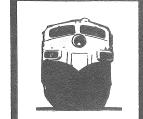


PB84-916901

# NATIONAL TRANSPORTATION SAFETY BOARD







# AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1982 ACCIDENTS



NTSB/AAB-84/01

Doc NTSB AAB 84 01 Issue 9



**UNITED STATES GOVERNMENT** 

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15.Supplementary Notes		

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### 16.Abstract

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

File Numbers: 1601 thru 1800

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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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### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

### Personal

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

### Business

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

### Corporate/Executive Operations

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

### Instructional Flying

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

### Other Flying

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

### 2. AIR CARRIER

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

### DEFINITIONS

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

### Aircraft Accident

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

### OCCURRENCE

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

### Gear Collapsed

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

### Airframe/Component/System Failure/Malfunction

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

### Powerplant - Loss of Power

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

### PHASE OF OPERATION

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

### CAUSES AND RELATED FACTORS

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

### BASIC WEATHER CONDITIONS

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

## Summary of 1982 Briefs of Aviation Accidents

### File Numbers 1601 Through 1800 Issue Number 9

### TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
General Aviation	199	26	59
Part 135 (Air Taxi)	3	1	5
Part 135 (Commuter)	2	0	0
Part 121 (Air Carrier)	1	0	0
Totals	205	27	64

# Summary of 1982 Briefs of Aviation Accidents File Numbers 1601 Through 1800 Issue Number 9

### TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single-Engine)	143	20	47 -
Fixed-Wing (Multi-Engine)	22	4	13
Rotorcraft	25	2	3
Glider	5	1	1
Balloon	0	0	0
Blimp/Dirigible	0	0	0
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Totals	205	27	64

File Order Listing - Issue No. 9, 1982

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1601	N6139M	081782	GRANTS PASS, OR	CESSNA	152-II	NONE	306
1602	N8809J	082082	HOLDREGE, NE	EAGLE	, DW-1	NONE	236
1603	N9066V	082182	ARTHUR, ND	MOONEY	M-20F	MINOR	234
1604	N30575	061782	CHARLEVOIX, MI	PIPER	PA-32	FATAL	186
1605	N5510D	040482	CHANTILLY, VA	CESSNA	172	NONE	380
1606	N499W	031882	SUNFLOWER, AZ	CESSNA	401	FATAL	· 38
1607	N7721X	031182	BLOOMFIELD, CT	CESSNA	Т337С	FATAL	74
1608	N52192	071282	EBENSBURG, PA	CESSNA	180J	NONE	308
1609	N6253C	072582	STATE COLLEGE, PA	NORTH AMERIC	T-6G	NONE	310
1610	N64BC	072582	MOULTONBORO, NH	PIPER	PA-18S	NONE	242
1611	N2 16 1N	111982 .	MCCUTCHANVILLE, IN	PIPER	PA-44-180	FATAL	148
1612	N14RR	051582	EAGLE PASS, TX	BEECH	95-C55	FATAL	338
1613	N4547K	072982	MADISON, CT	GRUMMAN	AA-5B	NONE	78
1614	N7291S	072382	ANSONIA, CT	CESSNA	150H	NONE	76
1615	N6509K	080682	GRAFTON, ND	GRUMMAN	G164B	NONE	230
1615	N8909V	080682	GRAFTON, ND	CESSNA	172	NONE	232
1616	N6914D	083082	HIGGINSVILLE, MO	PIPER	PA-22-150	MINOR	214
1617	N1338J	082782	AUBURN, WA	ROCKWELL	112A	NONE	394
1617	N8316A	082782	AUBURN, WA	PIPER	PA28-161	NONE	396
1618	N9368U	080882	FORKS, WA	CESSNA	150	MINOR	388
1619	N6306L	083182	GEORGETOWN, TX	AMERICAN AVI	AA-1A	NONE	368
1620	N9646J	082882	BLACK, TX	CESSNA	T188C	NONE	364
1621	N3657J	082782	ALVIN, TX	AIR TRACTOR	AT-400	NONE	360
1622	N4342S	082682	WINNESBORO, LA	AIR TRACTOR	AT-301	NONE	172
1623	N208EH	082182	PORT MANSFIELD, TX	BELL	206B	NONE	358

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1624	N756XW	071782	HOOD RIVER, OR	CESSNA	TU206G	NONE	302
1625	N79SW	080282	DOTHAN, AL	HILLER	UH12D	NONE	22
1626	N3988V	080182	ERWINNA, PA	CESSNA	170	NONE	314
1627	N2852E	080182	DUBOIS, PA	PIPER	PA-28-181	NONE	316
1628	N2705M	080282	LONG BRANCH, NJ	PIPER	PA-12	NONE	246
1629	N6676B	080382	SCHROON LAKE, NY	CESSNA	310C	NONE	272
1630	N4011E	080682	LONG LAKE, NY	AERONCA	1 1BC	MINOR	276
1631	N2361K	080682	POESTENKILL, NY	PIPER	PA-38-112	NONE	274
1632	N8476B	080782	WISCASSET, ME	GRUMMAN	AA-5A	NONE	182
1633	N3627Z	080882	BARNSTEAD, NH	PIPER	PA-22-160	NONE	244
1634	N507FW	081082	SIDNEY, NY	DEHAVILLAND	DH-114	NONE	278
1635	N6HA	070382	FALLBROOK, CA	PITTS	S1-S	FATAL	56
1636	N8782F	072982	WESTFIELD, MA	HUGHES	269A	NONE	176
1637	N6924G	073182	WILLIAMSON, NY	CESSNA	150L	MINOR	270
1638	N8493M	072582	HUNTER, NY	CESSNA	182P	NONE	266
1639	N9722U	081182	PROVIDENCE, KY	GRUMMAN AMER	AA-5A	NONE	160
1640	N7904C	080982	SPRINGFIELD, MO	PIPER	PA-28-235	NONE	206
1641	N7774S	073182	EIGHTY FOUR, PA	SCHWEIZER	SGS-2-33A	NONE	312
1642	N61142	081282	CONWAY SPRINGS, KS .	CESSNA	150J	NONE	154
1643	N267Q	080982	SEATTLE, WA	ENSTROM	F280	NONE	390
1644	N4461Y	072682	LEONARD, ND	PIPER	PA-25-235	NONE	228
1645	N4314C	072682	LAKE CLARK, AK	AERONCA CHAM	7EC	NONE	8
1646	N3124J	072782	HUNTSVILLE, AL	CESSNA	150G	MINOR	18
1647	N9391C	072482	COUNCIL BLUFFS, IA	PIPER	PA-28	MINOR	114
1648	N553PA	072782	TAMPA, FL	PIPER	PA-28-140	MINOR	86

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1649	N9336F	050182	NORTH LAS VEGAS, NV	HUGHES	269B	MINOR	260
1650	N6660X	052882	DAVIS DAM, AZ	CESSNA	210A	SERIOUS	42
1651	N895K	080582	BILLINGS, MT	BEECH	90	NONE	216
1652	N9532	072482	BURLEY, ID	GRUMMAN	G-164A	NONE	128
1653	N9270U	072482	DAVENPORT, IA	CESSNA	150	NOŅE	116
1654	N735RF	072582	MOBILE, AL	CESSNA	182	MINOR	16
1655	N3476B	072982	CALAMUS, IA	BEECH	E-35	NONE	118
1656	N2334C	072882	PLYMOUTH, FL	CESSNA	R182	NONE	88
1657	N733JU	072882	LAURINBURG, NC	CESSNA ,	172	MINOR	220
1658	N88389	072882	BRYCE CANYON, UT	BELL	UH1B	NONE	378
1659	N31912	062282	DURANGO, CO	PIPER	PA-32RT-30	NONE	68
1660	N9007N	042082	BIG PINEY, WY	AEROSPATIALE	SA315B	SERIOUS	408
1661	N7115L	071582	BERMUDA DUNES, CA	GRUMMAN	AA-5	SERIOUS	60
1662	N75802	071482	MEDICINE LODGE, KS	CESSNA	172	SERIOUS	150
1663	N9891W	071282	WASILLA, AK	PIPER	PA-28-140	MINOR	6
1664	N6172M	070282	FAIRBANKS, AK	MAULE	M-5	FATAL	4
1665	N3780X	070482	DEKALB, TX	AERO COMMAND	100	NONE	342
1666	N125AC	070182	NEW ORLEANS, LA	PIPER	PA-39	NONE	166
1667	N28945	060182	STEVENSON, AL	PIPER	PA-34-200T	NONE	14
1668	N221RM	062682	35 SE MOAB, UT	AEROSPATIALE	SA 315 B	MINOR	374
1669	N737RK	052982	BERGHEIM, TX	CESSNA	R182	FATAL	340
1670	N41039	071282	RANIER, MI	PIPER	PA-18	NONE	188
1671	N5PL	071682	BELLEVILLE, MI	LUSCOMBE	8F	NONE	190
1672	N38117	072082	10 SW OF MILAN, MO	TEXAS HELICO	OH-13E	NONE	204
1673	N8220A	070682	PLYMOUTH, IN	CESSNA	170B	NONE	142

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1674	N7047Y	071582	SALEM, IL	PIPER	PA-30-160	NONE	134
1675	N93444	071582	ZANESVILLE, OH	CESSNA	152II	NONE	282
1676	N8272K	072082	EAST GRAND FORKS, MN	GRUMMAN	G-164B	NONE	200
1677	N63183	070382	SANTISGÓ, MN	CESSÑA	150M	NONE	198
1678	N6787Q	061182	EGAN, LA	GRUMMAN	G-164A	SERIOUS	164
1679	N9209F	080482	NASHVILLE, TN-	HUGHES	369HS	NONE	328
1680	N32717	041882	AUSTIN, TX	BOEING	727-200	NONE	330
1681	N49086	062182	ORLAND, CA	RYAN	PT-22	FATAL	54
1682	N2752Y	120782	LARKSPUR, CO	BELL	206B	FATAL	72
1683	N9819V	051982	BLUE EARTH, MN	CESSNA	A188	FATAL	196
1684	N27GP	071382	SCHELLVILLE, CA	MITSUBISHI	MU-2B	MINOR	58
1685	N301M	071482	CARSON CITY, NV	CESSNA	195	FATAL	262
1686	N761EL	072282	MERCER ISLAND, WA	CESSNA	A 152	FATAL	384
1686	N2428E	072282	MERCER ISLAND, WA	CESSNA	172	FATAL	386
1687	N2260K	072082	GREENSBORO, NC	EVANS	VP - 1	FATAL	218
1688	N2282U	062182	RUSKIN, FL	BRANTLY	B-2B	NONE	82
1689	N5 186D	041782	NEAR WESTBAY, FL	CESSNA	172N	FATAL	80
1690	N9FQ	091782	HUNTINGTON BEACH, CA	BEECH	200	FATAL	64
1690	N732BP	091782	HUNTINGTON BEACH, CA	CESSNA	210L	FATAL	62
1691	N9089D	052982	KENAI, AK	PIPER	PA-18	FATAL	2
1692	N1838F	042582	LEAGUE CITY, TX	BEECH	A36TC	SERIOUS	334
1693	N50468	032382	CARROLLTON, GA	BELLANCA	8KCAB	SERIOUS	106
1694	N6 187Q	052582	HOLLAND, MI	CESSNA	310R	NONE	184
1695	N8094F	092182	MALIBU, CA	PIPER	PA-28RT-20	NONE	66
1696	N1302F	071182	MILLINOCKET, ME	CESSNA	172N	NONE	180

