. of Seats - 4  | Rated Power        |                         |               |           |            |             |         |
| Environment/Operations Information                        |                    |                         |               |           |            |             |         |
| Weather Data  | Itinerary          |                         |               | Airport   | Proximity  | ,           |         |
| Wx Briefing - NO RECORD OF BRIEFING                       | Last Departu       | ure Point               |               | ON AI     | RPORT      |             |         |
| Method - N/A  | SAN JOSE, O        | CA                      |               |           |            |             |         |
| Completeness - N/A  | Destination        |                         |               | Airport   | Data       |             |         |
| Basic Weather - VMC                                       | PROVO.UT           |                         |               | PROVO     | MUNICIPAL  |             |         |
| Wind Dir/Speed- 050/010 KTS                               | ·                  |                         | 1             | Runwa     | y Ident    | - 31        |         |
| Visibility - 30.0 SM                                      | ATC/Airspace       |                         |               | Runwa     | y Lth/Wid  | - 7092/     | 150     |
| Cloud Conditions(1st) - NONE                              | Type of Flig       | ght Plan - VFR          |               | Runwa     | y Surface  | - ASPHALT   |         |
| Cloud Conditions(2nd) - NONE                              | Type of Clea       | arance - NONI           | <b>.</b>      | Runwa     | y Status   | - DRY       |         |
| Obstructions to Vision- NONE                              | Type Approac       | ch Flown - NONI         | <b>E</b>      |           |            |             |         |
| Precipitation - NONE                                      |                    |                         |               |           |            |             |         |
| Condition of Light - NIGHT (DARK)                         |                    |                         |               |           |            |             |         |
| Personnel Information                                     |                    |                         |               |           |            |             |         |
| Pilot-In-Command  | Age - 23           | Medio                   | cal Certifica | te - VALI | D MEDICAL- | WAIVERS/LI  | MIT     |
| Certificate(s)/Rating(s)                                  | Biennial Flight Re | Medio<br>eview<br>- YES | Flig          | ht Time ( | Hours)     |             |         |
| PRIVATE   | Current            | - YES                   | Total -       | 1585      | Last       | 24 Hrs -    | 50      |
| SE LAND   | Months Since       | - 18 I                  | Make/Model-   |           | Last       |             | 0       |
|   | Aircraft Type      | - UNK/NR                | Instrument-   | 0         | Last       | 90 Days-    | 141     |
| Instrument Rating(s) - NONE                               |                    |                         |               |           |            |             |         |
|   |                    |                         |               |           |            |             |         |

File No. - 1286 5/13/82 PROVO,UT A/C Reg. No. N5381N Time (Lc1) - 2200 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - GROUND ----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) 3,5

# Brief of Accident

| File No 1338 5                | /20/82 GATE     | CITY, VA          | A/C Reg. I                         | No. N5002X             | ד            | ime (Lc1) -  | - 1130 EDT     | -                                       |
|-------------------------------|-----------------|-------------------|------------------------------------|------------------------|--------------|--------------|----------------|---|
| Basic Information             |                 |                   |                                    |                        |              |              |                |   |
| Type Operating Certifica      | te-NONE (GENERA | L AVIATION)       | Aircraft Da                        | mage                   |              | Injur        | ries           |   |
|                               |                 |                   | DESTROYED                          |                        | Fatal        | Serious      | Minor          | None                                    |
| Type of Operation             | -EXTERNAL LOA   | \D                | Fire                               | Cr                     | ew O         | 1            | 0              | 0                                       |
| Flight Conducted Under        | -14 CFR 133     |                   | NONE                               | Pa                     | ss O         | 0            | 0              | 0                                       |
| Accident Occurred During      |                 | •                 |                                    |                        |              |              |                |   |
| Aircraft Information          |                 |                   |                                    |                        |              |              |                |   |
| Make/Model - BELL 206         | В               | Eng Make/         | Model - ALLISO                     | V 250-C20B             | ELT          | Installed/A  | Activated      | - NO -N/                                |
| Landing Gear - SKID           | _               |                   | ngines - 1                         |                        |              | 1 Warning S  |                |   |
| Max Gross Wt - 3025           |                 |                   | /pe - TURBOSI                      | ⊣ΛFT                   |              | her Radar    |                | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, |
| No. of Seats - 3              |                 | Rated Pow         | ·                                  |                        | wea .        | rici nadai   | Orany ran      |   |
|                               | ormation        |                   |                                    |                        |              |              |                |   |
| Weather Data                  | or ma crom      | Itinerary         |                                    |                        | Airport      | Proximity    |                |   |
|                               | ORD OF BRIEFING |                   | rture Point                        |                        | •            | RPORT/STRIF  | 5              |   |
| Method - N/A                  | OKO OI BKIELING | GATE CIT          |                                    |                        | UFF A1       | .KPUKI/SIKIF |                |   |
| Completeness - N/A            |                 | Destination       | •                                  |                        | Airport [    | 12+2         |                |   |
| Basic Weather - VMC           |                 | LOCAL             | 1                                  |                        | Allpoit      | ata          |                |   |
| Wind Dir/Speed- 150/00        | 5 KTS           | LOCAL             |                                    |                        | Punway       | / Ident -    | - N/A          |   |
| · · · ·                       | SM              | ATC/Airspace      |                                    |                        |              | / Lth/Wid -  |                |   |
| Cloud Conditions(1st)         |                 |                   | :<br>light Plan - NO               | NE.                    |              | Surface      |                |   |
| Cloud Conditions(2nd)         |                 |                   |                                    |                        | ,            |              | - N/A<br>- N/A |   |
| Obstructions to Vision        |                 |                   | learance - NOI<br>bach Flown - NOI |                        | Rullway      | / Status -   | N/A            |   |
|                               | - NONE          | Type Appro        | Dach Flown - No                    | VE.                    |              |              |                |   |
| Condition of Light            |                 |                   |                                    |                        |              |              |                |   |
|                               |                 |                   |                                    |                        |              |              |                |   |
| Personnel Information         |                 |                   |                                    |                        |              |              |                |   |
| Pilot-In-Command              |                 | Age - 35          | Med                                | ical Certifi           | cate - VALID | MEDICAL-WA   | AIVERS/LIM     | fΙΤ                                     |
| Certificate(s)/Rating(s       | )               | Biennial Flight   |                                    | F1                     | ight Time (F | Hours)       |                |   |
| COMMERCIAL                    |                 | Current           | - YES                              | Total -<br>Make/Model- | 4522         | Last 24      | 4 Hrs -        | 1                                       |
| SE LAND                       |                 | Months Since      | 9 - 2                              | Make/Model-            | 803          | Last 30      | Davs- UN       | IK/NR                                   |
| HELICOPTER                    |                 |                   | oe - UNK/NR                        | Instrument-            | UNK/NR       | Last 90      | Davs-          | 67                                      |
|                               |                 | ,,,,              | 2,                                 | Multi-Eng -            | 30           | Rotòrc       | raft -         | 4300                                    |
| Instrument Rating(s)          | - ATRPLANE      |                   |                                    |                        |              |              |                |   |
| That differ Rating(s)         | AIRFLANL        |                   |                                    |                        |              |              |                |   |
| Narrative                     |                 |                   |                                    |                        |              |              |                |   |
| HIS WAS AN EXTERNAL LOAD OPER | ATION TO MOVE S | EISMOGRAPHIC OIL  | EXPLORATION EQ                     | JIPMENT. THE           | PILOT FLEW   | TO THE       |                |   |
| DADING ZONE WITH A 150 FT CAB | LE AND AN ALUMI | NUM BUCKET. AFTER | R ARRIVING, HE                     | LOWERED THE            | BUCKET AND H | OVERED WHIL  | _E             |   |
| HE BUCKET WAS LOADED. THE PIL | OT THEN LIFTED  | THE LOADED BUCKET | TO ABOUT 40 F                      | T AGL, AT AB           | NIT TAHT TUO | ME. HE       |                |   |
| RANSMITTED THAT HE HAD A PROB |                 |                   |                                    |                        |              |              |                |   |
| ROM ITS PICKUP POINT AND THE  |                 |                   |                                    |                        |              |              | TREE.          |   |
| HEN CRASH INTO THE GROUND ABO |                 |                   |                                    | •                      |              |              |                |   |
| T CAME TO REST AT THE BOTTOM  |                 |                   |                                    |                        |              |              | ND             |   |
| ELEASED. AN EXAMINATION REVEA |                 |                   |                                    |                        |              |              |                |   |
| NGINE WAS VERIFIED.           | LLD NO FRECRASE | MALI GNOTION OF I | THE FEIGHT CONTI                   | NOLS AND NO            | MECHANICAL I | AILUKL UP    | 1116           |   |
| NGTINE WAS VERIFIED.          |                 |                   |                                    |                        |              |              |                |   |
|                               |                 | DAGE              |                                    |                        |              | <b></b>      |                | <b></b>                                 |

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| File No 13  | 338 5/20/82             | GATE CITY, VA           | A/C Reg. No. N5002X              | Time (Lc1) - 1130 EDT |
|---|-------------------------|-------------------------|----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation               |                         |                         |                                  |                       |
| Finding(s) 1. UNDETERMINED                        |                         |                         |                                  |                       |
| Occurrence #2<br>Phase of Operation               | FORCED LANDING APPROACH |                         |                                  |                       |
| Finding(s)  2. AUTOROTATION -  3. LOAD JETTISON - |                         | IN COMMAND              |                                  |                       |
| Occurrence #3<br>Phase of Operation               |                         | SION WITH OBJECT        | •                                |                       |
| Finding(s) 4. OBJECT - TREE(S                     |                         |                         |                                  |                       |
| Occurrence #4<br>Phase of Operation               | DESCENT - UNCONT        | TROLLED                 |                                  |                       |
| Probable Cause                                    |                         |                         |                                  |                       |
| The National Transpo                              | ortation Safety Boa     | ard determines that the | Probable Cause(s) of this accide | ent                   |
| Factor(s) relating t                              | o this accident is      | s/are finding(s) 3.4    |                                  |                       |