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1697	N38220	081982	TOLEDO, WA	AUSTER	A.O.P.6	NONE	392
1698	N4026S	082082	CHANDLER, AZ	HILLER	UH-12E	NONE	48
1699	N2386K	080182	KEYSER, WV	PIPER	PA-38-112	NONE	406
1700	N11GT	080182	ALABASTER, AL	AERO COMMAND	680FL	NONE	20
1701	N9109V	080182	ORLANDO, FL	MOONEY	M2OF	NONE	90
1702	N61856	080182	MT AIRY, NC	CESSNA	172	NONE	222
1703	N16959	042982	NEW YORK CITY, NY	BELL	206L	NONE	264
1704	N2810K	040782	MEADVIEW, AZ	CESSNA	180K	NONE	40
1705	N9956T	052982	PELL CITY, AL	PIPER	PA-38	NONE	12
1706	N9143F	032082	LEXINGTON, KY	HUGHES	H-369HS	NONE	158
1707	N1104Q	032982	ROCHESTER, MA	PIPER	PA-32R	SERIOUS	174
1708	N4458Q	050482	GLENWOOD, AR	CESSNA	188B	SERIOUS	30
1709	N6476G	080382	LANDER, WY	CESSNA	172N	NONE	410
1710	N9872M	080382	EAGLE RIVER, AK	MAULE	M-4-210C	NONE .	10
1711	N3072Z	081682	15MI. NE OF CHROMO, CO	PIPER	PA-28RT-20	NONE	70
1712	N9374F	082882	ANGIER, NC	HUGHES	269B	NONE	224
1713	N2601S	081282	DEVALLS BLUFF, AR	PIPÉR	PA-18-150	NONE	36
1714	N8827F	081382	FORGAN, OK	HUGHES	269A	NONE	298
1715	N6349M	080582	PHOENIX, AZ	CESSNA	152	NONE	46
1716	N8453N	090282	GOODLAND, KS	BEECH	95-B55	NONE	156
1717	N3762A	082382	WEISER, ID	PIPER	PA-22-135	NONE	130
1718	N9398G	082282	BATESVILLE, GA	CESSNA	182P	NONE	108
1719	N4026Q	041582	RUIDOSO MUNI, NM	PIPER	PA-32R-300	FATAL	250
1720	N83037	082282	GRAND CANYON, AZ	BELL	206B	NONE	50
1721	N70108	042582	GRAND PRAIRIE, TX	PIPER	J3C-65	NONE	332

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1722	N9098T	050582	COTTONPORT, LA	CONTINENTAL	TOMCAT MK6	FATAL.	162
1723	N5404K	081582	ALBUQUERQUE, NM	CESSNA	172P	NONE	256
1724	N70467	08,1882	GRAND CHENIER, LA	CESSNA	A185F	NONE	168
1725	N33FN	092682	LOS LUNAS, NM	SAVILLE HUMM	FALCON AA-	NONE	258
1726	N30796	051882	SALT LAKE CITY, UT	CESSNA	T210L	NONE	372
1727	N48032	050882	LOS LUNAS, NM	BLANIK	L-13	FATAL	252
1728	N8311Z	061282	YORBA LINDA, CA	PIPER	PA-28-161	FATAL	52
1729	N26668	062982	PHOENIX, AZ	GRUMMAN AMER	AA5A	FATAL	44
1730	N2419S	062182	GREENVILLE, IL	CESSNA	337B	NONE	132
1731	N9916G	081782	FLORALA, AL	CESSNA	A188A	NONE	26
1732	N9083C	081582	ENDICOTT, NY	CESSNA	R182	NONE	280
1733	N2805R	123082	LUMBER CITY, GA	PIPER	PA-28R-200	SERIOUS	112
1734	N9284G	070882	STEVENS POINT, WI	CESSNA	188B	SERIOUS	398
1735	N9169U	072982	WATERTOWN, NY	CESSNA	150M	NONE	268
1736	N8617J	051682	MARMATH, ND	ENSTROM	F-28C	NONE	226
1737	N8523S	051482	MCALLEN, TX	AIR TRACTOR	301	SERIOUS	336
1738	N50733	072082	OGDEN, UT	OSPREY	II	SERIOUS	376
1739	N237AM	082082	KANSAS CITY, MO	SWEARINGEN	SA226TC	NONE	208
1740	N8398T	083182	WOODBRIDGE, VA	PIPER	PA-28-181	MINOR	382
1741	N922	082282	OZARK, MO	LAWSON SPECI	DG-1	SERIOUS	212
1742	N9871Q	091882	BRIMFIELD, IL	CESSNA	172M	MINOR	140
1743	N1831F	080182	GREER, SC	BEECH	C23	SERIOUS	324
1744	N7651T	081182	SANDIA, TX	CESSNA	172A	NONE	350
1745	N6279M	080982	IREDELL, TX	CESSNA	152	NONE	348
1746	N3419E	082182	THEDFORD, NE	CESSNA	172	MINOR	238

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft. Model	Injury Index	Page
1747	N8787L	082082	FISK, MO	PIPER	PA-25-235	NONE	210
1748	N35PK	080682	ANDROS IS, BAHAMAS, AO	BEECH	65	NONE	28
1749	N366DJ	082082	MIAMI, FL	BELL	47G-2	NONE	100
1750	N71153	052482	PARKIN, AR	LUSCOMBE	88	FATAL	32
1751	N2962Q	081382	WILKES BARRE, PA	PIPER	PA-28-161	NONE	320
1752	N2830G	081282	LAWRENCE, MA	CHAMPION	7ECA	NONE	178
1753	N2502Z	080782	HANOVER, NJ	BELLANCA	8KCAB	NONE	248
1754	N15225	082982	CLEMSON, SC	BEECH	V35B	NONE	326
1755	N1586V	082882	PERRY, GA	CESSNA	172M	MINOR	110
1756	N802RB	080582	WHITEHALL, WI	BOEING STEAR	A75-300N1	NONE	404
1757	N59Y	080582	MILWAUKEE, WI	BREEZY	RLU1	NONE	402
1758	N8641Q	083182	KATY, TX	CESSNA	U206F	NONE	370
1759	N8390	082582	COLUMBIA, LA	GRUMMAN	G-164A	NONE	170
1760	20KG	080682	UNIONVILLE, PA	SCHLEICHER	ASW-20	SERIOUS	318
1761	, N9294U	081582	BALMORHEA, TX	CESSNA	150M	NONE	356
1762	N68266	081082	MOORE HAVEN, FL	CESSNA	172	NONE	96
1763	N505HP	070582	WEST OF CROSS CITY, FL	PIPER	PA-28R-201	FATAL	84
1764	N8381G	071782	BLOOMINGTON, IN	CESSNA	150	NONE	144
1765	N83750	071782	LAKE DELTON, WI	CESSNA	A 185F	NONE	400
1766	N97904	072482	LAPORTE, IN	STINSON	108 - 1	NONE	146
1767	N206BA	072382	WARREN, OH	CESSNA	206G	NONE	286
1768	N1978D	071882	HAMILTON, OH	BEECH	C35	NONE	284
1769	N8826H	081382	DIMMITT, TX	GRUMMAN	G-164A	NONE	354
1770	N7891S	081182	MIAMI, FL	BELL	206B	MINOR	98
1771	N91MR	082882	SPEARMAN, TX	CESSNA	183P	NONE	366

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	File Number	Aircraft Regist.	Date 	Location	Aircr Make	aft Model	Injury Index	Page
	1772	N5788L	082882	PEARLAND, TX	GRUMMAN	AA-1	MINOR	362
	1773	N15373	082182	OKLAHOMA CITY, OK	PIPER	PA-28-140	NONE	300
	1774	N8876E	080882	CEDAR KEY, FL	PIPER	PA 28-181	NONE	94
	1775	N61405	082082	ORLANDO, FL .	AIR & SPACE	18A	MINOR	102
	1776	N200AH	080682	CONWAY, AR	BEECH	95-A55	NONE	34
	1777	N2406D	080782	VERO BEACH, FL	PIPER	PA-38	NONE	92
	1778	N59998	083182	MADISON, FL	BOEING	A75N1	NONE	104
	1779	N3732Z	081682	TUNKHANNOCK, PA	PIPER	PA-22-160	NONE	322
	1780	N6637Q	080682	OPP, AL	GRUMMAN	G164B	NONE	24
	1781	N12412	082782	PALO, IA	BELL	47G-2	NONE	124
	1782	N4927J	083182	MECHANICSVILLE, IA	CESSNA	T188C	NONE	126
	1783	N70802	080282	CALUMET, OK	CESSNA	182M	NONE	296
	1784	N5503K	080482	ALVIN, TX	BELLANCA	8KCAB	NONE	344
	1785	N336RM	081082	YOUNGSTOWN, OH	QUICKIE	QUICKIE	NONE	290
	1786	N73205	082182	WASHINGTON, IA	BELL	47G-2A	NONE	120
	1787	N5464E	082482	SIDNEY, NE		SKYBOLT	NONE	240
	1788	N1345Q	082682	MASON CITY, IA	FAIRCHILD HI	FH 1100	NONE	122
	1789	N67570	080582	ROCKWALL, TX	CESSNA	152	MINOR	346
	1790	39QB	080982	GREENVILLE, MI	QUICKIE		NONE	192
	1791	N43745	080582	BRAINERD, MN	PIPER	PA-28-161	NONE	202
•	1792	N693RB	080382	GENEVA, OH	THORP	T-18	NONE	288
	1793	N65561	080382	BELVIDERE, IL	CESSNA	152	NONE	136
	1794	N20374	082582	STRONGSVILLE, OH	CESSNA	172M	NONE	292
	1794	N3438N	082582	STRONGSVILLE, OH	MOONEY	M2OF	NONE	294
	1795	N2600S	080482	GARDEN CITY, KS	CESSNA	Т337С	NONE	152

File Order Listing - Issue No. 9, 1982

File	Aircraft			Aiı	rcraft	Injury	
Number	Regist.	Date	Location	Make	Mode1	Index	Page
				-,-+-			
1796	N22552	082882	WINCHESTER, IL	CESSNA	172	NONE	138
1797	WMe8N	082282	WALL LAKE, MI	CAMERON	0-77	NONE	194
1798	N55492	072482	ENTERPRISE, OR	PIPER	24-140	FATAL	304
1799	N8239U	081382	SPRINGLAKE, TX	CESSNA	172F	NONE	352
1800	N67834	081582	SANTA FE, NM	CESSNA	152	NONE	254

Four Briefs of Accidents were in error when originally released in  $1982\ \text{Brief}$  Publications.

The corrected Briefs of Accidents follow.

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X.			
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X.			
X.			
V.			
V.			
X.			
X.			

### Brief of Accident

	H LOUP, NE	A/C Res. No.	. N4339Z	T	ime (Lcl) -	1330 CDT	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -CROF CONTRO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L RELATED FLIGHT	SUBSTANTIAL Fire NONE	Cre Pass	0	0	Minor 0 0	
Aircraft Information Make/Model - PIFER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 1	Ens Make/Mo Number Ensi Ensine Type	del - LYCOMING	0-320 ATING-CARBUR	ELT : Stal	Installed/A l Warning S	ctivated · ustem - U	- YES/YE NK/NR
Environment/Operations Information, Weather Data  Wx Briefins - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/006 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 6000 FT SCA Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Frecipitation - NONE Condition of Light - DAYLIGHT	SAME AS AC Destination ATC/Airspace TTERED .Type of Flis Type of Clea Type Apch/Lr	C/INC tht Flan - NONE trance - NONE nds - UNK/N	ir.	OFF AID Airport Da FOX Runwas Runwas Runwas Runwas	Ident -	18 2800-N/ <i>(</i> DIRT	4
-Fersonnel Information Filot-In-Command Certificate(s)/Ratins(s) COMMERCIAL SE LAND	Ase - 27 Biennial Flisht Re Current Months Since Aircraft Tspe	Medica view - YES To	otal -	2934	Last 24	Hrs -	2
Instrument Rating(s) - NONE							

File No. - 431 5/07/82 NORTH LOUP, NE A/C Res. No. N4339Z Time (Lc1) - 1330 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- .3. TERRAIN CONDITION ROUGH/UNEVEN
- 4. LOAD JETTISON DELAYED FILOT IN COMMAND