| File No 1285 5/2   | 2/82 LEXING   | TON, VA A/C Re   | eg. No. N8981P                                 | T  | ime (Lc1) -                             | - 1300 EDT                        |       |
|--|---|--|--|--|---|-----------------------------------|-------|
| -Basic Information<br>Type Operating Certificate   | -NONE (GENERAL                                      | AVIATION) Aircraft<br>SUBSTAN  |  | Fatal  | Injur<br>Serious                        |                                   | None  |
| Type of Operation Flight Conducted Under Accident Occurred During  |   | Fire NONE  | Crew<br>Pass                                   | 0  | 0                                       | 0                                 | 1 0   |
| -Aircraft Information<br>Make/Model - PIPER 24-2<br>Landing Gear - TRICYCLE-R<br>Max Gross Wt - 3200<br>No. of Seats - 4   |   |  | COMING TIO-540<br>CIP - FUEL INJECTE<br>310 HP | Stal<br>D Weat   | Installed//<br>l Warning S<br>her Radar | System - UM<br>- UNK/NR           | IK/NR |
| -Environment/Operations Informations Under Weather Data  Wx Briefing - NO RECORMATE - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 005/003 Visibility - 3.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision-Precipitation - Condition of Light - Information - Inf | O OF BRIEFING  KTS SM 1000 FT BROKEN NONE HAZE NONE | Itinerary Last Departure Point MT. EMPIRE,VA Destination LOCAL  ATC/Airspace N Type of Flight Plan - Type of Clearance - Type Approach Flown - | NONE   | Airport<br>ON AIR<br>Airport D<br>L.B. G<br>Runway<br>Runway<br>Runway | Proximity<br>STRIP<br>ata<br>LIDERPORT  | - 21<br>- 1500 -UN<br>- GRASS/TUF | ik/nr |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND   |   | Age - 52<br>Biennial Flight Review<br>Current - YES<br>Months Since - UNK/NR<br>Aircraft Type - UNK/NR   | Total -<br>Make/Model-                         | ht Time (H   |   | •                                 |       |
| <pre>Instrument Rating(s)</pre>  | - AIRPLANE  |  |  |  |   |                                   |       |
| Narrative<br>E AIRCRAFT OVERRAN A 1500 WET,<br>LLISION COLLAPSED THE LANDING<br>GREES AT 5 TO 10 KNOTS.  |   |  |  |  |   | 180                               |       |

| File No 12                          | 85 5/22/82 LEXINGTON, V   | /A A/C Reg. No. I              | N8981P Time (L  | .cl) - 1300 EDT |
|-------------------------------------|---|--------------------------------|-----------------|-----------------|
| Occurrence #1<br>Phase of Operation |   |                                |                 |                 |
| 3. TERRAIN CONDITI                  | ACH - IMPROPER - PILOT IN COMMA<br>ON - DOWNHILL<br>OT PERFORMED - PILOT IN COMMAND |                                |                 |                 |
| Occurrence #2<br>Phase of Operation | ON GROUND COLLISION WITH TERF   | RAIN                           |                 |                 |
| Finding(s) 5. TERRAIN CONDITE       | ON - DITCH  | ·                              | ·               |                 |
| Occurrence #3<br>Phase of Operation | COMPLETE GEAR COLLAPSED   |                                |                 |                 |
| Probable Cause                      |   |                                |                 |                 |
| The National Transpo                | rtation Safety Board determines   | s that the Probable Cause(s) o | f this accident |                 |

is/are finding(s) 2,4

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

| File No 1202 12/07  | 7/82 CHANTILLY,VA  | A/C Reg. No. N   | 1126AV   | Time (Lc1) -  | 1700 ES1                                | 7              |
|---|--|--|--|---|---|----------------|
| Type of Operation -   | COMMMUTER<br>-SCHEDULED,DOMESTIC,PASSENGER<br>-14 CFR 135  | Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE   | Fatal<br>Crew O<br>Pass O  | Injur<br>Serious<br>O<br>O  | ies<br>Minor<br>O                       | None<br>2<br>4 |
| -Aircraft Information Make/Model - SWEARINGEN Landing Gear - TRICYCLE-RE Max Gross Wt - 10062 No. of Seats - 22   | SA-226TC Eng Make/M  |  | Stal   | Installed/A<br>Il Warning S<br>ther Radar -                                 | ystem - Y                               | •              |
|   | Itinerary Last Depart NORFOLK, Destination CHANTILLY (TS SM ATC/Airspace 4900 FT BROKEN Type of Fli  | VA<br>V.VA   | ON AIF<br>Airport E<br>DULLES<br>Runway<br>Runway<br>Runway  | Data<br>S INTL<br>y Ident -<br>y Lth/Wid -<br>y Surface -                   | •                                       |                |
| -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND  | Age - 26<br>Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type  | Review<br>- YES Tota<br>- 5 Make<br>e - UNK/NR Inst  | Certificate - VALIC<br>Flight Time (H<br>II - 5497<br>e/Model- 1297<br>rrument- UNK/NR<br>:i-Eng - 5172          | dours)<br>Last 24<br>Last 30<br>Last 90                                     | Hrs -<br>Days-                          | 5<br>50<br>206 |
| T THE PLT EXPEDITE THE DESCENT<br>CAPTAIN STATED THAT HE DID NO<br>ICER STATED THAT HE DID NOT LO<br>N THE PROPELLERS BEGAN CONTACT<br>THAT TIME. AT NO TIME DID EITH | GIVEN VECTORS TO RWY O1L & CLE T THROUGH 3,000 FT. THE FIRST O OT SPECIFICALLY REMEMBER PLACIN OOK AT THE GEAR HANDLE OR INDIC TING THE RWY HE CHECKED THE GEAR HER CREW MEMBER HEAR THE GEAR U FAST WITH POWER LEVERS AT IDLE | OFFICER, WHO WAS FL<br>NG THE GEAR HANDLE<br>CATORS. THE ACFT LA<br>AR HANDLE TO CONFIR<br>JNSAFE WARNING HORN | YING THE ACFT, REQUENCED BY THOUGHT HE COME OF THE CAPTAIN STATE | JESTED THE G<br>E DID. THE F<br>CAPTAIN STAT<br>AY HAVE PUT<br>ED THAT BECA | EAR DOWN. IRST ED THAT IT DOWN USE MANY |                |

File No. - 1202 12/07/82 CHANTILLY, VA A/C Reg. No. N126AV Time (Lc1) - 1700 EST

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

Finding(s)

1. LANDING GEAR, GEAR WARNING SYSTEM - DISABLED

2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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

| File No 1331 6/20/82 WARRE  | N,VT   | A/C Reg.   | No. N97VY   |  | ime (Lc1) -   | 1030 EDT                |                       |
|---|--|--|---|--|---|-------------------------|-----------------------|
| Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  |  | Aircraft Da<br>SUBSTANTIA<br>Fire<br>NONE  | AL C  | Fatal<br>rew O<br>ass O  | Injur<br>Serious<br>O<br>O                                      | ries<br>Minor<br>O<br>O | None<br>1<br>1        |
| Aircraft Information Make/Model - I.C.A. BARASOV IS28B2 Landing Gear - N/A Max Gross Wt - 727 No. of Seats - 2  | Eng Make/Mod<br>Number Engin<br>Engine Type<br>Rated Power   | •  |   | Stal   | Installed/A<br>1 Warning S<br>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- 230/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT   | SAME AS ACC<br>Destination<br>LOCAL<br>ATC/Airspace  | /INC<br>t Plan - UN<br>ance - NO   | ONE   | ON AIF<br>Airport D<br>WARREN<br>Runway<br>Runway<br>Runway  | Data<br>N-SUGARBUSH<br>/ Ident -<br>/ Lth/Wid -<br>/ Surface -  |                         | 50<br>O <b>V</b> ERED |
| Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND GLIDER Instrument Rating(s) - NONE  | Age - 58<br>Biennial Flight Rev<br>Current -<br>Months Since -<br>Aircraft Type -  | iew<br>YES<br>1  | F   | - 0  | lours)<br>Last 24   | Days- UN                | O<br>JK/NR<br>O       |
| THE PILOT HAD LITTLE OR NO PREVIOUS FLIGHT TI AIRPORT LOCATED ON THE LEE SIDE OF THE SUGARE TURBULENT ROTOR NEAR THE AIRPORT AND THE SURF 1.5 HRS AFTER TAKEOFF, HE ENCOUNTER SIGNIFICAL LAND. WHILE TURNING FINAL, THE LIFT INCREASED THE GLIDER, BUT WAS STILL 200 FT TOO HIGH AT ALTITUDE WAS STILL HIGH, SO HE SLIPPED TO THE END OF THE RUNWAY, THEN OVERRAN AND HIT BUSHE BRAKE HANDLE WAS LOCATED, IN OTHER GLIDERS HE | BUSH MOUNTAINS. HE ST<br>ACE WINDS WERE FROM<br>NOT LIFT AND THEN A T<br>D AND HE USED WHAT HE<br>THE THRESHOLD, SO HE<br>E LEFT AND RIGHT. THE<br>S. THE PILOT STATED | ATED THAT A THE SOUTHWE URBULENT DE THOUGHT WA MADE A 360 GLIDER TOU THAT THE FE | A STRONG WES EST AT 10 GU ESCENT AS HE AS THE DIVE D DEGREE TUR JCHED DOWN F LAP HANDLE W | T WIND PRODUC<br>STING 20 KTS.<br>WAS MANEUVER<br>BRAKES. HE AL<br>N. AFTER THE<br>AST NEAR THE<br>AS LOCATED WH | CED A ABOUT RING TO SO SLIPPED TURN, THE DEPARTURE HERE THE DIV |                         |                       |

File No. - 1331 6/20/82 A/C Reg. No. N97VY WARREN, VT Time (Lc1) - 1030 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - MOUNTAIN WAVE 2. WEATHER CONDITION - GUSTS 3. SPEED BRAKES - NOT USED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 5. LOWERING OF FLAPS - INADVERTENT USE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4.5