----Probable Cause----

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

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

### Brief of Accident

File No 1583 4/16/82 BIRD IS						
-Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	DESTR Fire NONE	OYED Crew Pass	1 2	0 0	Minor 0 0	
-Aircraft Information Make/Model - MOONEY M20J Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	End Make/Model – L' Number Endines – Endine Type – RI Rated Power –		) FIT	Installed/A	ctivated	- YES/NO ES
-Environment/Operations Information Weather Data Wx Briefins - FSS Method - TELEPHONE Completeness - UNK/NR	Itinerary Last Departure Poin THIEF RIVER FALLS Destination	L , MN		Froximity RFORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 3.0 SM Cloud Conditions(1st) - 1500 FT OVERCA Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Frecipitation - RAIN Condition of Light - DAYLIGHT	NEW ULM,MN ATC/Airspace ST Type of Flight Flan	- NONE	gaumaa gaumaa gaumaa gaumaa	Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	se – 43 Kiennial Flisht Review Current – YES	Medical Certificat Fligh Total -	e - VALID it Time (H 985	MEDICAL-WA ours) Last 24	IVERS/LIM Hrs -	3
Instrument Rating(s) - NONE	Months Since - 23 Aircraft Type - M-20J		5	Last 90	Days-	60

THE AIRCRAFT DEPARTED THIEF RIVERS, MN AND PROCEEDED EN ROUTE TO NEW ULM, MN. ONE WITNESS NEAR THE ACCIDENT SITE HEARD A NOISE THAT SOUNDED TO HIM LIKE AN EXPLOSION. HE AND OTHER WITNESSES IN THE VICINITY SAW THE AIRCRAFT DESCENDING OUT OF CONTROL IN A ROLL OR A SPIN BEFORE IT CRASHED. ALSO, THEY SAW TWO OBJECTS FALLING FROM THE AIRCRAFT, ONE SMALL AND ONE LARGE. AN INVESTIGATION REVEALED THAT A PROPELLER BLADE, AND THEN THE ENGINE, HAD SEPARATED IN FLIGHT, THE PROPELLER BLADE WAS FOUND ABOUT TWO WEEKS LATER APPROXIMATELY 1/4 MILE LEFT OF THE FLIGHT PATH. AN EXAMINATION REVEALED THAT THE PROPELLER BLADE HAD FAILED FROM FATIGUE CRACKING. THE FATIGUE ORIGINATED FROM A 1/16 INCH DEEP FORGING FOLD IN THE SURFACE OF THE BLADE NEAR THE BUTT END. THE PROPELLER, A MCCAULEY MODEL 90DHB-16E, HAD 340 HRS TOTAL FLIGHT TIME.

A/C Res. No. N3201F File No. - 1583 4/16/82 BIRD ISLAND, MN Time (Lcl) - 1550 CST

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

Finding(s)

- 1. PROPELLER SYSTEM/ACCESSORIES, BLADE FATIGUE
- MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) MANUFACTURER
- 3. PROPELLER SYSTEM/ACCESSORIES, BLADE SEPARATION
- 4. ENGINE ASSEMBLY VIBRATION
- 5. ENGINE ASSEMBLY SEPARATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

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

----Frobable Cause----

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

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

### Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA)	(MOITAIUA	Aircraft 1	Namade		Indur	ies	
Type Operating Certificate-NONE (GENERA)  Type of Operation -BUSINESS  Flight Conducted Under -14 CFR 91		DESTROYE	D	Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Cr	ew 1	0	0	0
Filsht Conducted Under -14 CFR 91 Accident Occurred Durins -MANEUVERING		NUNE	F'a	·SS 1	0	0	0
Aircraft Information	<i>F</i>		034 054 0045	F. T	*		VEC (NO
Make/Model - BELL 206B Landing Gear - SKID	Ens Make/M Number Fos	inos - 1	SON 250-C20B	ELI Stal	installed/A 1 Warning S	ctivated ustem -	
Max Gross Wt - 3200	Engine Typ	e - TURBI	OSHAFT	Weat	her Radar -	NO	
No. of Seats - 5	Rated Powe	r - 40	20 HF				
Environment/Operations Information Weather Data	Itinerary			Ainmant	Proximits		
weather bata Wx Briefins - NO RECORD OF BRIEFING		ure Point			RPORT/STRIP		
Method - N/A	BROOMFIEL	D,C0					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - IMC Wind Dir/Speed- 240/007 KTS	PUEBLO,CO	1		Pususu	Ident -	M / A	
	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 1100 FT OVER	CAST Type of Fli	sht Plan - i	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Tupe of Cle	arance - l	NONE		Status -		
Obstructions to Vision- NONE	Type Apch/L	.កឋថ - 1	NONE				
Frecipitation - SNOW SHOWER Condition of Light - NIGHT (DARK)							
Personnel Information					VC5.7041	*********	M T T
Pilot-In-Command Certificate(s)/Rating(s)	Ase - 28 Biennial Flisht R	ពី៖ 'ឧបរដែល	egical cettiti	cate - VALID	MEDICAL-MA	IAFK2\FI	MII
COMMERCIAL	Current	- YES	Total -	2011	Last 24	Hrs -	0
	Months Since	- 13	Make/Model-	1920	Last 30	Naus-	27
HELICOPTER	Aircraft Type	- B-204B	Instrument-	0	Last 90	Days-	167
					Rotorer	3TL -	2007
Instrument Rating(s) - NONE							

N2752Y, A BELL 206B HELICOPTER, CRASHED IN HILLY TERRAIN WHILE ON A FLT TO OBTAIN VIDEO TAPE NEWS OF AN AIRCRAFT ACCIDENT. PLT WAS WARNED BY FRO PERSONNEL OF ADVERSE WX CONDITIONS. ANOTHER PLT WHO HAD JUST LANDED TRIED TO PERSUADE THE PLT NOT TO FLY. AFTER DEPARTING WITH A SPECIAL VFR CLEARANCE, RADAR ADVISORIES WERE PROVIDED UNTIL TERRAIN PRECLUDED RADAR TRACKING. WITNESSES ALONG A HIGHWAY OBSERVED THE ACFT WITH THE LANDING LIGHT ON IN SNOW & FOG. ONE WITNESS FOLLOWED THE ACFT AFRX 20 MIN & ESTIMATED ITS ALTITUDE WAS 50 TO 100 FT AGL & THE SPEED WAS 40 MPH, SOME MOTORISTS REPORTED ICE ON THEIR WINDSHIELDS. THE ACFT WAS FOUND THE NEXT MORRING NEAR THE TOP & ON THE FAR SIDE OF A KNOLL THAT IT HAD CROSSED. IT HAD CRASHED IN A STEEP RIGHT BANK, THE ALCOHOL LEVEL OF A SAMPLE OF THE PLT'S BLOOD WAS 0.093%. NO PRET OF TECHNNICAL MALFUNCTIONS OR FAILURES WERE FOUND. WX DATA ABOVE WAS THE 2105 MST OBSERVATION AT ARAPAHOE COUNTY WAST LOCATED 33 MI NORTH OF THE ACCIDENT SITE.

\_\_\_\_\_\_

File No. - 1682 12/07/82 LARKSPUR, CO A/C Res. No. N2752Y Time (Lcl) - 2158 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE

### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. LIGHT CONDITION DARK NIGHT
- 3. WEATHER CONDITION LOW CEILING
- 4. WEATHER CONDITION SNOW
- 5. WEATHER CONDITION FOG
- 6. VFR FLIGHT INTO IMC CONTINUED FILOT IN COMMAND
- IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) FILOT IN COMMAND
- 8. IMPROPER DECISION, SELF-INDUCED PRESSURE - FILOT IN COMMAND
- 9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - FILOT IN COMMAND
- IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME F)LOT IN COMMAND 10.

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

#### Finding(s)

- 11. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 12. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10,11,12

### Brief of Accident

File No 1684 7/13/82 SCHEL	LVILLE,CA A/C I	Res. No. N27GF	T	ime (Lcl) -	1745 FD	「 
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircra DESTRI Fire NONE	't Damase )YED Crew Pass	Fatal O O	Injuri Serious O O		None 1 0
-Aircraft Information Make/Model - MITSUBISHI MU-2B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8930 No. of Seats - 6	End Make/Model - A: Number Endines - : Endine Type - TU Rated Power -	2 JRBOFROP	Stal	Installed/Ad 1 Warnins S her Radar -	sstem - '	
-Environment/Operations Information Weather Data  Wx Briefins - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/008 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Frecipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination OAKLAND,CA  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D SCHELL Runway Runway Runway	ata	2900/ GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Ratins(s) COMMERCIAL SE LAND, ME LAND HELICOPTER	Ase - 41 Biennial Flisht Review Current - YES Months Since - 9 Aircraft Type - BEECH	Total - Make/Model- Instrument-	t Time (H 6500 134	ours) Last 24	Dane- Dane- Hue -	'LIMIT 0 29 150 100
Instrument Rating(s) - AIRPLANE	•	I				

### ----Narrative----

AT APPROXIMATELY 800 FT DOWN THE LEFT SIDE OF THE RWY THE LEFT ENG EXPERIENCED A POWER LOSS. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY COLLIDING WITH A DRAINAGE DITCH & COMING TO REST INVERTED. EXAMINATION OF THE FUEL CONTROL UNIT REVEALED THAT THE BELLOWS WITHIN THE ASSEMBLY WERE FOUND IN AN EXTENDED POSITION, INDICATING A LEAK INTO THE EVACUATED AREA. A FAILURE WAS NOTED AT THE SEAM IN THE BELLOWS. IN ADDITION, EXAMINATION OF THE PROPELLER REVEALED THAT THE START LOCKS WERE ENGAGED & THE BLADES WERE AT THE START LOCK POSITION AT IMPACT. IN ORDER TO ENGAGE THE START LOCKS, THE POWER LEVER HAS TO BE MOVED TO REVERSE DURING SHUTDOWN WITH THE ENG RPM BELOW 50%. AFTER ENG START THE PLT MUST AGAIN RETARD THE POWER LEVERS TO REVERSE TO DISENGAGE THE START LOCKS. THE LOCKS WILL NOT DISENGAGE AFTER THE POWER LEVER IS SET TO THE FLIGHT RANGE.

File No. - 1684 7/13/82 SCHELLVILLE, CA Time (Lc1) - 1745 FDT A/C Res. No. N27GP LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL 2. FUEL SYSTEM, FUEL CONTROL - LEAK .3. PROPELLER SYSTEM/ACCESSORIES - ENGAGED 4. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND 5. PERFORMANCE DATA - NOT IDENTIFIED - FILOT IN COMMAND Occurrence \$2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. DIRECTIONAL CONTROL - NOT MAINTAINED - FILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - FILOT IN COMMAND Occurrence \$3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 8. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 9. TERRAIN CONDITION - DITCH \_\_\_\_\_ Occurrence #4 Phase of Operation TAKEOFF ----Frobable 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) 6,9

### AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 9 OF 1982 ACCIDENTS

### Brief of Accident

File No 1691 5/29/82 KEN	AI,AK A/C R	eg. No. N9089D	Time (Lc1	) - 2245 ADT	
Basic Information Type Operating Certificate-NONE (GENE	DESTRO		Fatal Seriou		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN		Crew Pass	1 0 0		0
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1	NTINENTAL C-90 CIPROCATING-CARBURET 95 HP	Stall Warnin	g System - N	- NO -N/A O
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary NG Last Departure Point SAME AS ACC/INC . Destination		Airport Proximit OFF AIRPORT/ST irport Data		
Wind Dir/Speed- 220/007 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 1000 FT BR Cloud Conditions(2nd) - 5000 FT OV Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK		- NONE	Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight Review	Medical Certificate	- VALID MEDICAL	-WAIVERS/LIM	IT
STUDENT	Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model- UNK	350 Last /NR Last /NR Last	24 Hrs - UN 30 Days- UN 90 Days- UN	K/NR K/NR K/NR
Instrument Rating(s) - NONE					
Narrative ILOT WAS GIVING PASSENGERS RIDES ALONG BIS LIGHT WITH TWO PASSENGERS, THE WING DIPPED EVEL WAS 196 MG%.					