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

| Basic Information Type Operating Certificate-NONE (GENERA                         | AVIATION) Aircraf                           | t Damage          |             | Injur   | ies         |      |
|---|---|-------------------|-------------|---|-------------|------|
| Type operating benefit toute None (delient  | SUBSTA                                      |                   | Fatal       | -   |             | None |
| Type of Operation -PERSONAL   | Fire  | Crew              |             | 0   | 0           | 1    |
| Flight Conducted Under -14 CFR 91   | NONE  | Pass              | 0           | 0   | 0           | 1    |
| Accident Occurred During -LANDING   |   |                   |             |   |             |      |
| Aircraft Information  |   |                   |             |   |             |      |
| Make/Model - PIPER PA-23-250  | Eng Make/Model - LY                         |                   | ELT :       | [nstalled/#                                       |             |      |
| Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200                           | Number Engines - 2<br>Engine Type - RE      | OID FUEL TALLECTE | Stal        | Warning S   | System - YE | :S   |
| No. of Seats - 6  | Rated Power -                               |                   | U weat      | ner kadar -                                       | · NU        |      |
|   | Rated Power -                               | 235 NP            |             |   | . <b></b>   |      |
| Environment/Operations Information<br>Weather Data                                | Itinanan                                    |                   | Airpont I   | On mark de la |             |      |
| Wx Briefing - NO RECORD OF BRIEFING   | Itinerary<br>Last Departure Point           |                   | Airport I   |   |             |      |
| Method - N/A  | TETERBORO, NJ                               |                   | UN AIR      | -UK I   |             |      |
| Completeness - N/A  | Destination                                 |                   | Airport Da  | ata   |             |      |
| Basic Weather - VMC   | LUDLOW, VT                                  |                   | SMITH       |   |             |      |
| Wind Dir/Speed- 360/005 KTS   |   |                   | Runway      | Ident -   | - 02        |      |
| Visibility - 20.0 SM  | ATC/Airspace                                |                   |             | Lth/Wid -   |             |      |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan                         |                   |             | Surface -   |             | ₹F   |
| Cloud Conditions(2nd) - NONE<br>Obstructions to Vision- NONE                      | Type of Clearance<br>Type Approach Flown    |                   | Runway      | Status -  | · DRY       |      |
| Precipitation - NONE  | Type Approach Flown                         | - NONE            |             |   |             |      |
| Condition of Light - DAYLIGHT   |   |                   |             |   |             |      |
| Personnel Information   |   |                   |             |   |             |      |
| Pilot-In-Command  | Age - 47                                    | Medical Certifica |             |   | WAIVERS/    | IMIT |
| Certificate(s)/Rating(s)  | Biennial Flight Review                      |                   | ht Time (Ho |   |             | _    |
| COMMERCIAL SE LAND ME LAND SE SEA   | Current - YES                               |                   | 1827        | Last 24   | Hrs -       | 2    |
| SE LAND, ME LAND, SE SEA  | Months Since - 13<br>Aircraft Type - UNK/NR |                   | 956         | Last 30   | Days- UNE   | 140  |
|   | ATTCTATE Type - UNK/NR                      | Multi-Eng -       |             | Last 90   | Days-       | 149  |
| Instrument Rating(s) - AIRPLANE   |   |                   |             |   |             |      |
| The crameric Racing(s)  |   |                   |             |   | . <b></b>   |      |
| Narrative   |   |                   |             |   |             |      |
| PILOT STATED THAT DURING THE LANDING, HE  |   |                   |             |   |             |      |
| SHORT OF THE RUNWAY. HE REPORTED A 30 DE ED. THE AIRCRAFT SLID OFF THE RUNWAY AND |   |                   | HE LANDING  | GEAR  |             |      |

File No. - 1364 7/04/82 LUDLOW, VT A/C Reg. No. N5343Y Time (Lc1) - 1030 EDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - RISING Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

| Basic Information   |                             |                                      |               |           |            |                     |          |
|---|-----------------------------|--------------------------------------|---------------|-----------|------------|---------------------|----------|
| Type Operating Certificate-NONE (GENE                               | RAL AVIATION)               | Aircraft Damage                      |               |           | Inju       |                     |          |
|   |                             | SUBSTANTIAL                          |               | Fatal     | Serious    |                     | None     |
| Type of Operation -PERSONAL   |                             | Fire                                 | Crew          | 0         | 0          | 0                   | 1        |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF |                             | NONE                                 | Pass          | 0         | 0          | 0                   | О        |
| accident occurred burning Trakeorr                                  | •                           |                                      |               |           |            |                     |          |
| Aircraft Information  |                             | •                                    |               |           |            |                     |          |
| Make/Model - MONG SPORT 1   | Eng Make                    | Model - CONTINENTAL                  | C-85-8F       | ELT :     | [nstalled/ | Activated           | - NO -N/ |
| Landing Gear - TAILWHEEL-ALL FIXED                                  |                             |                                      |               |           |            | System - M          | 10       |
| Max Gross Wt - 1500   |                             | pe - RECIPROCATIN                    | NG-CARBURET   | DR Weatl  | ner Radar  | - NO                |          |
| No. of Seats - 1  | Rated Po                    | ver ~ 85 HP                          |               |           |            |                     |          |
| Environment/Operations Information                                  |                             |                                      |               |           |            |                     |          |
| Weather Data  | Itinerary                   |                                      | ,             | Airport I | Proximity  |                     |          |
| Wx Briefing - NO RECORD OF BRIEFI                                   | NG Last Depa                | rture Point                          |               | OFF AI    | RPORT/STRI | P                   |          |
| Method - N/A  | SAME AS                     | ACC/INC                              |               |           |            |                     |          |
| Completeness) - N/A   | Destination                 |                                      | A             | irport Da | ata        |                     |          |
| Basic Weather - VMC   | VANCOUV                     | ER,WA                                |               |           |            |                     |          |
| Wind Dir/Speed- 290/010 KTS   |                             |                                      |               |           |            | - 32                |          |
| Visibility - 40.0 SM  | ATC/Airspac                 |                                      |               |           |            | - 900/              |          |
| Cloud Conditions(1st) - 25000 FT SC<br>Cloud Conditions(2nd) - NONE |                             | light Plan - NUNE<br>learance - NONE |               | ,         |            | - GRASS/TU<br>- DRY | JKF      |
| Obstructions to Vision- NONE  |                             | pach Flown - NONE                    |               | Runway    | Status     | - URT               |          |
| Precipitation - NONE  | Type Appl                   | DACIT FIGWIT - NOINE                 |               |           |            |                     |          |
| Condition of Light - DAYLIGHT                                       |                             |                                      |               |           |            |                     |          |
|   |                             |                                      |               |           |            |                     |          |
| Personnel Information   | 4 00                        | Madinal C                            |               | WAL TO    | MEDICAL    | ATVEDC /L T         | 47.7     |
| Pilot-In-Command Certificate(s)/Rating(s)                           | Age - 28<br>Biennial Flight |                                      | Certificate   | Time (Ho  |            | AIVERS/LI           | 41:      |
| PRIVATE   | Current                     |                                      |               | 502       |            | 4 Hrs -             | 1        |
| SE LAND   |                             |                                      |               |           | Last 3     |                     | 7        |
| SE ENNO   | Aircraft Tv                 |                                      | rument-       | 6         | Last 9     | O Days-             | 28       |
|   | =                           | 111001                               |               | -         |            | ,-                  |          |
| Instrument Rating(s) - NONE   | •                           |                                      |               |           |            |                     |          |
|   |                             |                                      |               |           |            |                     |          |
|   | D 1405NT TO 4 COURS         | 45750 4 DADADE 5547                  | TUDINO LITO I | NAME TI   | JE DAV WAS | LIOT                |          |
| PILOT TOOKOFF FROM A ROUGH TURF FIELD AL                            |                             |                                      |               |           |            |                     |          |

A/C Reg. No. N610S Time (Lc1) - 1300 PDT File No. - 1212 7/17/82 BATTLEGROUND, WA

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)

- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY EXCEEDED
- 5. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED

----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-NO            | NF (GENERAL AVIA                      | TION) Airce                          | aft Damage      |              |                     | Injur              | ries       |         |
|--|---------------------------------------|--------------------------------------|-----------------|--------------|---------------------|--------------------|------------|---------|
| , , , , , , , , , , , , , , , , , , ,                      | TE (GENERALE ATTA                     |                                      | STANTIAL        |              | Fatal               | •                  |            | None    |
| Type of Operation -IN Flight Conducted Under -14           | STRUCTIONAL - SO                      | LO Fire<br>NONE                      |                 | Crew<br>Pass | 0                   | 0                  | 0          | 1       |
| Accident Occurred During -LA                               |                                       | 140141                               | =               | rass         | O                   | U                  | O          | U       |
| Aircraft Information                                       |                                       |                                      |                 |              |                     |                    |            |         |
| Make/Model - NORTH AMERICA<br>Landing Gear - TAILWHEEL FIX |                                       | Eng Make/Model -                     |                 | 11           | ELT .               | Installed/A        | Activated  | - YES/N |
| Max Gross Wt - 5300  | ED-MAINS REIRACI                      | Engine Type -                        |                 |              |                     | l Warning S        |            | U       |
| No. of Seats - 2   |                                       |                                      | 600 HP          | ANDORLIC     | ok weat             | iei kadai          | NO         |         |
| Environment/Operations Informat                            |                                       |                                      |                 |              |                     |                    |            |         |
| Weather Data Wx Briefing - FSS                             |                                       | tinerary                             |                 | Α            | irport I<br>ON AIRI | Proximity          |            |         |
| Method - IN PERSON   |                                       | Last Departure Po-                   | nt              |              | UN AIRI             | PURI               |            |         |
| Completeness - FULL  | ſ                                     | Destination                          |                 | Αi           | irport Da           | ata                |            |         |
| Basic Weather - VMC  |                                       | BELLINGHAM, WA                       |                 |              |                     | GHAM INTERN        | NATIONAL   |         |
| Wind Dir/Speed- 260/004 KTS                                |                                       |                                      |                 |              |                     | Ident -            |            |         |
| Visibility - 20.0 SM                                       |                                       | TC/Airspace                          |                 |              |                     | Lth/Wid -          |            | 150     |
| Cloud Conditions(1st) - NON                                |                                       | Type of Flight Pla                   |                 |              |                     | Surface -          |            |         |
| Cloud Conditions(2nd) - NON<br>Obstructions to Vision- NON |                                       | Type of Clearance Type Approach Flow |                 |              | Runway              | Status -           | י טאץ      |         |
| Precipitation - NON  |                                       | Type Approach Tro                    | III - UINK/INK  | `            |                     |                    |            |         |
| Condition of Light - DAY                                   |                                       |                                      |                 |              |                     |                    |            |         |
| Personnel Information                                      |                                       |                                      |                 |              |                     |                    |            |         |
| <pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>     |                                       | 20<br>ial Flight Review              | Medical Cert    |              | - VALID             |                    | ) WAIVERS/ | LIMII   |
| STUDENT  |                                       | urrent - N/A                         |                 |              |                     | Last 24            | L Hrs -    | 1       |
| SE LAND  |                                       | onths Since - N/A                    |                 | le1-         | 25                  | Last 30            | Davs- UN   |         |
|  |                                       | ircraft Type - N/A                   | Instrume        | ent-         | 0                   | Last 30<br>Last 90 | Days-      | 25      |
| Instrument Rating(s) - N                                   | ONE                                   |                                      |                 |              |                     |                    |            |         |
|  |                                       |                                      |                 |              |                     |                    |            |         |
| Narrative  |                                       |                                      |                 |              |                     |                    |            |         |
| E THE STUDENT PILOT WAS ON A CR                            |                                       |                                      |                 |              |                     |                    |            |         |
| NG THE LANDING SEQUENCE, THE AI                            | RCRAFT TOUCHED DO<br>PLANE BECAME SID |                                      | LUI LUSI DIRECT | TUNAL CO     | INTRUL. I           | HE REPURTED        | )          |         |

File No. - 1350 8/17/82 BELLINGHAM, WA A/C Reg. No. N97TR Time (Lc1) - 2015 PDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. LEVEL OFF - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

| Basic Information Type Operating Certificate-NONE (GEN | IERAL AVIATION) | Aircraft D    | )amage           |             | Iniu                   | ıries      |      |
|--|-----------------|---------------|------------------|-------------|------------------------|------------|------|
| ,,p= -p= a +g -= + + (a =                              |                 | SUBSTANTI     |                  | Fatal       |                        |            | None |
| Type of Operation -PERSONAL                            |                 | Fire          | Crew             | 0           | 0                      |            | 1    |
| Flight Conducted Under -14 CFR 91                      |                 | NONE          | Pass             | 0           | 0                      | 0          | 1    |
| Accident Occurred During -TAKEOFF                      |                 |               |                  |             |                        |            |      |
| Aircraft Information                                   |                 |               |                  |             |                        |            |      |
| Make/Model - ERCOUPE 415-C                             |                 |               | NENTAL C-85      |             |                        |            |      |
| Landing Gear - TRICYCLE-FIXED                          |                 |               |                  | Sta         | Warning                | System - Y | ES   |
| Max Gross Wt - 1450                                    |                 |               | ROCATING-CARBUR  | ETOR Wea    | ther Radar             | - NO       |      |
| No. of Seats - 2                                       | Rated Po        | ower - 8      | 15 HP            |             |                        |            |      |
| Environment/Operations Information                     |                 |               |                  |             |                        |            |      |
| Weather Data   | Itinerary       |               |                  |             | Proximity              |            |      |
| Wx Briefing - NO RECORD OF BRIEF                       |                 | arture Point  |                  | OFF A       | [RPORT/STR]            | P          |      |
| Method - N/A   |                 | ACC/INC       |                  |             |                        |            |      |
| Completeness - N/A                                     | Destination     | on .          |                  | Airport [   |                        |            |      |
| Basic Weather - VMC                                    | LOCAL           |               |                  | SEYBO       |                        | LINIIZ ALD |      |
| Wind Dir/Speed- 060/005 KTS<br>Visibility - 3.0 SM     | ATC/Airspac     | _             |                  |             | / Ident<br>/ Lth/Wid   | - UNK/NR   |      |
| Cloud Conditions(1st) - 1500 FT C                      |                 |               | IONE             |             | / Lin/wid<br>/ Surface |            |      |
| Cloud Conditions(1st) - 1900 F1 C                      |                 | Clearance - N |                  |             |                        | - SOFT     |      |
| Obstructions to Vision- HAZE                           |                 |               | ISUAL STRAIGHT-  |             | Jalus                  | 3011       |      |
| Precipitation - NONE                                   | . Type Appi     | Oach Hown v   | TOURL STRAIGHT   | 114         |                        |            |      |
| Condition of Light - DAYLIGHT                          |                 |               |                  |             |                        |            |      |
|  |                 |               |                  |             |                        |            |      |
| Personnel Information Pilot-In-Command                 | Age - 60        | . Ме          | edical Certifica | te - VΔI TI | MEDICAL-V              | ATVERS/LIN | ITT: |
| Certificate(s)/Rating(s)                               | Biennial Flight | Review        | Flia             | ht Time (   |                        |            |      |
| COMMERCIAL   | Current         | - YES         | Total -          | 1983        | Last 2                 | 14 Hrs -   | 1    |
| SE LAND, ME LAND                                       | Months Sind     | e - 14        | Make/Model-      |             | Last 3                 |            | 1    |
|  | Aircraft Ty     | pe - UNK/NR   | Instrument-      | 15          | Last 9                 | O Days-    | 2    |
|  |                 |               | Multi-Eng -      | 800         |                        |            |      |
| Instrument Rating(s) - NONE                            |                 |               |                  |             | •                      |            |      |
| Narrative  |                 |               |                  |             |                        |            |      |
| SAFETY BOLT ON THE PROPELLER HUB FAILE                 |                 |               |                  |             |                        |            |      |

| File No 1 <sub>1</sub> 2                         | 37 5/29/82                         | FORT ATKINSON, WI                  | A/C Reg. No. N93616             | Time (Lc1) - 1730 CDT |
|--|------------------------------------|------------------------------------|---------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation              |                                    | NT/SYSTEM FAILURE/MALFU<br>L CLIMB | NCTION                          |                       |
| Finding(s) 1. PROPELLER SYSTE                    | M/ACCESSORIES,HUB                  | - DISCONNECTED                     |                                 |                       |
| Occurrence #2<br>Phase of Operation              | FORCED LANDING<br>LANDING - FLARE/ | TOUCHDOWN                          |                                 |                       |
| Occurrence #3<br>Phase of Operation              |                                    |                                    |                                 |                       |
| Finding(s) 2. TERRAIN CONDITI 3. TERRAIN CONDITI | ON - OPEN FIELD                    | ·                                  |                                 |                       |
| Probable Cause                                   |                                    |                                    |                                 |                       |
| The National Transpois/are finding(s) 1          | rtation Safety Boa                 | rd determines that the             | Probable Cause(s) of this accid | ent                   |
| Factor(s) relating t                             | o this accident is,                | /are finding(s) 2,3                |                                 |                       |

| -Basic Information Type Operating Certificate-NONE (GENERA                              | L AVIATION) Aircra                 | ft Damage                      |            | Injur          | ies       |        |
|---|------------------------------------|--------------------------------|------------|----------------|-----------|--------|
|   |                                    | ANTIAL                         | Fatal      | Serious        | Minor     | None   |
| Type of Operation -PERSONAL   | Fire                               | Crew                           | 0          | 0              | 0         | 1      |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING                     | NONE                               | Pass                           | 0          | 0              | 0         | 0      |
| Aircraft Information  | ,                                  |                                |            |                |           |        |
| Make/Model - CESSNA 140   | Eng Make/Model - C                 |                                |            | Installed/A    |           |        |
| Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450                                  | Number Engines -                   |                                |            | 1 Warning S    |           | ľ      |
| No. of Seats - 2  | Rated Power -                      | ECIPROCATING-CARBURE<br>100 HP | TUR Weat   | ner kadar -    | NU        |        |
| Environment/Operations Information  |                                    |                                |            |                |           |        |
| Weather Data  | Itinerary                          |                                |            | Proximity      |           |        |
| Wx Briefing - FSS   | Last Departure Poin                | t                              | ON AIR     | PORT           |           |        |
| Method - TELEPHONE  | THREE LAKES, WI                    |                                | 4 1 I. D.  | - 1 -          |           |        |
| Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC                                | Destination<br>STEVENS POINT,WI    |                                | Airport D  | ata<br>S POINT |           |        |
| Wind Dir/Speed- 180/015 KTS   | STEVENS POINT, WI                  |                                |            |                | 21        |        |
| Visibility - 30.0 SM  | ATC/Airspace                       |                                |            | Lth/Wid -      |           |        |
| Cloud Conditions(1st) - NONE  | Type of Flight Plan                | - NONE                         |            | Surface -      |           |        |
| Cloud Conditions(2nd) - NONE  | Type of Clearance                  |                                |            |                | DRY       |        |
| Obstructions to Vision- NONE  | Type Approach Flown                | - CONTACT                      | •          |                |           |        |
| Precipitation - NONE  |                                    |                                |            |                |           |        |
| Condition of Light - DAYLIGHT   |                                    |                                |            |                |           |        |
| -Personnel Information<br>Pilot-In-Command  | 4.50                               | Medical Certificat             | - VALTO    | MEDICAL NO     | WATVEDC/L |        |
| Certificate(s)/Rating(s)  | Age - 21<br>Biennial Flight Review |                                | it Time (H |                | WAIVERS/L | TIMITI |
| PRIVATE   | Current - YES                      | Total -                        | 269        | Last 24        | Hrs -     | 2      |
| SE LAND   | Months Since - 20                  | Make/Model-                    | 42         |                | Days- UNK | _      |
|   | Aircraft Type - C-140              |                                | 0          | Last 90        | •         | 34     |
| Instrument Rating(s) - NONE   |                                    |                                |            |                |           |        |
| Namedia   |                                    |                                |            |                |           |        |
| Narrative   | DUNBAY OF THE STAR SAC ST          | DOM AND DECREES AT .           | IE CUCTINO | TO SE KTS      |           |        |
| ING ARRIVAL, THE PILOT ENTERED TRAFFIC FOR<br>PILOT STATED THAT WHILE ON FINAL APPROACH |                                    |                                |            |                |           |        |
| BEYOND THE SMOOTH GRASS. AFTER TOUCHDOWN  |                                    |                                |            |                |           |        |
| C.  | , CANL VELKED TO THE               | KIGHT, LINGUOINTERED .         | , JAND,    | ALL HOSED      |           |        |

| File No 1                              | 306 6/06/82                            | STEVENS POINT,WI                                | A/C Reg. No. N3103N             | Time (Lc1) - 1430 CDT |   |
|--|--|---|---------------------------------|-----------------------|---|
| Occurrence #1<br>Phase of Operation    |  | - ON GROUND                                     |                                 |                       |   |
|  | ION - HIGH WIND<br>NTROL - NOT MAINTA: | INED - PILOT IN COMMAND<br>O - PILOT IN COMMAND |                                 | i .<br>:              |   |
| Occurrence #2<br>Phase of Operation    |  |   |                                 |                       |   |
| Finding(s) 5. TERRAIN CONDIT           | _                                      |   |                                 |                       |   |
| Probable Cause-                        |  |   |                                 |                       | - |
| The National Transpis/are finding(s) 3 |  | ard determines that the P                       | robable Cause(s) of this accide | ent                   |   |
| Factor(s) relating                     | to this accident is                    | s/are finding(s) 1,2,5                          |                                 |                       |   |