File No. - 1691 5/29/82 KENAI,AK A/C Reg. No. N9089D Time (Lc1) - 2245 ADT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

- 2. BUZZING PERFORMED PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) PILOT IN COMMAND

----Probable Cause----

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

### Brief of Accident

- 1120 ADT	
ries	
Minor N	None
0	0
0	0
Activated - YE	ES/NO
System - YES	
- NO	
P	
- 19	
- 4700 -UNK/N	NR
- GRAVEL	
- DRY	
<b>2</b>	
AIVERS/LIMIT	
•	
4 Hrs - 1	1
O Days- UNK/NR	R
O Days- 5	
S. FT AGL. BANK & E ACFT BURETOR & HES.	
В	URETOR &

File No. - 1664 7/02/82 FAIRBANKS, AK A/C Reg. No. N6172M Time (Lc1) - 1120 ADT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - CONTAMINATION 2. FUEL SYSTEM, CARBURETOR - WATER 3. FUEL SYSTEM, PUMP - CONTAMINATION 4. FUEL SYSTEM, PUMP - WATER Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 6. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7 Factor(s) relating to this accident is/are finding(s) 5,6

### Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operating OperationPERSONAL Fire Crew O 0 1 0 0 Flight Conducted Under -14 CFR 91 Accident Occurred Ouring -LANDING NONE Pass 0 0 0 0 0 Accident Occurred Ouring -LANDINGAircraft Information Make/Model - PIPER PA-28-140 Landing Gear - RICKYCLE-FIXED Number Engines - 1 Eng Make/Model - LYCOMING 0-920 Landing Gear - RICKYCLE-FIXED Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO NO. of Seats - 2 Rated Power - 160 HP	File No 1663 7/12/82 WAS	SILLA, AK	A/C Reg. No. N98	391W	ৰ	ime (Lc1) -	1400 ADT	
Type of Operation		ERAL AVIATION)	ircraft Damage			Injur	ies	
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Decurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-140 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - YES/ Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2050 Engine Type - RECIPEDCATING-CARBURETOR Weather Radar - NO No. of Seats - 2 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Completeness - N/A Destination Airport Data Basic Weather - VMC KENAI, AK Wind Dir/Speed - 180/006 KTS Visibility - 35.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - 1200 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Months Since - 2 Make/Model - 247 Last 30 Days - VO Instrument Rating(s) - AIRPLANE Narrative LOT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING ETO FUEL STARVATION. HE FIGURED HE HAD ENOUgh FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE OUIT AND THE		_	SUBSTANTIAL	_	Fatal			
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2050 No. of Seats - 2 Rated Power - 160 MP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Mathod - N/A Destination Mathod - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Visibility - 35.0 Visibility - 35.0 Visibility - NORE Cloud Conditions(2nd) - NONE Distructions to Vision - NONE Distructions to Vision - NONE Condition of Light - DaYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - AIRPLANE Narrative LOT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING ETO FELL STARVAION. HE FIGURED HE HAD ENDUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE OUIT AND THE					0	0	•	-
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 2 Rated Power - 160 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VWC Wind Dir/Speed-180/006 KTS Cloud Conditions(1st) - 1200 FT SCATTERED Cloud Conditions(1st) - 1200 FT SCATTERED Obstructions to Vision- NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 42 Months Since - 2 Make/Model - LYCOMING 0-320 ELT Installed/Activated - YES/ Stall Warning O-320 ELT Installed/Activated - YES/ Stall Warning System - YES Table Power - 160 HP  Airport Proximity DF AIRPORT/STRIP  Airport Proximity DF AIRPORT/STRIP  Airport Data Maritan Airport Data Maritan MASILLA Wind Dir/Speed-180/006 KTS Runway Ident - N/A Runway Ident - N/A Runway Lth/Wid - N/A Runway Status - N/A Cloud Conditions(2nd) - NONE Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR The SUCCESSFULLY MADE A FORCED LANDING ET OFFILE STARVATION. HE FIGURED HE HAD ENDUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE OUIT AND THE	Accident Occurred During -LANDING							O
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2050  Mo. of Seats - 2  Rated Power - 160 HP  -Environment/Operations Information Weather Data  Mathod - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed-180/006 KTS  Visibility - 35.0 SM  Cloud Conditions(1st) - 1200 FT SCATTERED  Obstructions to Vision- NONE  Obstructions to Vision- NONE  Condition of Light - DAYLIGHT  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Number Engines - 1  Rumber Regimes - 1  Rimper Point  Refull Apport Proximity  Airport Proximity  OFF AIRPORT/STRIP  Airport Data  Air	-Aircraft Information	•						
Max Gross Wt - 2050 No. of Seats - 2 Rated Power - 160 HP  -Environment/Operations Information Weather Data Wather Data Wather Data Weather Data Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Wind Dir/Speed- 180/006 KTS Wind Dir/Speed- 180/006 KTS Wind Dir/Speed- 180/006 KTS Wisibility - 35.0 SM Cloud Conditions(1st) - 1200 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Weather Radar - NO Rated Power - 160 HP  -Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	Make/Model - PIPER PA-28-140	Eng Make/Mode	1 - FACOMING 0-35	20	ELT	Installed/Ad	ctivated	- YES/YI
No. of Seats - 2  Rated Power - 160 HP  -Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - NO RECORD OF BRIEFING Attreet Point OFF AIRPORT/STRIP Method - N/A TALKEETHALAK Completeness - N/A Destination Airport Data Basic Weather - VMC KENAI,AK Wind Dir/Speed : 180/006 KTS Visibility - 35.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - 1200 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- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE  -Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENDUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE								E\$
-Environment/Operations Information  Weather Data  Itinerary  Wx Briefing  NO RECORD OF BRIEFING  Last Departure Point  Completeness - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 180/006 KTS  Wind Dir/Speed- 180/006 KTS  Visibility - 35.0 SM  Cloud Conditions(ist) - 1200 FT SCATTERD Type of Flight Plan - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Age - 42  Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT  Certificate(s)/Rating(s)  Biennial Flight Review  Flight Time (Hours)  PRIVATE  Current - YES  Total - 393  Last 24 Hrs - 4  Months Since - 2  Make/Model - 247  Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument- 91  Last 90 Days- 70  Instrument Rating(s) - AIRPLANE				-CARBURE	iuk weat	ner kadar -	NO	
Weather Data	No. of Seats - 2	kated Power	- 160 HP					
Wx Briefing - NO RECORD OF BRIEFING	-Environment/Operations Information					•		
Method - N/A Destination Airport Data  Basic Weather - VMC KENAI,AK WASILLA  Wind Dir/Speed- 180/006 KTS KENAI,AK WASILLA  Wind Dir/Speed- 180/006 KTS RUnway Ident - N/A  Visibility - 35.0 SM ATC/Airspace Runway Lth/Wid - N/A  Cloud Conditions(1st) - 1200 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- NONE Type Approach Flown - VISUAL STRAIGHT-IN  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 393 Last 24 Hrs - 4  SE LAND Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument - 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE  -Narrative  OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS Wisibility - 35.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - 1200 FT SCATTERED Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 42 Months Since - 2 Months Since - 2 Make/Model - 247 Months Since - 2 Make/Model - 247 Months Since - 2 Months M	Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP		
Basic Weather - VMC KENAI,AK WASILLA Wind Dir/Speed- 180/006 KTS Runway Ident - N/A Visibility - 35.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 1200 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model- 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE Narrative COT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENDUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	·	•						
Wind Dir/Speed- 180/006 KTS  Visibility - 35.0 SM ATC/Airspace Runway Lith/Wid - N/A Cloud Conditions(1st) - 1200 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- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model- 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE				j.	*			
Visibility - 35.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - 1200 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- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE  -Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENDUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE		KENAI, AK					21/2	
Cloud Conditions(1st) - 1200 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- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE		ATC / A						
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model- 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE  -Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	Visibility - 35.0 SM	AIC/Airspace	Diam - NONE		Runway			
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model - 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANE Narrative LOT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING ETO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	Cloud Conditions(Ist) - 1200 F1 St	ATTERED Type of Filght	PIAN - NUNE		Bunway			
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model - 247 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 91 Last 90 Days - 70  Instrument Rating(s) - AIRPLANE Narrative DT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING ETO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	Obstructions to Vision- NONE	Type Of Create	Flown - VISHAL ST	DATGHT-IN	l Kullway	Jiaias	14/ A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Precipitation - NONE	Type Applicaci	TOWN VISUAL ST	KAZGIN II	•			
Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 393 Last 24 Hrs - 4 SE LAND Months Since - 2 Make/Model- 247 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 91 Last 90 Days- 70  Instrument Rating(s) - AIRPLANENarrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE								
Certificate(s)/Rating(s)  PRIVATE  Current - YES  Total - 393  Last 24 Hrs - 4  SE LAND  Months Since - 2  Make/Model - 247  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE  -Narrative  OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING  TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE								
Instrument Rating(s) - AIRPLANENarrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE		Age - 42	Medical Ce	ertificate	e - NALĪD	MEDICAL-NO	WAIVERS/	LIMIT
Instrument Rating(s) - AIRPLANENarrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE		Biennial Flight Rev	ew	Flight	t Time (H	lours)		_
Instrument Rating(s) - AIRPLANE -Narrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE		Current -	YES Total	<del>-</del>	393	Last 24	Hrs -	4
Instrument Rating(s) - AIRPLANENarrative OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE	SE LAND	Months Since -	2 Make/M	lodel-	247	Last 30	Days- UN	K/NR
		Aircraft Type -	UNK/NR Instru	ment-	91	Last 90	Days-	70
	Instrument Rating(s) - AIRPLANE							
OT HAD OPPORTUNITY TO REFUEL AND DID NOT. ON ONE FLIGHT BEFORE ACCIDENT HE SUCCESSFULLY MADE A FORCED LANDING TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE								
TO FUEL STARVATION. HE FIGURED HE HAD ENOUGH FUEL FOR ONE MORE FLIGHT. DURING THIS FLIGHT ENGINE QUIT AND THE						B050   M55:::	_	
	TO FUEL STARVATION. HE FIGURED HE HAD E	NOUGH FUEL FOR ONE MORE						
	and the second s							

A/C Reg. No. N9891W Time (Lcl) - 1400 ADT File No. - 1663 7/12/82 WASILLA,AK Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. REFUELING - NOT PERFORMED - PILOT IN COMMAND 2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION 5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE DOWN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - DITCH ----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)	AVTATION)	Aircraft Da	amane		Inii	ıries	
Type operating berith roate None (denenal	- AVIATION)	DESTROYED		Fatal			None
Type of Operation -PERSONAL .		Fire	Crew			0	1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information		•	•		-		
Make/Model - AERONCA CHAMP 7EC	Eng Make/	Model - CONTII	NENTAL C-90-12F	ELT	Installed/	'Activated	- YES-UNK
Landing Gear - TAILWHEEL-ALL FIXED	Number En	gines - 1		Stal	1 Warning	System - L	INK/NR
Max Gross Wt - 1300	Engine Ty	pe - RECIPI	ROCATING-CARBUR	ETOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Pow	er - 9(	) HP 				
Environment/Operations Information					·		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AIR	STRIP		
Method - N/A Completeness - N/A	SAME AS Destination			Airport D			
Basic Weather - VMC	ANCHORAG				ata E STRIP		
Wind Dir/Speed- UNK/NR	ANCHORAG	L, AN				- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - UNK/NR	Type of F1		ONE		Surface		
Cloud Conditions(2nd) - UNK/NR		earance - No			Status		
Obstructions to Vision- NONE	Type Appro	ach Flown - No	ONE .				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31 Biennial Flight	Med	dical Certifica	te - VALID	WEDÍCAL-N	O WAIVERS/	LIMIT
	Biennial Flight	Review	Flig	ht Time (H	ours)	4 11	
PRIVATE	Current	- UNK/NR	Total -	120	Last 2	4 Hrs ~	0
SE LAND	Months Since	- UNK/NR e - UNK/NR	Make/Model- Instrument-	120	Last 3	O Days-	0 45
	All Chart Typ	e - UNK/NK	Tris trument	3	Last	o bays-	43
Instrument Rating(s) - NONE							
Narrative							•
RING TAKEOFF THE AIRCRAFT CONTACTED WILLOW	REES WHICH SWERV	ED THE AIRCRAI	T FARTHER INTO	BRUSH. TH	E PILOT AB	ORTED THE	

File No 16	45 7/26/82	LAKE CLARK, AK	A/C Reg. No. N4314C	Time (Lc1) - 1400 ADT
Occurrence #1 Phase of Operation				
	ISJUDGED - PILOT I	N COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITION	DN - HIGH VEGETATI	ON		
Probable Cause				
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,3,4		

File No 1710 8/03/82 EAGLE	RIVER, AK	A/C Reg. No. N9872M		Time (Lc1) - 1900 ADT			Ī,
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0	0	0	1 3
Aircraft Information Make/Model - MAULE M-4-210C Landing Gear - FLOAT Max Gross Wt - 230O No. of Seats - 4	Number E	/Model - CONTIN ngines - 1 ype - RECIP wer - 210	- FUEL INJECTED	Stal	Installed/ l Warning b her Radar	System - \	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A		ACC/INC	,		Proximity RPORT/STRI	P	
Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 60.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE -Precipitation - NONE Condition of Light - DAYLIGHT	Type of C	e light Plan - NO learance - NO bach Flown - NO	NE	Runway Runway	Ident Lth/Wid Surface Status	- WATER	CALM
Personnel Information Pilot-In-Command	Age - 36	Med	ical Certificat	VALID	MEDICAL-N	n WAIVERS	· · · · · · · · · · · · · · ·
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		,,	
COMMERCIAL	Current	- YES	Total -		Last 2		0
SE LAND,SE SEA HELICOPTER	Months Since Aircraft Typ	e - 12 oe - UNK/NR	Make/Model- Instrument-	58 O	Last 30 Last 90	O Days- O Days-	O 11
Instrument Rating(s) - HELICOPTER							
Narrative THE PILOT REPORTED THAT HE PREFLIGHTED THE FL ENGINE START, TAXI, AND PRETAKEOFF CHECKS, HE RUN AND TAXIED BACK FOR A LONGER RUN. THE PIL AIRCRAFT STILL TOOK LONGER THAN NORMAL TO REA AND THE AIRCRAFT LIFTED OUT OF THE WATER. HOW THE NOSE SLIGHTLY, BUT THE SPEED CONTINUED TO DF THE LAKE. THE AIRCRAFT WAS ESTIMATED TO BE LAKE WAS ABOUT 300 FT, BUT THE DENSITY ALTITU CALM.	SET THE FLAPS A OT STATED THAT TH CH FLYING SPEED. EVER, THE PILOT I DECREASE. SUBSEC 21 LBS OVER ITS	T THE FIRST NOT HE ENGINE WAS P AT 55 MPH, THE REPORTED THE AI QUENTLY, THE PL MAXIMUM GROSS	CH. HE ABORTED RODUCING NORMAL PILOT SET A SE RSPEED WAS DECR ANE SETTLED INT WEIGHT LIMIT. T	HIS FIRST POWER, BO COND NOTCO EASING, SO TO TREES NOTE	TAKEOFF UT THE H OF FLAPS O HE LOWERI EAR THE ENI ION OF THE	ס	

File No. - 1710 8/03/82 EAGLE RIVER, AK A/C Reg. No. N9872M Time (Lc1) - 1900 ADT

IN FLIGHT COLLISION WITH OBJECT

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. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 4. AIRSPEED NOT POSSIBLE PILOT IN COMMAND
- 5. OBJECT TREE(S)
- 6. STALL/MUSH INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 1705 5/29/82 PELL	CITY,AL A/C Re	g. No. N9956T	Time (	(Lc1) - 1800 E	DT
Basic Information Type Operating Certificate-NONE (GENERA				Injuries	None
Time of Openshien Buchless	SUBSTAN			tious Minor	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Crew	0	0 0	1
Accident Occurred During -LANDING	NONE	Pass	0	0 0	1
Aircraft Information					
Make/Model - PIPER PA-38	Eng Make/Mode1 - LYC	OMING 0-235-L2C	ELT Insta	illed/Activate	d - YES-UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall War	ning System -	YES
Max Gross Wt - 1670	Engine Type - REC	IPROCATING-CARBURETO	R Weather R	Radar - NO	
No. of Seats - 2	Rated Power -	112 HP			
Environment/Operations Information					
Weather Data	Itinerary	Α	irport Proxi	mity	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT	/STRIP	
Method - N/A	KNOXVILLE, AL				
Completeness - N/A	Destination	Αi	rport Data		
Basic Weather - VMC	BESSEMER, AL				
Wind Dir/Speed- 220/005 KTS			Runway Ider	nt ~ UNK/NR	
Visibility - 12.0 SM	ATC/Airspace		Runway Lth/	Wid - UNK/NR	
Cloud Conditions(1st) - NONE	Type of Flight Plan -			ace - GRASS/	TURF
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE	Runway Stat	us - DRY	
Obstructions to Vision- NONE	Type Approach Flown -	UNK/NR			
Precipitation - NONE					
Condition of Light - DAYLIGHT	·				
Personnel Information					
Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDI	CAL-WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	Time (Hours)		
PRIVATE	Current - UNK/NR	Total - 50	00 L	ast 24 Hrs -	UNK/NR °
SE LAND, ME LAND	Months Since - UNK/NR	Total - 50 Make/Model- UNK/I	NR L	ast 30 Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/I Multi-Eng - UNK/I	NR L	ast 90 Days-	UNK/NR
Instrument Rating(s) - NONE					
Narrative					
THE AIRCRAFT WAS BEING USED TO RETURN WITH AN					
BESSEMBER, AL TO KNOXVILLE, TN. THE PILOT ESTI					
WAS BUSY, HE ELECTED TO DEPART WITHOUT REFUEL					
AND ELECTED TO DIVERT TO PELL CITY, AL. HOWEV					
WAS MADE IN A WHEAT FIELD ABOUT 1/3 MILE FROM	THE AIRPORT. REPORTEDLY, NO	FUEL WAS FOUND IN TH	HE AIRCRAFT.		

File No. - 1705 5/29/82 PELL CITY, AL A/C Reg. No. N9956T Time (Lc1) - 1800 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - LOW LEVEL 3. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION 5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN 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

File No 1667 6/	01/82 \$	TEVENSON, AL	A/C Re	g. No. N2	18945	Т	ime (Lc1) -	1720 CD	F
-Basic Information Type Operating Certificat	e-NONE (GE	NERAL AVIATION)	Aircraf	: Damage			Injur	1es	
-			SUBSTAN	ITIAL		Fatal	Serious	Minor	None
	-BUSINESS		Fire		Crew	_	0	0	1
Flight Conducted Under	-14 CFR 9	1	NONE		Pass	0	0	0	0
Accident Occurred During	-LANDING								
-Aircraft Information									
Make/Model - PIPER PA-			Make/Model - COM						
Landing Gear - TRICYCLE-	RETRACTABL	E Numbe	er Engines - 2	•		Stal	1 Warn∔ng S		
Max Gross Wt - 4000		Engir	ne Type - REC		. INJECTED	) Weat	her Radar -	UNK/NR	•
No. of Seats - 4		Rated	i Power -	200 HP					
-Environment/Operations Info	rmation	-							
Weather Data		Itinerar				Airport	Proximity		
` Wx Briefing - UNK/NR			eparture Point			ON AIR	PORT		
Method - UNK/NR			IN, GA						
Completeness - UNK/NR		Destina				Airport D			
Basic Weather - VMC		STEV	ENSON, AL				PORT MUNICI		
Wind Dir/Speed- 360/010		.== /						08	
Visibility - 15.0		ATC/Airs					Lth/Wid -		150
Cloud Conditions(1st) -	4000 FT	SCATTERED Type of	of Finght Plan	NUNE			Surface -		
Cloud Conditions(2nd) - Obstructions to Vision-	NUNE	Type of	or Clearance Approach Flown	NONE		Runway	Status -	DKY	
Precipitation -	14014	Type A	opproach riown	NONE					
Condition of Light -									
-Personnel Information		4							/
Pilot-In-Command Certificate(s)/Rating(s)				Medical C			MEDICAL-NO	MAI VERS	LIMII
PRIVATE		Current	ght Review - YES	Total		nt Time (H	Last 24	Una -	5
SE LAND					Model -	2313 7/12	Last 24	Dave- III	
JL LAND		Aircnafi	Since - 15 : Type - PA-34	Inctr	Model -	743	Last 30 Last 90	Days- U	400
		Anciar	. Type TA 54		-Eng -	129	Last 30	Days	100
Instrument Rating(s)	- AIRPLAN	E							
-Narrative									<b>-</b> -
N GEAR RETRACTED DURING LAND 373.	ING ROLL.	A FAULTY RELAY WA	S FOUND IN THE	RETRACTIN	IG SYSTEM.	PIPER PA	RT NUMBER		

File No. - 1667 6/01/82 STEVENSON,AL A/C Reg. No. N28945 Time (Lc1) - 1720 CDT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL
2. ELECTRICAL SYSTEM,ELECTRIC RELAY - DETERIORATED