| File No 1360 7/05/82 HUNT  | INGTON, WV A/C Re             | g. No. N7969M     | M Time (Lc1) - 2136 EDT |                        |          |           |  |  |
|--|-------------------------------|-------------------|-------------------------|------------------------|----------|-----------|--|--|
| Basic Information Type Operating Certificate-NONE (GENER                                 | ?AL AVIATION) Aircraft        | Damage            |                         | Inju                   | ries     |           |  |  |
|  | SUBSTAN                       | TIAL              | 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  |                               |                   |                         |                        |          |           |  |  |
| Aircraft Information   |                               |                   |                         |                        |          |           |  |  |
| Make/Model - BEECH V35   | Eng Make/Model - CON          | TINENTAL IO-520-B | ELT                     | Installed/             | Activate | d - YES/N |  |  |
| Landing Gear - TRICYCLE-RETRACTABLE  | Number Engines - 1            |                   | Stal                    | l Warning              | System - | YES       |  |  |
| Max Gross Wt - 3400  | Engine Type - REC             | IP - FUEL INJECTE | ) Weat                  | her Radar              | - UNK/NR | -         |  |  |
| No. of Seats - 6   |                               | 285 HP            |                         |                        |          |           |  |  |
| Environment/Operations Information   |                               |                   |                         |                        |          |           |  |  |
| Weather Data   | Itinerary                     |                   | Airport                 | Proximity              |          |           |  |  |
| Wx Briefing - FSS  | Last Departure Point          |                   | ON AIR                  |                        |          |           |  |  |
| Method - TELEPHONE   | ST. LOUIS,MO                  |                   | <b>U</b> ,,             |                        |          |           |  |  |
| Completeness - UNK/NR  | Destination                   |                   | Airport D               | ata                    |          |           |  |  |
| Basic Weather - VMC  | HOT SPRINGS, VA               |                   | •                       | ATE WALKER             |          |           |  |  |
| Wind Dir/Speed- CALM   | TIOT SERTINGS, VA             |                   | •                       |                        | - 12     |           |  |  |
| Visibility - 4.0 SM  | ATC/Airspace                  |                   |                         | Lth/Wid                |          | 150       |  |  |
|  |                               | NONE              |                         |                        |          |           |  |  |
| Cloud Conditions(1st) - NONE   | Type of Flight Plan -         |                   |                         | Surface                |          | . 1       |  |  |
| Cloud Conditions(2nd) - NONE   | Type of Clearance -           |                   | Runway                  | Status                 | - DRY    |           |  |  |
| Obstructions to Vision- HAZE   | Type Approach Flown -         | NUNE              |                         |                        |          |           |  |  |
| Precipitation - NONE   |                               |                   |                         |                        |          |           |  |  |
| Condition of Light - NIGHT (DARK)  | ·                             |                   |                         |                        |          |           |  |  |
| Personnel Information  |                               |                   |                         |                        |          |           |  |  |
| Pilot-In-Command   | Age - 62                      | Medical Certifica |                         |                        | AIVERS/L | IMIT      |  |  |
| Certificate(s)/Rating(s)   | Biennial Flight Review        |                   | ht Time (H              |                        |          |           |  |  |
| COMMERCIAL   | Current - YES                 | Total -           | 6500                    | Last 2                 | 4 Hrs -  | UNK/NR    |  |  |
| SE LAND, ME LAND   | Months Since - 7              | Make/Model-       | 778                     | Last 3                 | O Days-  | UNK/NR    |  |  |
|  | Aircraft Type - UNK/NR        | Instrument-       | 214                     | Last 9                 | O Days-  | 9         |  |  |
|  |                               |                   | 55                      | Last 2<br>Last 3       |          |           |  |  |
| Instrument Rating(s) - AIRPLANE  |                               |                   |                         |                        |          |           |  |  |
|  |                               |                   |                         |                        |          |           |  |  |
|  | ESTART THE ENGINE WERE UNSUCC |                   |                         |                        |          |           |  |  |
| S USED. THE AIRCRAFT TOOK OFF AT 1746, AND<br>DISCHARGE. THE FLIGHT WAS CONTINUED. LATER |                               | LECTRICAL POWER A | ND THE LAN<br>IN HIS CA | DING GEAR<br>R. HE WAS |          |           |  |  |

File No. - 1360 7/05/82 HUNTINGTON,WV A/C Reg. No. N7969M Time (Lc1) - 2136 EDT

Occurrence #1
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

### Finding(s)

- 1. ELECTRICAL SYSTEM, ELECTRIC WIRING DISCONNECTED
- 2. ELECTRICAL SYSTEM, ALTERNATOR INOPERATIVE
- 3. ELECTRICAL SYSTEM, BATTERY OTHER
- 4. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 5. FLIGHT COMPARTMENT LIGHTS INOPERATIVE
- 6. LANDING GEAR, NORMAL BRAKE SYSTEM INOPERATIVE

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

### Finding(s)

- 7. LIGHT CONDITION DARK NIGHT
- 8. EMERGENCY PROCEDURE NOT PERFORMED PILOT IN COMMAND
- 9. GEAR EXTENSION NOT OBTAINED PILOT IN COMMAND
- 10. 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) 8,9

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

| File No 1296 1/23/82 36 SV   | / LARAMIE, WY A/C  | Reg. No. N1085T   | T<br>          | ime (Lc1)  | - 1100 MST          |             |
|--|--|-------------------|----------------|------------|---------------------|-------------|
| Basic Information Type Operating Certificate-NONE (GENERA  | AL AVIATION) Aircr   | aft Damage        |                |            | ries                |             |
|  | SUBS   | TANTIAL           | Fatal          |            | Minor               | None        |
| Type of Operation -PERSONAL  | Fire   | C                 | rew O          | 0          | 0                   | 1           |
| Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  | NONE   | P                 | ass 0          | 0          | 0                   | 1           |
| Aircraft Information   |  |                   |                |            |                     |             |
| Make/Model - BELL/TEXTRON 206 L-1  | Eng Make/Model   | ALLISON 250-C28B  | ELT            | Installed/ | Activated -         | - YES/YE    |
| Landing Gear - SKID  | Number Engines -   |                   | Stal           | 1 Warning  | System - NO         | · .         |
| Max Gross Wt - 4050  | Engine Type -  |                   |                | her Radar  |                     |             |
| No. of Seats - 7   |  | 435 HP            |                |            |                     |             |
| Énvironment/Operations Information   |  |                   |                | ,          |                     |             |
| Weather Data   | Itinerary  |                   | Airport        | Proximity  |                     |             |
| Wx Briefing - BRFG RCVD, SOURCE UNK  |  | n+                |                | RPORT/STRI | P                   |             |
| Method - TELEPHONE   | GRAND JUNCTION, C  |                   | <b></b>        | 5, 5       | •                   |             |
| Completeness - FULL  | Destination  |                   | Airport D      | 12+2       |                     |             |
| Basic Weather - VMC  | FT. COLLINS,CO   |                   | Amport         | ,a ta      |                     |             |
| Wind Dir/Speed- 270/040 KTS  | 11. COLLING, CO  |                   | Dunia          | . Ident    | - LINIZ /NID        |             |
|  | ATO /A :   |                   |                |            |                     |             |
| Visibility500 SM   | ATC/Airspace   |                   |                | Lth/Wid    |                     |             |
| Cloud Conditions(1st) - NONE   | Type of Flight Pla   |                   |                | Surface    |                     |             |
| Cloud Conditions(2nd) - NONE   | Type of Clearance  |                   |                | / Status   | - DRY               |             |
| Obstructions to Vision- BLOWING SNOW Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT   | Type Approach Flow   | 1 - VISUAL SIRAIG | HI-IN          |            |                     |             |
| Personnel Information  |  |                   |                |            |                     |             |
| Pilot-In-Command   | Age - 43   | Medical Certif    | icate - VALID  | MEDICAL-W  | AIVERS/LIM:         | ΙT          |
| Certificate(s)/Rating(s)   | Biennial Flight Review                                       | F                 | light Time (F  | lours)     |                     |             |
| COMMERCIAL   | Current - YES  | Total             | - 10305        | Last 2     | 4 Hrs -             | 4           |
| SE LAND  | Blennial Flight Review<br>Current - YES<br>Months Since - 16 | Make/Model        | - 176          | Last 3     | O Days- UN          | C/NR        |
| HELICOPTER   | Current - YES<br>Months Since - 16<br>Aircraft Type - 206    | 1 Instrument      | :- 56          | Last 9     | O Days-<br>raft - 9 | 145<br>9855 |
|  |  |                   |                | RUTUIC     | irait - :           | 9633        |
| Instrument Rating(s) - AIRPLANE  |  |                   |                |            |                     |             |
| Narrative TER A PRECAUTIONARY LANDING ON A ROAD DUE 1 NDITIONS HAD IMPROVED. SHORTLY AFTER TAKEOF RN THE PILOT STATED THE ENGINE LOSS POWER. WEAD. DURING THE LANDING A SKID BROKE AND THE | F THE VISIBILITY WORSENED WITH THE ALTITUDE TOO LOW          | AND DURING THE E  | EXECUTION OF A | 180 DEGRE  | E<br>GHT            |             |

File No. - 1296 1/23/82 36 SW LARAMIE, WY A/C Reg. No. N1085T Time (Lc1) - 1100 MST Occurrence #1 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - WHITEOUT FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. MISCELLANEOUS - UNDETERMINED Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