----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-NON	NE (GENERAL AVIATION) Aircraf	t Damage		Ini	uries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		Fata1	Serious		None
	RSONAL Fire	Crew	0	0	0	1
Flight Conducted Under -14		Pass	0	0	1	1
Accident Occurred During -LAN	ND					
Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - CO			Installed		
Landing Gear - TRICYCLE-FIXED				ll Warning		
Max Gross Wt - 2550	Engine Type - RE Rated Power -		TOR Weat	ther Radar	- UNK/NR	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Informati						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS Method - UNK/NR	Last Departure Point		ON AIR	RPORT		
Method - UNK/NR Completeness - UNK/NR	SAME AS ACC/INC Destination		Airport [	20+0		
Compreteness - dik/ik	Destination					
Rasic Weather - VMC	CHIE SHODES EL		BYIEC	ETELD		
Basic Weather - VMC Wind Dir/Speed- 180/012 KTS	GULF SHORES,FL	j	_	FIELD / Ident	09	
Wind Dir/Speed- 180/012 KTS	•	3	Runway	/ Ident	- 09 - 4988	-UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM	•	,	Runway Runway		- 4988	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330	ATC/Airspace	- NONE	Runway Runway Runway	/ Ident / Lth/Wid / Surface	- 4988	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330	ATC/Airspace OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance	- NONE - NONE	Runway Runway Runway	/ Ident / Lth/Wid / Surface	- 4988 - ASPHAL	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown	- NONE - NONE	Runway Runway Runway	/ Ident / Lth/Wid / Surface	- 4988 - ASPHAL	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE	ATC/Airspace OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown	- NONE - NONE	Runway Runway Runway	/ Ident / Lth/Wid / Surface	- 4988 - ASPHAL	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown	- NONE - NONE	Runway Runway Runway	/ Ident / Lth/Wid / Surface	- 4988 - ASPHAL	
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command	ATC/Airspace  OO FT SCATTERED Type of Flight Plan  OO FT SCATTERED Type of Clearance  Type Approach Flown  IGHT  Age - 42	- NONE - NONE - NONE  Medical Certificat	Runway Runway Runway Runway	y Ident y Lth/Wid y Surface y Status	- 4988 - ASPHAL - DRY	T
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	ATC/Airspace  OO FT SCATTERED Type of Flight Plan  OO FT SCATTERED Type of Clearance  Type Approach Flown  IGHT  Age - 42  Biennial Flight Peview	- NONE - NONE - NONE  Medical Certificat	Runway Runway Runway Runway	y Ident y Lth/Wid y Surface y Status  O MEDICAL-H	- 4988 - ASPHAL - DRY	TS/LIMIT
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	ATC/Airspace  OO FT SCATTERED Type of Flight Plan  OO FT SCATTERED Type of Clearance  Type Approach Flown  IGHT  Age - 42  Biennial Flight Review  Current - YES	- NONE - NONE - NONE  Medical Certificat Fligh Total -	Runway Runway Runway Runway 	y Ident y Lth/Wid y Surface y Status  O MEDICAL-Mours) Last:	- 4988 - ASPHAL - DRY NO WAIVER	T S/LIMIT UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	ATC/Airspace  OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown  IGHT  Age - 42 Biennial Flight Review Current - YES Months Since - 19	- NONE - NONE - NONE  Medical Certificat Fligh Total Make/Model-	Runway Runway Runway Runway ************************************	y Ident y Lth/Wid y Surface y Status  O MEDICAL-Mours) Last: Last:	- 4988 - ASPHAL - DRY  NO WAIVER 4 Hrs - 30 Days-	T  S/LIMIT  UNK/NR  UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	ATC/Airspace  OO FT SCATTERED Type of Flight Plan  OO FT SCATTERED Type of Clearance  Type Approach Flown  IGHT  Age - 42  Biennial Flight Review  Current - YES	- NONE - NONE - NONE  Medical Certificat Fligh Total Make/Model-	Runway Runway Runway Runway ************************************	y Ident y Lth/Wid y Surface y Status  O MEDICAL-Mours) Last: Last:	- 4988 - ASPHAL - DRY  NO WAIVER 4 Hrs - 30 Days-	T  S/LIMIT  UNK/NR  UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 33( Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	ATC/Airspace  OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown E LIGHT  Age - 42 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	- NONE - NONE - NONE  Medical Certificat Fligh Total Make/Model-	Runway Runway Runway Runway ************************************	y Ident y Lth/Wid y Surface y Status  O MEDICAL-Mours) Last: Last:	- 4988 - ASPHAL - DRY  NO WAIVER 4 Hrs - 30 Days-	T  S/LIMIT  UNK/NR  UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	ATC/Airspace  OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown E LIGHT  Age - 42 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	- NONE - NONE - NONE  Medical Certificat Fligh Total Make/Model-	Runway Runway Runway Runway ************************************	y Ident y Lth/Wid y Surface y Status  O MEDICAL-Mours) Last: Last:	- 4988 - ASPHAL - DRY  NO WAIVER 4 Hrs - 30 Days-	T  S/LIMIT  UNK/NR  UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - Al	ATC/Airspace  OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown E LIGHT  Age - 42 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	- NONE - NONE - NONE  Medical Certificat	Runway Runway Runway Runway te - VALIE Time (H 892 468 121	y Ident y Lth/Wid y Surface y Status  O MEDICAL-I Hours) Last Last	- 4988 - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days- 90 Days-	T  S/LIMIT  UNK/NR  UNK/NR
Wind Dir/Speed- 180/012 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 330 Cloud Conditions(2nd) - 2500 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - Al  Narrative PILOT EXPERIENCED A POWER LOSS I	ATC/Airspace  OO FT SCATTERED Type of Flight Plan OO FT SCATTERED Type of Clearance Type Approach Flown E LIGHT  Age - 42 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	- NONE - NONE - NONE  Medical Certificat	Runway Runway Runway Runway Runway  te - VALIE T Time (H 892 468 121	y Ident y Lth/Wid y Surface y Status  O MEDICAL-I Hours) Last Last Last	- 4988 - ASPHAL - DRY  NO WAIVER 30 Days- 90 Days-	T S/LIMIT UNK/NR UNK/NR 16

File No. - 1654 7/25/82 A/C Reg. No. N735RF Time (Lc1) - 1638 CDT MOBILE, AL LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN NOSE OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

File No 1646 · 7/27/82	HUNTSVILLE, AL	A/C Reg. No. N	3124J	т	ime (Lc1) -	1110 CDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fata1		Minor	None
	TIONAL - SOLO	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 150G		/Model - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning Sy		ES
Max Gross Wt - 1600		ype - RECIPROCATI	NG-CARBURETO	R Weat	her Radar -	NO	
No. of Seats - 2	Rated Po	wer - 100 HP		·			
Environment/Operations Information							
Weather Data	Itinerary		A	irport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depa	rture Point		ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destinatio	n	Αi	rport Da			
Basic Weather - VMC					HUNTSVILLE		
Wind Dir/Speed- 290/008 KTS						24	
Visibility - 7.0 SM	ATC/Airspac				Lth/Wid -		40
Cloud Conditions(1st) - 3400 FT					Surface -		
Cloud Conditions(2nd) - NONE		learance - NONE		Runway	Status -		
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE				HOLES	
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			Certificate			-	
<pre>Certificate(s)/Rating(s)     STUDENT</pre>	Biennial Flight Current			Time (Ho	ours) Last 24	Una	4
STODENT	Months Sinc				Last 30	DOVE UNI	1 ( /ND
	Aircraft Ty	ne - N/A Inst	/Model- rument-	1	Last 90	Days- UN	10
	Anciarcity	pe N/A INSC	ramerra	'	Last 90	Days	10
Instrument Rating(s) - NONE	•						
Narrative							
HE PILOT LANDED LONG AND FAST AND PUSHE							
O THE NEUTRAL POSITION. WHEN THE FLAPS							
S THE RUNWAY END WAS NEAR THE PILOT RED	DOED POWER AND INTED	IN SINE HOMENER THE	AIRCRAFT RAN	UFF IH	E END OF THE	RUNWAY	
NTO A DITCH AND NOSED OVER.							

File No. - 1646 7/27/82 HUNTSVILLE, AL A/C Reg. No. N3124J Time (Lc1) - 1110 CDT Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 6. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. TERRAIN CONDITION - DITCH Occurrence #3 NOSE DOWN Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,7

File No 1700 8/01/82 A	LABASTER, AL	A/C Reg.	. No. N11GT	-	Time (Lc1)	) - 1915 CD	т
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft [	Damage		Inj	juries	
			)	Fatal	Serious		
Type of Operation -TEST		Fire	Cr			0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -CRUISE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ON GROUND			0	· ·	0
Aircraft Information	•	•			•		
Make/Model - AERO COMMANDER 680F			MING IGSO-540-				
Landing Gear - TRICYCLE-RETRACTABL		ng 11100 2		Jta		y System -	YES
Max Gross Wt - 8500 No. of Seats - 7	Engine T Rated Po		P - FUEL INJEC BO HP		ther Radar	· - YES	
Environment/Operations Information							
Weather Data	Itinerary				Proximity	/	
Wx Briefing - NO RECORD OF BRIE				ON AIF	RPORT		
Method - N/A	SAME AS						
Completeness - N/A	Destinatio	n		Airport [			
Basic Weather - VMC					COUNTY		
Wind Dir/Speed- 310/005 KTS Visibility - 5.0 SM	ATC/Airspac	_			/ Ident	- 33 - 3800/	75
Cloud Conditions(1st) - 4000 FT	OVERCAST Type of E	e liaht Dlan - N	JONE			- ASPHALT	
Cloud Conditions(2nd) - NONE		learance - N			/ Status	-	
Obstructions to Vision- HAZE		oach Flown - N		Kuliwa	Julia	DKI	
Precipitation - NONE	Type hpp1		10112				
Condition of Light - DUSK				•			
Personnel Information							
Pilot-In-Command	Age - 57 Biennial Flight	Me	edical Certific			-WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F1	ight Time (F	lours)	04 11	•
COMMERCIAL SE LAND,ME LAND	Months Since	- YES	Total -	1710	Last	24 Hrs -	0
SE LAND, ME LAND	MOHUTS STILL	pe - UNK/NR	Make/Model-	74	Last	30 Days-	0
	All Clait Ty	pe - UNK/INK	Multi-Eng -	3105	Last	50 bays	O
Instrument Rating(s) - AIRPLAN	IE .						
							<i></i>

File No 1700	8/01/82	ALABASTER,AL	A/C Reg. No. N11GT	Time (Lc1) - 1915 CDT	
			^		
Occurrence	FIRE				
Phase of Operation	CRUISE - NORMAL				
Finding(s)					
1. FUEL SYSTEM, LINE	FITTING - IMPROP	ER			
<ol><li>INSTALLATION -</li></ol>	IMPROPER - PILOT	IN COMMAND			
3. FUEL SYSTEM,LINE	FITTING - LEAK				
4. FUEL SYSTEM - FIR	E				

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

	/02/82 DOTHAI	N, AL 	A/C Reg.	No. N79SW	T	ime (Lc1) -	1630 CDT	
Basic Information Type Operating Certifica	te-NONE (GENERAI	_ AVIATION)		amage		Injur		
Turne of Openstian	CDOD CONTDO	DELATED EL TOUT	SUBSTANTI					None
Type of Operation Flight Conducted Under	-CRUP CUNTRUL		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During	-LANDING			rass	•	· ·	J	
Aircraft Information								
Make/Model - HILLER U	H12D		fode1 - LYCOM	IING VO-435-A1C	ELT	Installed/Ad	ctivated	- NO -N/
Landing Gear - SKID		Number Eng						0
Max Gross Wt - 3100				ROCATING-CARBUR	ETOR Weat	her Radar -	NO	
No. of Seats - 3		Rated Powe	er - 24	O HP				
-Environment/Operations Info	ormation	<b>7 1</b> 1			A !	D		
Weather Data Wx Briefing - NO RECO	ORD OF BRIEFING	Itinerary Last Depart	Dadat			Proximity RPORT/STRIP		
Method - N/A	DRD OF BRIEFING	Last Depart	CC/INC		UFF AI	KPUKI/SIKIP		
Completeness - N/A		SAME AS A Destination	icc/ INC		Airport D	ata		
Basic Weather - VMC		Des e ma e rom		J	Amporto	u.u		
Wind Dir/Speed- UNK/NR					Runway	Ident -	UNK/NR	
Visibility - 20.0					Runway	Lth/Wid -	UNK/NR	
Cloud Conditions(1st)	- 10000 FT SCAT	TERED Type of Fli	ght Plan - N	ONE		Surface -		
Cloud Conditions(2nd)	- NONE	Type of Cle	arance - N	ONE	Runway	Status -	HIGH VEG	ETATION
Obstructions to Vision-		Type Approa	ich Flown - N	ONE				
Precipitation -								
On an all Advances of the last								
Condition of Light	- DAYLIGHT 							
						MEDICAL NO		
		Age - 34	Me	dical Certifica			WAIVERS/	 LIMIT
		Age - 34 Biennial Flight R	Me Peview	dical Certifica Flig	ht Time (H	ours)		
		Age - 34 Biennial Flight R Current Months Since	Me leview - UNK/NR - LINK/NR	dical Certifica Flig Total - Make/Model-	ht Time (H	ours)		
		Age - 34 Biennial Flight R Current Months Since	Me Peview - UNK/NR - UNK/NR	dical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours)		
		Age - 34 Biennial Flight R Current Months Since Aircraft Type	Me Peview - UNK/NR - UNK/NR	dical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours) Last 24 Last 30 Last 90		5 25
	)	Age - 34 Biennial Flight R Current Months Since Aircraft Type	Me Peview - UNK/NR - UNK/NR - UNK/NR	dical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	5 25
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s)	)	Age - 34 Biennial Flight R Current Months Since Aircraft Type	Me Peview - UNK/NR - UNK/NR - UNK/NR	dical Certifica Flig Total - Make/Model- Instrument-	ht Time (H	ours) Last 24 Last 30 Last 90	Hrs - Days- UNI Days-	5 25
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s)	) - HELICOPTER	Current Months Since Aircraft Type	- UNK/NR - UNK/NR - UNK/NR	Total - Make/Model- Instrument-	ht Time (H 1750 300 120	ours) Last 24 Last 30 Last 90 Rotorcra	Hrs - Days- UNI Days- aft -	5 25
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER Instrument Rating(s)	- HELICOPTER	Current Months Since Aircraft Type	- UNK/NR - UNK/NR - UNK/NR	Total - Make/Model- Instrument- 	ht Time (H 1750 300 120	ours) Last 24 Last 30 Last 90 Rotorcra	Hrs - Days- UNI Days- aft -	5 25
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER  Instrument Rating(s) -Narrative PILOT CALCULATED HIS FUEL F	- HELICOPTER	Current Months Since Aircraft Type  ND DETERMINED IT  OADING AREA. AFTER	- UNK/NR - UNK/NR - UNK/NR - UNK/NR - UNK/NR	Total - Make/Model- Instrument-  THE FLIGHT. HE G WAS COMPLETED	ht Time (H 1750 300 120 DRAINED T	ours) Last 24 Last 30 Last 90 Rotorcra  HE FUEL SUMF	Hrs - Days- UNI Days- aft -	5 25
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER  Instrument Rating(s) -Narrative PILOT CALCULATED HIS FUEL F LE THE CREW WAS LOADING FUNC	- HELICOPTER	Current Months Since Aircraft Type  LIND DETERMINED IT  LIND DATES THE ENG	- UNK/NR	Total - Make/Model- Instrument-  THE FLIGHT. HE G WAS COMPLETED AUTOROTATED TO	ht Time (H 1750 300 120 DRAINED T , THE PILO A FORCED	ours) Last 24 Last 30 Last 90 Rotorcra  HE FUEL SUMF T STARTED LANDING INTO	Hrs - Days- UNI Days- aft -	5 25