| File No 1222 4/26/82 6                                 | RANGER, WY                              | A/C Reg. No. N629H   |            |            | Time (Lc1) - 1200 MDT |         |          |  |
|--|---|----------------------|------------|------------|-----------------------|---------|----------|--|
| -Basic Information Type Operating Certificate-NONE (GE | NERAL AVIATION)                         | Aircraft Damage      |            |            | Injur                 | ries    |          |  |
|  | ·                                       | SUBSTANTIAL          |            | Fatal      | Serious               | Minor   | • None   |  |
| Type of Operation -PERSONAL                            |   | Fire                 | Crew       | 0          | 0                     | 0       | 1        |  |
| Flight Conducted Under -14 CFR 9                       | 1                                       | NONE                 | Pass       | 0          | 0                     | 0       | 2        |  |
| Accident Occurred During -LANDING                      |   |                      |            |            |                       |         |          |  |
| -Aircraft Information                                  |   |                      |            |            |                       |         |          |  |
| Make/Model - ENSTROM 280-C                             |   | Model - LYCOMING HIO | -360-E1AD  |            | [nstalled/#           |         |          |  |
| Landing Gear - SKI                                     |   | gines - 1            |            |            | l Warning S           |         | - NO     |  |
| Max Gross Wt - 2350                                    |   | pe - RECIP - FUEL    | . INJECTED | Weat       | ner Radar -           | - NO    |          |  |
| No. of Seats - 3                                       | Rated Pow                               | er - 205 HP          |            | ·          |                       |         |          |  |
| -Environment/Operations Information                    | -                                       |                      |            |            |                       |         |          |  |
| Weather Data   | Itinerary                               |                      |            |            | Proximity             |         |          |  |
| Wx Briefing - NO RECORD OF BRIE                        | - · · · · · · · · · · · · · · · · · · · |                      |            | OFF AI     | RPORT/STRIF           | •       |          |  |
| Method - N/A   | SAME AS                                 |                      |            |            |                       |         |          |  |
| Completeness - N/A                                     | Destination                             |                      | i          | Airport Da | ata                   |         |          |  |
| Basic Weather - VMC                                    | LITTLE A                                | MERICA, WY           |            |            |                       |         |          |  |
| Wind Dir/Speed- 240/004 KTS                            |   |                      |            |            |                       | - N/A   |          |  |
| Visibility - 50.0 SM                                   | ATC/Airspace                            |                      |            |            | Lth/Wid -             |         |          |  |
| Cloud Conditions(1st) - 5500 FT                        | SCATTERED Type of F1                    | ight Plan - NONE     |            |            | Surface -             |         | TURF     |  |
| Cloud Conditions(2nd) - NONE                           | Type of C1                              | earance - NONE       |            | Runway     | Status -              | - DRY   |          |  |
| obstructions to vision- None                           | Type Appro                              | ach Flown - NONE     |            |            |                       |         |          |  |
| Precipitation - NONE                                   |   |                      |            |            |                       |         |          |  |
| Condition of Light - DAYLIGHT                          |   |                      |            |            |                       |         |          |  |
| -Personnel Information                                 | •                                       |                      |            |            |                       | _       |          |  |
| Pilot-In-Command                                       | Age - 28                                |                      |            |            | MEDÍCAL-NO            | ) WAIVE | RS/LIMIT |  |
| Certificate(s)/Rating(s)                               | Biennial Flight                         |                      | _          | t Time (Ho |                       |         |          |  |
| COMMERCIAL   | Current                                 |                      | -          | 770        | Last 24               |         | 2        |  |
| SE LAND  |   |                      | Model-     | 220        | Last 30               |         |          |  |
| HELICOPTER   | Aircraft Typ                            | e - UNK/NR Instr     | ument-     | 0          | Last 90               | •       |          |  |
|  |   |                      |            |            | Rotorcr               | raft -  | 550      |  |
| Instrument Rating(s) - NONE                            |   |                      |            |            |                       |         |          |  |
|  |   |                      |            |            |                       |         |          |  |
| AIRCRAFT'S ENGINE BACKFIRED AND QUIT                   |   |                      | AND DURIN  | NG THE FO  | RCED LANDIN           | NG THE  |          |  |
|  | FAILURE COULD BE FOUN                   |                      |            |            |                       |         |          |  |

| File No 12                              | 22 4/26/82 GRANGER, WY   | A/C Reg. No. N629H             | Time (Lc1) - 1200 MDT |
|---|--|--------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation     | LOSS OF POWER(TOTAL) - NON-MECHANICAL<br>TAKEOFF - INITIAL CLIMB |                                |                       |
| Finding(s) 1. THROTTLE/POWER            | CONTROL - IMPROPER - PILOT IN COMMAND                            |                                | ·                     |
| Occurrence #2 Phase of Operation        | FORCED LANDING<br>LANDING - FLARE/TOUCHDOWN                      |                                |                       |
| Occurrence #3<br>Phase of Operation     | HARD LANDING<br>LANDING - FLARE/TOUCHDOWN                        |                                |                       |
| Finding(s) 2. ROTOR SYSTEM -            | DISTORTED  |                                |                       |
| Occurrence #4<br>Phase of Operation     | GEAR COLLAPSED<br>LANDING - FLARE/TOUCHDOWN                      |                                |                       |
| Finding(s)<br>3. LANDING GEAR -         |  |                                |                       |
| Probable Cause                          |  |                                |                       |
| The National Transpois/are finding(s) 1 | rtation Safety Board determines that the Pr                      | robable Cause(s) of this accid | dent                  |
| Factor(s) relating t                    | o this accident is/are finding(s) 2,3                            |                                |                       |

| SUBSTANTIAL Fatal Serious Minor Nor Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 Accident Occurred During -TAXI  Alroraft Information Make/Model - CESSNA 182M Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/Activated - YES, Number Engines - 1 Max Gross Wt - 2800 Engines - 2800 Eng | Basic Information Type Operating Certificate-NONE (GENER | A! AVIATION) Aircraf   | Damage              |           | Inju       | ries       |       |
|---|--|--|---------------------|-----------|------------|------------|-------|
| Filight Conducted Under   | Type speciality services make (serve)                    | - ·  |                     | Fatal     | •          |            | None  |
| Accident Occurred During -TAXI  Aircraft Information Make/Model - CESSNA 182M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4 Rated Power - 230 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO No. of Seats - 4 Rated Power - 230 HP  Environment/Operations Information Weather Data Wx. Briefing - NO RECORD OF BRIEFING COMPleteness - N/A Completeness - N/A Basic Weather - VMC Wisibility - 50.0 SM Visibility - 50.0 SM Cloud Conditions (2nd) - NONE Cloud Conditions (2nd) - NONE Cloud Conditions (2nd) - NONE Distructions to Vision- NONE Condition of Light - DAYLIGHT  Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI ATP SE LAND, ME LAND  Rended - CONTINENTAL 0-470-R ELT Installed/Activated - YES Number Engines - 1 Stall Warning System - YES Weather Radar - NO F AIRPORT/STRIP CONLEY, WY  CONLEY, WY  DESTINATION OF FAIRPORT/STRIP COUNLEY, WY  COMPLETE OF AIRPORT/STRIP  Airport Proximity  Airport Proximity  Airport Proximity Weather Radar - NO F AIRPORT/STRIP COUNLEY, WY  CONLEY, WY  CONLEY, WY  CONLEY, WY  CONLEY, WY  COUNLEY, WY           |  | Fire   | Crew                | 0         | 0          | -          | 1     |
| Aircraft Information Make/Model - CESSNA 182M   |  | NONE   | Pass                | 0         | 0          | 0          | 1     |
| Make/Model - CESSNA 182M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4  Eng Make/Model - CONTINENTAL 0-470-R Max Gross Wt - 2800 No. of Seats - 4  Eng Make/Model - CONTINENTAL 0-470-R Number Engines - 1  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP  Environment/Operations Information Weather Data Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 135/020 KTS Wisibility - 50.0 SM Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Combination - NONE Condition of Light - DAYLIGHT  Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI, ATP SE LAND, ME LAND  Eng Make/Model - CONTINENTAL 0-470-R Stall Warning System - YES Airport Proximity Weather Radar - NO Weather Radar - NO Weather Radar - NO  ### Airport Proximity ### OFF AIRPORT/STRIP CUCKEF, WY Destination Airport Proximity OFF AIRPORT/STRIP CUCKEF, WY Destination Airport Proximity OFF AIRPORT/STRIP        |  |  |                     |           |            |            |       |
| Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP  Environment/Operations Information Weather Data Wx. Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/020 KTS Visibility - 50.0 SM Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI,ATP SE LAND,ME LAND  Name At Power - 230 HP  Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP  Name Tengine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP  Weather Radar - NO No F Airport Proximity Cowlet Runway Linky NoRTH Big Horn County NORTH BIG HORN OUNTY NORTH BIG HORN OF AIRPORT OF AIRPORT OF AIRPORT OF AIRPORT OF AIRPORT OF AIRPO    |  |  |                     |           |            |            |       |
| Max Gross Wt - 2800 No. of Seats - 4  Environment/Operations Information Weather Data Weather Data Weather Data Weather Data Itinerary Weather Data Itinerary Weather Point CowLEY.WY Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/20 KTS Visibility - 50.0 SM Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI,ATP SE LAND, ME LAND  Marrative  Narrative  None  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 230 HP  - RECIPROCATING-CARBURETOR Related - NONE - 230 HP  - RECIPROCATING-CARBURETOR Related Power - 230 HP  - 230 HP  Airport Proximity OFF AIRPORT/STRIP COWLEY.WY  Last Departure Point COWLEY.WY  Destination - NORT Runway Jident - UNK/NR Runway Lth/Wid - UNK/NR Runway Status - DRY  Type of Clearance - NONE Type of Clearance - NONE Runway Status - DRY  Type Approach Flown - VISUAL FULL CIRCUIT  Personnel Information Pilot-In-Command Age - 41 Biennial Flight Review Current - YES Months Since - 6 Make/Model - 205 Last 24 Hrs - 0 Make/Model - 205 Last 30 Days - 44 Aircraft Type - UNK/NR Instrument - 276 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  | Eng Make/Model - CO  | NTINENTAL 0-470-R   | ELT       |            |            |       |
| No. of Seats - 4  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/020 KTS Visibility - 50.0 SM Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI.ATP SE LAND, ME LAND  Airport Proximity Opf AIRPLANE  Airport Proximity Opf AIRPLANE  Airport Data NORTH BIG HORN COUNTY Runway Ident - UNK/NR NORTH BIG HORN COUNTY NORTH BIG HORN NORTH BI    |  |  |                     |           |            |            | ES    |
| Environment/Operations Information Weather Data   | · · · · · · · · · · · · · · · · · ·                      |  |                     | iuk weat  | ner kadar  | - NU       |       |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A COWLEY, WY Completeness - N/A Destination Airport Data  Basic Weather - VMC LOCAL NORTH BIG HORN COUNTY Wind Dir/Speed- 135/020 KTS LOCAL NORTH BIG HORN COUNTY Wind Dir/Speed- 135/020 KTS Runway Ident - UNK/NR Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - 6000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions (2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O SE LAND,ME LAND Months Since - 6 Make/Model - 205 Last 30 Days - 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  | NO. 01 Seats - 4   | Rated Power -  | 230 NP              |           |            |            |       |
| Wx Briefing - NO RECORD OF BRIEFING Method - N/A COWLEY, WY Completeness - N/A Destination Airport Data  Basic Weather - VMC LOCAL NORTH BIG HORN COUNTY Wind Dir/Speed- 135/020 KTS LOCAL NORTH BIG HORN COUNTY Wind Dir/Speed- 135/020 KTS Runway Ident - UNK/NR Cloud Conditions(1st) - 6000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT  | • •  |  |                     |           |            |            |       |
| Method - N/A COWLEY, WY Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL NORTH BIG HORN COUNTY Wind Dir/Speed- 135/020 KTS Runway Ident - UNK/NR Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - 6000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision-NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O Months Since - 6 Make/Model - 205 Last 30 Days - 44 Aircraft Type - UNK/NR Instrument - 276 Last 90 Days - 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  |  |                     |           |            | Б          |       |
| Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/020 KTS Wisibility - 50.0 SM ATC/Airspace Cloud Conditions(1st) - 6000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI_ATP SE_LAND_ME_LAND  Airport Data NORTH BIS HORN COUNTY NORTH BIS HOW NORTH NORTH BIS HORN COUNTY NORTH BIS HORN COUNTY NORTH BIS HOW |  |  |                     | UFF AI    | RPURI/SIRI | P          |       |
| Basic Weather - VMC   | <b>,</b> .   | The state of the s |                     | Airmort D | ata        |            |       |
| Wind Dir/Speed- 135/020 KTS Visibility - 50.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 6000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - DIRT Cloud Conditions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O SE LAND,ME LAND Months Since - 6 Make/Model- 205 Last 30 Days- 44 Aircraft Type - UNK/NR Instrument- 276 Last 90 Days- 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  |  | •                   |           |            | OUNTY      |       |
| Cloud Conditions(1st) - 6000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Approach Flown - VISUAL FULL CIRCUIT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O Months Since - 6 Make/Model- 205 Last 30 Days- 44 Aircraft Type - UNK/NR Instrument- 276 Last 90 Days- 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE   | Wind Dir/Speed- 135/020 KTS                              |  |                     | Runway    | Ident      | - UNK/NR   |       |
| Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI,ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE  Cloud Condition of Clearance - NONE Type of Clearance - NONE Type Approach Flown - VISUAL FULL CIRCUIT  Type Approach Flown - VISUAL FULL CIRCUIT  Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Flight Time (Hours) Current - YES Total - 3157 Months Since - 6 Make/Model- 205 Make/Model- 205 Make/Model- 205 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  *Narrative  |  |  |                     |           |            |            |       |
| Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O Months Since - 6 Make/Model - 205 Last 30 Days - 44 Aircraft Type - UNK/NR Instrument 276 Last 90 Days - 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE   | Cloud Conditions(1st) - 6000 FT BRO                      |  |                     |           |            |            |       |
| Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command   |  |  |                     |           | Status     | - DRY      |       |
| Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command  |  | lype Approach Flown  | - VISUAL FULL CIRCU | L I       |            |            |       |
| Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CFI,ATP Current - YES Total - 3157 Last 24 Hrs - O SE LAND,ME LAND Months Since - 6 Make/Model - 205 Last 30 Days - 44 Aircraft Type - UNK/NR Instrument - 276 Last 90 Days - 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  |  |                     |           |            |            |       |
| Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  CFI,ATP Current - YES Total - 3157 Last 24 Hrs - 0  SE LAND,ME LAND Months Since - 6 Make/Model - 205 Last 30 Days - 44  Aircraft Type - UNK/NR Instrument - 276 Last 90 Days - 72  Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  |  |                     |           |            |            |       |
| Certificate(s)/Rating(s)  Biennial Flight Review  CFI,ATP  Current - YES  SE LAND,ME LAND  Months Since - 6  Aircraft Type - UNK/NR  Instrument - 276  Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  Narrative  |  | Age - 41   | Medical Certificate | e - VALID | MEDICAL-N  | O WAIVERS/ | LIMIT |
| SE LAND,ME LAND Months Since - 6 Make/Model- 205 Last 30 Days- 44 Aircraft Type - UNK/NR Instrument- 276 Last 90 Days- 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  |  |  |                     | t Time (H | ours)      | ·          |       |
| SE LAND,ME LAND Months Since - 6 Make/Model- 205 Last 30 Days- 44 Aircraft Type - UNK/NR Instrument- 276 Last 90 Days- 72 Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  Narrative   | CFI,ATP  |  |                     | 3157      | Last 2     | 4 Hrs -    | 0     |
| Multi-Eng - 600  Instrument Rating(s) - AIRPLANE  Narrative   | SE LAND, ME LAND   |  | Make/Model-         | 205       | Last 3     | O Days-    |       |
| Instrument Rating(s) - AIRPLANE  Narrative  |  | Aircraft Type - UNK/NR   |                     |           | Last 9     | O Days-    | 72    |
| ·Narrative  |  |  | Multi-Eng -         | 600       | •          |            |       |
| -Narrative  |  |  |                     |           |            |            |       |
|   |  |  |                     |           |            |            |       |
| N EMMULING ON A DINI NOAD 10 IALN 10 A SHEEF HERDER. THE ALKORAFT WAS TAXLED OFF THE ROAD, A GOST OF WIND   |  | EED HEDDED THE AIDCDAET WAS  | TAYIED OFF THE DOM  | n A GUST  | OF WIND    |            |       |
| ED THE TAIL OF THE AIRCRAFT UP AND TURNED THE AIRCRAFT OVER. THE PILOT REPORTED WINDS WERE FROM 135 DEGEES AT 20  |  |  |                     |           |            | AT 20      |       |

File No. - 1281 5/04/82 LOVELL, WY A/C Reg. No. N91682 Time (Lc1) - 0800 MDT

Occurrence NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DI OT IN COMMAND

2. 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) 1,2

| File No 1230 5/08/82 1  | MEDICINE BOW.WY           | A/C Reg. No. N6994C |                |             | Time (Lc1) - 1530 MDT |            |          |  |
|---|---------------------------|---------------------|----------------|-------------|-----------------------|------------|----------|--|
| -Basic Information Type Operating Certificate-AIR CAR                           | RIER                      | Aircraft Dam        | age            |             | Inju                  | ries       |          |  |
| ON-DEMA!  | ND AIR TAXI               | SUBSTANTIAL         |                | Fatal       | Serious               | Minor      | None     |  |
| Type of Operation -NON SCH  | ED,DOMESTIC,PASSENGER     | Fire                | Crev           | , 0         | 0                     | 0          | 1        |  |
| Flight Conducted Under -14 CFR  | 135                       | NONE                | Pass           | . 0         | 0                     | 0          | 2        |  |
| Accident Occurred During -TAKEOFF   |                           |                     |                |             |                       |            |          |  |
| -Aircraft Information   |                           |                     |                |             |                       |            |          |  |
| Make/Model - PIPER PA-28R-200   | Eng Make/Mo               | del - LYCOMIN       | G IO-360-C1C6  | S ELT       | Installed/            | Activated  | - YES/YE |  |
| Landing Gear - TRICYCLE-RETRACTABL  |                           |                     |                |             | I Warning S           | System - ' | YES      |  |
| Max Gross Wt - 2750   | Engine Type               |                     | FUEL INJECTE   |             | her Radar             |            | •        |  |
| No. of Seats - 4  | Rated Power               |                     |                |             |                       | .,,        |          |  |
| -Environment/Operations Information   | ·                         |                     |                |             |                       |            |          |  |
| Weather Data  | Itinerary                 |                     |                | Airport     | Proximity             |            |          |  |
| Wx Briefing - COMPANY   | Last Departu              | re Point            |                |             | RPORT/STRI            | <b>o</b>   |          |  |
| Method - UNK/NR   | SAME AS AC                |                     |                |             | ,                     |            |          |  |
| Completeness - FULL   | Destination               | 0, 1,10             |                | Airport D   | )ata                  |            |          |  |
| Basic Weather - VMC   | COWLEY.WY                 |                     |                |             | NE BOW                |            |          |  |
| Wind Dir/Speed- 250/009 KTS   | 00,1221,11                |                     |                |             |                       | - 28       |          |  |
| Visibility - 40.0 SM  | ATC/Airspace              |                     |                |             | / Lth/Wid             |            | 80       |  |
| Cloud Conditions(1st) - 4000 FT   |                           | h+ Dlan - UNV       | /ND            |             | Surface               |            | 80       |  |
| Cloud Conditions(2nd) - 10000 FT  |                           |                     |                |             |                       | - DRY      |          |  |
|   |                           |                     |                | Runway      | Status                | DKI        |          |  |
| Obstructions to Vision- NONE  | Type Approac              | h Flown - NON       | E              |             |                       |            |          |  |
| Precipitation - RAIN  |                           |                     |                |             |                       |            |          |  |
| Condition of Light - DAYLIGHT   |                           |                     |                |             |                       |            |          |  |
| -Personnel Information  |                           |                     |                |             |                       |            |          |  |
| Pilot-In-Command  | Age - 27                  |                     | cal Certifica  |             |                       | AIVERS/LII | MII      |  |
| Certificate(s)/Rating(s)  | Biennial Flight Re        |                     | •              | ght Time (F | •                     |            |          |  |
| COMMERCIAL, CFI   |                           |                     | Total -        |             | Last 2                |            | 6        |  |
| SE LAND, ME LAND  | Months Since              |                     | Make/Mode1-    | 500         | Last 30               |            | 80       |  |
|   | Aircraft Type             |                     | Instrument-    | 215         | Last 90               | Days-      | 180      |  |
|   |                           |                     | Multi-Eng -    | 410         |                       |            |          |  |
| Instrument Rating(s) - AIRPLAN  | NE .                      |                     |                |             |                       |            |          |  |
| Instrument Rating(s) - AIRPLAM<br>  | NE<br>                    |                     |                |             |                       |            |          |  |
| ING TAKEOFF FROM A MUDDY FIELD WITH A   |                           |                     |                |             |                       |            |          |  |
| CE. THE PASSENGERS STATED THE STALL WA  |                           |                     |                |             |                       |            |          |  |
|   | IT ACCOUNT A EXELO LIXT A | DOAD CHICARIAN      | CAIT WITTH TIC | TATE CUID   | AND CAME TO           | ٦          |          |  |
| LISION WITH THE FENCE THE AIRCRAFT WEN<br>T IN AN ADJOINING MEADOW. NO EVIDENCE |                           |                     | EMI MILL TI2   | IAIL SKID   | AND CAME I            | J          |          |  |

| File No 12  | 5/08/82  | MEDICINE BOW, WY   | A/C Reg. No. N6994C           | Time (Lc1) - 1530 MDT |
|---|--|--|-------------------------------|-----------------------|
| Occurrence #1 Phase of Operation                              |  |  |                               |                       |
| <ol> <li>STALL/MUSH</li> <li>WEATHER CONDITION</li> </ol>     | TES,RUNWAY/LANDING<br>TNADVERTENT - PILOT<br>DN - HIGH DENSITY A<br>R CONTROL - INADEQU<br>- DELAYED - PILOT | AREA CONDITION - SOFT<br>IN COMMAND<br>ALTITUDE<br>JATE - PILOT IN COMMAND<br>IN COMMAND |                               |                       |
| Occurrence #2 Phase of Operation Finding(s) 7. OBJECT - FENCE | TAKEOFF - INITIAL  | _ CLIMB  |                               |                       |
| Occurrence #3 Phase of Operation                              | IN FLIGHT COLLIS   | ON WITH TERRAIN  |                               |                       |
| Finding(s)<br>8. TERRAIN CONDITION<br>9. TERRAIN CONDITION    | ON - OPEN FIELD  |  | ÷                             |                       |
| Probable Cause  |  |  |                               |                       |
| The National Transports/are finding(s) 1,3                    |  | rd determines that the Pr  | obable Cause(s) of this accid | ent                   |
| Factor(s) relating to   | this accident is/  | are finding(s) 2,4,7,8,9   |                               |                       |