File No. - 1625 8/02/82 DOTHAN, AL A/C Reg. No. N79SW Time (Lc1) - 1630 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, DRAIN - OPEN 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5,6,7

File No 1780 8/06/82 OPP,	AL	A/C Reg. No. No.	6637Q	T	ime (Lc1) -	- 1830 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage		Fatal	Injur Serious	ies Minor	None
Type of Operation -APPLYING SE Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	EDS, CHEMICALS, ETC		Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - GRUMMAN G164B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number Engir	- RECIP - FUE		Stal	Installed/A l Warning S her Radar -	System - U	-
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAMSON, AL	e Point		OFF AI	Proximity RPORT/STRIF	)	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 7.0 SM Cloud Conditions(1st) - 4000 FT SCA Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clear			Runway Runway Runway	Ident - Lth/Wid - Surface -		RF
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 27 Biennial Flight Rev Current - Months Since - Aircraft Type -	riew YES Tota 2 Make, UNK/NR Instr	Fligh 1 - /Model-	t Time (H	MEDICAL-NO ours) Last 24 Last 30 Last 90	l Hrs - ) Days- UN	2
Instrument Rating(s) - NONE							

File No. - 1780 8/06/82 OPP,AL A/C Reg. No. N6637Q Time (Lc1) - 1830 EDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WING, BRACING WIRE - VIBRATION

- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. TERRAIN CONDITION ROUGH/UNEVEN
- 4. BRAKES(NORMAL) IMPROPER USE OF PILOT IN COMMAND

----Probable Cause----

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

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

File No 1731 8/17/82 FLORA	LA,AL A/C Re	g. No. N9916G	Time	(Lc1) - 173	O CDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircraft SUBSTAN Fire NONE	Crew	Fatal Se O O	Injuries erious Mi O O	Inor None 0 1 0 0	
Aircraft Information Make/Model - CESSNA A188A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		Stall Wa	talled/Activ arning Syste Radar - NO	/ated - NO -1 em - NO	N/A
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 - UNK/NR	Itinerary Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	NONE NONE	Runway Ide Runway Lth Runway Sur	JNICIPAL AIF	200/ 60 PHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 36 Biennial Flight Review Current - NO Months Since - 27 Aircraft Type - C-172	Total -	t Time (Hours	s) Last 24 Hrs	s - O	
Instrument Rating(s) - NONE						
THE PILOT REPORTED THAT AS HE WAS CLIMBING THE RIGHT AS THE FLAPS WERE BEING RETRACTED. IN AN LEFT AILERON AND RUDDER WHICH STARTED THE RECOUND THE AIRCRAFT STRUCK THE GROUND. AN INVEST FAILED. THE PART HAD BEEN INSTALLED IN 1971 AND AN AIRCRAFT STRUCK THE GROUND.	N EFFORT TO COUNTERACT THE L OVERY. HOWEVER, THERE WAS IN IGATION REVEALED THAT THE RI	ATERAL MOVEMENT, T SUFFICIENT ALTITUD GHT FLAP CABLE, PN	HE PILOT APPL E TO RECOVER	.IED	,	

File No 17	31 8/17/82	FLORALA,AL	A/C Reg. No. N9916G	Time (Lc1) - 1730 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MA		
Finding(s) 1. FLT CONTROL SYS				
Occurrence #2 Phase of Operation		L CLIMB		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	the Probable Cause(s) of this accid	ent

is/are finding(s) 1

-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da	mage		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crei	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s 0	0	0	2
-Aircraft Information							
Make/Model - BEECH 65		Model - LYCOMII	NG IGSO 480-A	1B6 ELT	Installed/	Activated	- UNK/N
Landing Gear - TRICYCLE-RETRACTABLE	Number En	gines - 2			1 Warning	,	NO
Max Gross Wt - 7700		pe ~ RECIP		ED Weat	her Radar	- NO	•
No. of Seats - 9	Rated Pow	er - 340	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRI	P	
Method - TELEPHONE	MIAMI,FL						
Completeness - FULL	Destination		,	Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 180/013 KTS	GREAT IN	AGUA		Dumino	Ident	- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 2000 FT S			3		Surface	•	
Cloud Conditions(2nd) - NONE		earance - UNI				- WATER -	CHOPPY
Obstructions to Vision- NONE		ach Flown - NOI		,,,			
Precipitation - NONE	<i>31</i> 11						
Condition of Light - NIGHT (DAR	K)						
-Personnel Information							
Pilot-In-Command	Age - 21		ical Certifica			AIVERS/LI	TIP
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight		•	ght Time (H	•		
COMMERCIAL, CFI	Current	- UNK/NR		2240		4 Hrs -	2
SE LAND, ME LAND	. Months Since		Make/Model-			O Days- Ui	
	Aircraft Typ	e - UNK/NR	Instrument- Multi-Eng -	280 950	Last 9	O Days-	99
Instrument Rating(s) - AIRPLANE							
This in dillerit Ratiffig(s) - AIRFLANC							
-Narrative							•
LE EN ROUTE AT 9000 FT MSL AT NIGHT, TH							
DRTED THAT THE LEFT ENGINE HAD A PARTIA							
MUNICATION WAS MAINTAINED WITH MIAMI CE							
SAU, BAHAMAS. AT 0600, A U.S. NAVY VESS							

File No 17	48 8/06/82 	ANDROS IS, BAHAMAS,AO	A/C Reg. No. N35PK	Time (Lcl) - 0255 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRCRAFT PERFORM 2. UNDETERMINED		ENGINES - INOPERATIVE		·
Occurrence #2 Phase of Operation		/TOUCHDOWN		
Occurrence #3 Phase of Operation		/TOUCHDOWN		
Finding(s) 3. LIGHT CONDITION				
Probable Cause				
The National Transports/are finding(s) 1,2		ard determines that the P	robable Cause(s) of this acci	dent
Factor(s) relating to	this accident is	s/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENER)	L AVIATION)	Aircraft Damage			Ini	uries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire NONE	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information	5 28-t /88-			p= 0 ***	F A - 9 94	/ A = A d = A = =4	N.O. N.
Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED	Eng wake/wo	del - CONTINENTA	L 10-520	ELI. Stall	installed, I Warning	ACTIVATED	- NU -N
Max Gross Wt - 3300	Engine Type	nes - 1 - RECIP - FU	EL INJECTED	Weath	ner Radar	- NO	MANY MAN
No. of Seats - 1	Rated Power	- 280 HP					
Environment/Operations Information Weather Data	Itinerary			Airport F	Onavimi+v		
Wx Briefing - BREG RCVD SOURCE UNK	Last Departu	re Point		OFF AIR			
Method - IN PERSON Completeness - SELF Basic Weather - VMC	IDA, LA	, , , , , , , , , , , , , , , , , , , ,			.,,		
Completeness - SELF	IDA,LA Destination			Airport Da	ata		
Basic Weather - VMC	MENA, AR			_			
Wind Dir/Speed- 200/010 KTS Visibility - 15.0 SM	ATC/Airspace					- UNK/NR - UNK/NR	
Cloud Conditions(1st) - 6000 FT SCAT	TERED Type of Flig	ht Plan - NONE		Runway	Surface		
Cloud Conditions(2nd) - NONE	Type of Clea	rance - NONE			Status		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type Approac	h Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 38 Biennial Flight Re	Medical	Certificate	e - NON-V	ALID MEDIO	CAL	
	Biennial Flight Re	view VCC T-A	Fligh	t Time (Ho	ours)	3.4 11	_
COMMERCIAL SE LAND, ME LAND	Months Since	- 7E5 1011	al - 1. e/Model- :	2371 2700	Last a	24 Mrs - 30 Dave- IIN	uz /NIP
JE EMIND, ME EMIND	Current Months Since Aircraft Type	- UNK/NR Ins	trument- UN	<td>Last 9</td> <td>30 Days UN</td> <td>IK/NR</td>	Last 9	30 Days UN	IK/NR
		Mul	ti-Eng -	21			,
Instrument Rating(s) - NONE							
Narrative							
PILOT BECAME DISORIENTED WHILE ON A FERRY	FLIGHT. HE SPOTTED	A WATER TOWER IN	N THE TOWN	OF GLENWOO	DD, AR AND	)	
RMINED THAT HE WAS ABOUT 35 MILES SOUTHEA							

File No. - 1708 5/04/82 GLENWOOD, AR A/C Reg. No. N4458Q Time (Lc1) - 1100 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 4. FLUID, FUEL - 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) 1,3,4

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

File No 1750 5/24/82 PARKIN	,AR A/C Reg	. No. N71153	Т.	ime (Lc1) -	1615 CDT	r 
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft DESTROYE	Damage D	Fatal	Injur Serious		None
Type of Operation -PERSONAL, Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	O 1	1 0	0	0
Aircraft Information Make/Model - LUSCOMBE 8A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power -	INENTAL A-65-8 PROCATING-CARBURET 75 HP	ELT 1 Stall OR Weath	Installed/A Warning S ner Radar -	ctivated ystem - L NO	- YES/NO JNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 030/015 KTS Visibility500 SM Cloud Conditions(1st) - 800 FT OVERC		A NONE	Airport F OFF AIR irport Da Runway Runway Runway	Proximity RPORT/STRIP	08 2500/ N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 66 M Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/NR	edical Certificate Flight Total - Make/Model- Instrument-	- VALID Time (Ho 300 161 O	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - Days- UN Days-	'LIMIT 1 NK/NR 3
Instrument Rating(s) - NONE						
Narrative HE PILOT DEPARTED PRESIDENTS ISLE, TN WITH AB LANNED STOP AT WYNNE, AR FOR FUEL. PRIOR TO R T A PRIVATE AIRPORT NEAR PARKIN, AR. THE PILO AIN TO SUBSIDE, THEN FINALLY SHUT THE ENGINE TRIP. ABOUT 1/8 MILE FROM THE STRIP, THE AIRC AS ABOUT 1 PINT OF FUEL REMAINING IN THE FUEL ITE. THE FUEL PICKUP POINT WAS LOCATED ON THE	EACHING WYNNE, HEAVY RAIN WA'T LET THE ENGINE RUN FOR ABOUT OWN. ABOUT 1 HR LATER, THE RAFT STALLED AND CRASHED. AN TANK. THERE IS NO EVIDENCE OF TANK.	S ENCOUNTERED AND A JT 15 MINUTES WHIL PILOT TOOK OFF FROM INVESTIGATION REV DF FUEL SPILLAGE O	A LANDING E WAITING M THE PRI EALED THA R LEAKS A	G WAS MADE G FOR THE EVATE AT THERE AT THE ACCI		

File No 17	50 5/24/82	PARKIN, AR	A/C Reg. No. N71153	Time (Lc1) - 1615 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB	·	
Finding(s)  1. AIRCRAFT PREFLI  2. FLUID,FUEL - ST  3. FUEL SUPPLY -				
Occurrence #2 Phase of Operation	APPROACH			
Occurrence #3 Phase of Operation		- IN FLIGHT		
Finding(s) 4. AIRSPEED - NOT 5. STALL - INADVER		MMAND		
Occurrence #4 Phase of Operation				
Probable Cause				
The National Inappe	ntation Safaty Book	nd determines that the	Probable Cause(s) of this accid	ant.