| SUBSIFICE SUBSIF | LYCOMING D-290-<br>1<br>RECIPROCATING-C<br>135 HP   | Crew Pass  D2  ARBURETOR  Ain  | tal Seri O O  ELT Instal Stall Warn Weather Ra  port Proxim  | O<br>O<br><br>led/A<br>ing S<br>dar -  | Minor 0 0 ctivated - ystem - NO   | - •   |
|--|---|--|--|--|---|---|
| SUBSIFICE SUBSIFICE NONE  Eng Make/Model - L Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY Destination   | TANTIAL  LYCOMING 0-290- 1 RECIPROCATING-C 135 HP   | Crew Pass  D2  ARBURETOR  Ain  | tal Seri O O  ELT Instal Stall Warn Weather Ra  port Proxim  | ous<br>0<br>0<br>1ed/A<br>ing S<br>dar -   | Minor 0 0 ctivated - ystem - NO   | 1<br>0<br>  |
| Fire NONE  Eng Make/Model - L Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY  | LYCOMING 0-290-<br>1<br>RECIPROCATING-C<br>135 HP   | Crew Pass  D2  ARBURETOR  Ain  | O O ELT Instal Stall Warn Weather Ra   | O<br>O<br><br>led/A<br>ing S<br>dar -  | O<br>O<br><br>ctivated -<br>ystem - NO  | 1<br>0<br>  |
| NONE  Eng Make/Model - L Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY Destination   | LYCOMING D-290-<br>1<br>RECIPROCATING-C<br>135 HP   | Pass  D2  ARBURETOR  Ain   | O ELT Instal Stall Warn Weather Ra port Proxim   | O<br>led/A<br>ing S<br>dar -   | O<br><br>ctivated -<br>ystem - NO   | O   |
| Eng Make/Model - L<br>Number Engines -<br>Engine Type - F<br>Rated Power -<br>   | LYCOMING D-290-<br>1<br>RECIPROCATING-C<br>135 HP   | D2 ARBURETOR Ain   | ELT Instal<br>Stall Warn<br>Weather Ra   | led/A<br>ing S<br>dar -  | ctivated -  | YES/NO  |
| Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY Destination  | 1<br>RECIPROCATING-C<br>135 HP  | ARBURETOR  | Stall Warn Weather Ra port Proxim  | ing S<br>dar -   | ystem - NO  | - •   |
| Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY Destination  | 1<br>RECIPROCATING-C<br>135 HP  | ARBURETOR  | Stall Warn Weather Ra port Proxim  | ing S<br>dar -   | ystem - NO  | - •   |
| Number Engines - Engine Type - F Rated Power -  tinerary Last Departure Poir RAWLINS,WY Destination  | 1<br>RECIPROCATING-C<br>135 HP  | ARBURETOR  | Stall Warn Weather Ra port Proxim  | ing S<br>dar -   | ystem - NO  | - •   |
| Engine Type - F<br>Rated Power -<br>tinerary<br>Last Departure Poir<br>RAWLINS,WY<br>Destination   | RECIPROCATING-C<br>135 HP<br>   | ARBURETOR  | Weather Ra   | dar -  |   |   |
| Rated Power tinerary Last Departure Poir RAWLINS,WY Destination  | 135 HP  | Air  | port Proxim  |  | NO  |   |
| tinerary<br>Last Departure Poir<br>RAWLINS,WY<br>Destination   |   |  |  |  |   |   |
| Last Départure Poir<br>RAWLINS,WY<br>Destination   | nt  |  |  |  |   |   |
| Last Départure Poir<br>RAWLINS,WY<br>Destination   | nt  |  |  | 4+   |   |   |
| RAWLINS,WY<br>Destination  | nt  | 0  | /  | ıty  |   |   |
| Destination  |   |  | FF AIRPORT/  | STŔIP  |   |   |
|  |   |  |  |  |   |   |
|  |   | Airp   | ort Data   |  |   |   |
| LOCAL  |   | •  |  |  |   |   |
|  |   | R  | unway Ident  | -  | UNK/NR  |   |
| TC/Airspace  |   | R  | unway Lth/W  | id -   | UNK/NR  |   |
| Type of Flight Plan  | n - NONE  | R  | unway Surfa  | ce -   | GRAVEL  |   |
| Type of Clearance - NONE   |   |  | unway Statu  | s -  | DRY   |   |
| Type Approach Flowr  | n - NONE  |  | •  |  |   |   |
|  |   |  |  |  |   |   |
|  |   |  |  |  |   |   |
|  |   |  |  |  |   |   |
| 29   | Medical Cert  | ificate -  | VALID MEDIC  | AL-WA  | IVERS/LIMI  | T   |
| ial Flight Review  |   | Flight Ti  | me (Hours)   |  |   |   |
| urrent - YES   | Total   |  |  | st 24  | Hrs -   | 9   |
| onths Since - 4  | Make/Mod  | le1- 67  | La   | st 30  | Days-   | O   |
| ircraft Type - UNK/N   | NR Instrume   | nt- 3  | La   | st 90  | Days-   | 40  |
| i  | Type of Flight Pla Type of Clearance Type Approach Flow  29 al Flight Review arrent - YES onths Since - 4 | Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE  29 Medical Cert al Flight Review arrent - YES Total boths Since - 4 Make/Mod | Type of Flight Plan - NONE R Type of Clearance - NONE R Type Approach Flown - NONE  29 Medical Certificate - al Flight Review Flight Timent - YES Total - 433 anths Since - 4 Make/Model- 67 | Type of Flight Plan - NONE Runway Surfa Type of Clearance - NONE Runway Statu Type Approach Flown - NONE  29 Medical Certificate - VALID MEDIC al Flight Review Flight Time (Hours) urrent - YES Total - 433 La onths Since - 4 Make/Model - 67 La | Type of Flight Plan - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Approach Flown - NONE  29 Medical Certificate - VALID MEDICAL-WA al Flight Review Flight Time (Hours) urrent - YES Total - 433 Last 24 onths Since - 4 Make/Model- 67 Last 30 | Type of Flight Plan - NONE Runway Surface - GRAVEL Type of Clearance - NONE Runway Status - DRY  Type Approach Flown - NONE   29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI al Flight Review Flight Time (Hours) urrent - YES Total - 433 Last 24 Hrs - withs Since - 4 Make/Model - 67 Last 30 Days- |

File No. - 1325 6/19/82 NEAR RAWLINS, WY Time (Lcl) - 1130 MDT A/C Reg. No. N3411A

Occurrence Phase of Operation TAKEOFF

NOSE OVER

Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. ABORTED TAKEOFF DELAYED PILOT IN COMMAND
- 4. TERRAIN CONDITION ROUGH/UNEVEN

----Probable Cause----

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

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

| File No 1352 7/02/82 BIG P  | INEY, WY                             | A/C Reg. No. N49532  |                                       |            | Time (Lc1) - 1745 MDT                    |                  |                          |  |  |
|---|--------------------------------------|--|---------------------------------------|------------|--|------------------|--------------------------|--|--|
| Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -EXTERNAL LOA  | •                                    | Aircraft Da<br>SUBSTANTIA<br>Fire  | Ĺ                                     | Fatal<br>O | Injuri<br>Serious<br>O                   |                  | None<br>1                |  |  |
| Flight Conducted Under -14 CFR 133<br>Accident Occurred During -TAKEOFF   |                                      | NONE   | Pass                                  | O          | Ó  | Ó                | 0                        |  |  |
| Aircraft Information Make/Model - AEROSPATIALE SA 315B Landing Gear - SKID Max Gross Wt - 4900 No. of Seats - 5   | Number Er<br>Engine Ty               |  | HAFT                                  | C+-11      | nstalled/Ac<br>Warning Sy<br>ner Radar - | stem - NO        |                          |  |  |
| Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A  | SAME AS                              | ACC/INC  |                                       |            | RPORT/STRIP                              |                  |                          |  |  |
| Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 270/015 KTS  | Destination<br>LOCAL                 | ר  |                                       | Airport Da |  | IINIZ /NID       |                          |  |  |
| Wind Dir/Speed 2/0/015 KTS  Visibility - 15.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT | Type of F<br>Type of C               | Runway Ident ATC/Airspace Runway Lth/Wid Type of Flight Plan - NONE Runway Surface Type of Clearance - NONE Runway Status Type Approach Flown - VISUAL STRAIGHT-IN |                                       |            |  | UNK/NR<br>UNK/NR |                          |  |  |
| Personnel Information Pilot-In-Command  | Age - 37<br>Biennial Flight          | Med  | ical Certificat                       |            |  | WAIVERS/         | _IMIT                    |  |  |
| Certificate(s)/Rating(s) COMMERCIAL HELICOPTER  | Current<br>Months Since              | - UNK/NR<br>∍ - UNK/NR   | Total -<br>Make/Model-<br>Instrument- | 326        | Last 24                                  | Days- UN         | 4<br>C/NR<br>118<br>7000 |  |  |
| Instrument Rating(s) - NONE   |                                      |  |                                       |            |  |                  |                          |  |  |
| THE PILOT STATED THAT HE FELT A SHUDDER WHILE WHEN THE HELICOPTER WAS ABOUT 5 FT ABOVE THE PITCHED NOSE DOWN AND THE ROTOR BLADES STRUCK AT AN ELEVATION OF ABOUT 10,200 FT. THE WIND           | GROUND, THE LONG<br>THE SNOW. THE AC | LINE CAUGHT A<br>CCIDENT SITE WA   | TREE. SUBSEQUEN                       | TLY, THE H | HELICOPTER                               | ND               |                          |  |  |
|   |                                      |  |                                       |            |  | · ·              |                          |  |  |

File No. - 1352 7/02/82 BIG PINEY, WY A/C Reg. No. N49532 Time (Lc1) - 1745 MDT

Occurrence Phase of Operation TAKEOFF

NOSE OVER

#### Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. WEATHER CONDITION HIGH WIND
- 3. WEATHER CONDITION GUSTS
- 4. PICK-UP EQUIPMENT MOVEMENT RESTRICTED
- 5. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 6. LOAD JETTISON 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) 4,5,6

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

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and Foreign Aviation
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