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	age		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - BEECH 95-A55	Eng Make	/Model - CONTINE	NTAL IO-470L	ELT	Installed/A		
Landing Gear - TRICYCLE-RETRACTAB	LE Number E	ngines - 2	TALLESTE	Stal	Warning S		ES
Max Gross Wt - 4880 No. of Seats - 6	Engine I	/pe - RECIP - wer - 260	FUEL INJECTED	) Weati	ner Radar -	UNK/NR	
NO. OF SeatS - 0	Rated Pol	wer - 260	77 				
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	•			ON AIR	PORT		
Method - N/A Completeness - N/A	ADDISON Destination			Airport Da	2+2		
Basic Weather - VMC	CONWAY.			CONWAY			
Wind Dir/Speed- 100/008 KTS	05/4/////				Ident -	07	
Visibility - 3.0 SM	ATC/Airspace	9			Lth/Wid -		50
Cloud Conditions(1st) - 3000 FT		light Plan - IFR		Runway	Surfacé -	MACADAM	
Cloud Conditions(2nd) - 8000 FT		learance - UNK		Runway	Status -	WET	
Obstructions to Vision- HAZE	Type Appro	oach Flown - UNK	/NR				
Precipitation - RAIN Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 37	Medi	cal Certifica	te - VALID	MEDICAL-NO	WATVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (Ho		,	
PRIVATE	Current	- YES	Total - Make/Model-	2287	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since	e - 22	Make/Model-	215	Last 30	Days- UN	K/NR
	Aircraft Typ	oe - UNK/NR			Last 90	Days-	42
			Multi-Eng -	225			
Instrument Rating(s) - AIRPLA	NE						
larrative	ON DUBINAY 40 DOG TO	IF 11710 GUTETT	AT ABOUT 500	ET 401	_		
PILOT REPORT THAT HE STARTED TO LAND ED THE LANDING AND MADE A GO-AROUND							
TEND THE CANDING AND MADE A GU-ARUUND		UN KUNWAT U/. U	A THE SECOND !	APPRUACH, I	TE FUKGUI		

File No. - 1776 8/06/82 CONWAY,AR A/C Reg. No. N200AH Time (Lc1) - 1825 CDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

- 2. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, HABIT INTERFERENCE PILOT IN COMMAND
- 4. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 1713 8/12/82	DEVALLS BLUFF, AR	A/C Reg. No.	N2601S	Τ.	ime (Lc1) -	1845 CDT	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANTIAL		atal			None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Type of Operation -PERSONA Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING	i 						
-Aircraft Information							
Make/Model - PIPER PA-18-150		Model - LYCOMING 0					
Landing Gear - TAILWHEEL-ALL FIXE	D Number Er	igines - 1		Stall	Warning Sy	/stem - U	NK/NR
Max Gross Wt - 1625	Engine Ty	pe - RECIPROCAT	ING-CARBURETOR	≀ Weath	ner Radar -	NO	
No. of Seats - 2	Rated Pov	er - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		•
Wx Briefing - NO RECORD OF BRI	•			OFF AIR	PORT/STRIP		
Method - N/A	STUTTGAR	•					
Completeness - N/A	Destination	1	1 i A	port Da	ita		
Basic Weather - VMC							
Wind Dir/Speed- 360/002 KTS	ATO / A d					UNK/NR	
Visibility - 3.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 3500 FT Cloud Conditions(2nd) - NONE	SCATTERED Type of FI	ight Plan - NUNE			Surface - Status -	SOFT	
Obstructions to Vision- HAZE	Type of C1	earance - NONE each Flown - NONE		Runway	Status -	SUFI	
	Type Appro	ach Flown - NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DateIGHT							
-Personnel Information Pilot-In-Command	Age - 38	Madical	Certificate -	VAL TD	MEDICAL WAS	WEDC/LIM	T T
Certificate(s)/Rating(s)	Richmini Flight	Poviou	Eliabe 1	· VALID	MEDICAL-WAI	LVERS/ LIM.	11
COMMERCIAL	Cuppon+	Review - YES Tot	7   FIIGHT	Tille (FC	lact 14	Hrs -	4
SE LAND	Months Since	- 123 100 - 20 Mak	e/Model- 210	00	Last 24		
JE LAND			trument- 1/	10	1ast 30	Days - UN	25
	All Clair Typ		trument- 14 ti-Eng - UNK/N	ID	Potorcra	aft - UNI	∠ / ND
		Mai	CI LIIG ONK/I	4K	KO COI CI E	are on	N/ 14K
Instrument Rating(s) - AIRPLA	NE						
-narrative PILOT WAS FLYING OVER HIS FARM AND D	ECIDED TO LAND IN A FO	ECHIV DIOWED ETELD	DUDING THE	OL LOUT	THE		
PILUI WAS FLYING UVEK MIS FAKM AND D	ECIDED IN FAMO IN A FR	FSGLT PLUWED FIFID	. DUKING IHE K	CULLUUI.	ITE		
N GEAR SETTLED IN THE LOOSE DIRT AND		25,121 125,125 11225		,			

File No. - 1713 8/12/82 DEVALLS BLUFF, AR A/C Reg. No. N2601S Time (Lc1) - 1845 CDT

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

File No 1606 3/18/82 SUN	FLOWER, AZ	A/C Reg.	No. N499W	Т	ime (Lcl) -	1210 MST	
Basic Information Type Operating Certificate-AIR CARRIE ON-DEMAND Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	AIR TAXI	Aircraft D DESTROYED Fire NONE		Fatal 1 4			None O O
Aircraft Information Make/Model - CESSNA 401 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 8	Eng Make/Mo Number Engi Engine Type Rated Power	nes - 2 · - RECIP	NÉNTAL TSIO-52O-E - FUEL INJECTED O HP	Stal	Installed/A 1 Warning S her Radar -	ystem - Y	
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE U Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- UNK/NR Visibility - 1.0 SM Cloud Conditions(1st) - 5000 FT OV Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	PHOENIX,AZ  Destination  AMARILLO,T  ATC/Airspace	X ght Plan - I	FR	OFF AI Airport D Runway Runway Runway		N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND  Instrument Rating(s) - AIRPLANE	Age - 33 Biennial Flight Re Current Months Since Aircraft Type	view - UNK/NR - UNK/NR	Total - 2 Make/Model- Instrument-	t Time (H 2950 364	ours)	Hrs - Days- UN	3
THE ACFT LIKELY ENCOUNTERED MODERATE CONDITIONS. THE ACFT LIKELY ENCOUNTERED MODERATE  THE ACFT LIKELY ENCOUNTERED MODERATE  LEVEL THE ACFT LIKELY ENCOUNTERED MODERATE  CONDITIONS. THE FLT WAS TRANSPORTING PRISON	NG LEVEL" & THE BRIEF ER GOT WX INFO FOR AM REPORTED HE HAD AN EN 11,200 FT. THIRTY SEC STUDY THE PROBABLE ME O SEVERE TURBULENCE B TO SEVERE RIME ICING.	ER STATED " MARILLO, TX MG PROBLEM. CONDS LATER TEOROLOGICA ELOW 12,000 THE ACFT W	I GUARANTEE YOU M & FILED AN IFR FL RADAR PLOTS INDIC THE ACFT HAD DESC L CONDITIONS THAT FT MSL & WHILE 1 AS NOT CERTIFICAT	MODERATE TO PLAN TO CATE THE CENDED TO TO EXISTED IN THE CLO	TO SEVERE TO AMARILLO. ACFT WAS 8,500 FT. ABOUT THE OUDS ABOVE	URBULENCE RADIO & TIME & FREEZING	

File No. - 1606 3/18/82 SUNFLOWER, AZ A/C Reg. No. N499W Time (Lc1) - 1210 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - TURBULENCE IN CLOUDS 3. WEATHER CONDITION - ICING CONDITIONS 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB - TO CRUISE Finding(s) 6. WING - ICE IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3

File No 1704 4/07/82 MEAD	VIEW,AZ A/C Re	g. No. N2810K	Time (Lo	:1) - 1630 MS	T 
-Basic Information Type Operating Certificate-NONE (GENER				njuries	
	SUBSTAN		Fatal Seric		None
Type of Operation -PERSONAL	Fire	Crew	0 0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	O C	0	1
-Aircraft Information					
Make/Model - CESSNA 180K	Eng Make/Model - CON	TINENTAL 0-470	ELT Install	ed/Activated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			ng System -	YES
Max Gross Wt - 2650	Engine Type - REC	IPROCATING-CARBURETO	R Weather Rad	ar - NO	
No. of Seats - 6	Rated Power -	265 HP			
-Environment/Operations Information					
Weather Data	Itinerary	Α	irport Proximi	ty	
Wx Briefing - NO RECORD OF BRIEFIN			OFF AIRPORT/S	TRIP	
Method - N/A	N. LAS VEGAS, NV				
Completeness - N/A	Destination	Αi	rport Data		
Basic Weather - VMC	UNK/NR	,	QUARTERMASTER	PT.	
Wind Dir/Speed- 026/007 KTS			Runway Ident	- UNK/NR	
Visibility - 75.0 SM	ATC/Airspace		Runway Lth/Wi	d - UNK/NR	
_Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE	Runway Surfac	e - DIRT	
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		Medical Certificate		L-NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Time (Hours)		
COMMERCIAL	Current - YES	Total - 20		t 24 Hrs - U	
SE LAND	Months Since - 14		50 Las	t 30 Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/	NR Las	t 90 Days- U	NK/NR
		Multi-Eng - UNK/	NR Rot	orcraft - U	NK/NR
Instrument Rating(s) - NONE					
-Nonnotivo					
-Narrative	NV ACCORDING TO THE BILGT	HE LANDED AT AN IND	DEDARED CIRIS		
FLIGHT HAD ORIGINATED AT NORTH LAS VEGAS N HIS ENGINE DID NOT SOUND RIGHT, BUT IT (				•	
HT TIRE BLEW OUT WHEN IT STRUCK A ROCK. A					
	THAT HE WAS ONLY TAYTING FOR	TAKEDEE WHEN THE AC			
PROPELLER WERE DAMAGED. THE PILOT STATED UNPREPARED STRIP WAS LOCATED NEAR QUARTED			CIDENT OCCURRE	D.	

File No 170	04 4/07/82	MEADVIEW,AZ	A/C Reg.	No. N2810K	Time (Lc1) -	1630 MST
Occurrence #1 Phase of Operation						
Finding(s)  1. TERRAIN CONDITIO  2. UNSUITABLE TER		PILOT IN COMMAND				
Occurrence #2 Phase of Operation						
Finding(s) 3. LANDING GEAR,MA	IN GEAR - OVERLOAD	•				
Probable Cause	-					
The National Transports/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause	(s) of this a	ccident	
Factor(s) relating to	this accident is,	/are finding(s) 1				

File No.' - 1650 5/28/82 DAVIS	DAM, AZ A/C F	A/C Reg. No. N6660X			Time (Lc1) - 1730 MST			
Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircraf DESTRO Fire NONE	t Damage YED Crew Pass		Injur Serious 1	ies Minor O	None 0 0		
Accident Occurred During -LANDING			· ·	·	· ·	· ·		
Aircraft Information Make/Model - CESSNA 210A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIP - FUEL INJECTE	Stal	Installed/Ad 1 Warning Sy her Radar -	ystem - YI			
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 280/005 KTS  Visibility - 50.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary Last Departure Point LAKE HAVASU,AZ Destination DAVIS DAM,AZ  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	- NONE - NONE	ON AIR Airport D COTTON Runway Runway Runway Runway Runway	ata WOOD LANDING Ident - Lth/Wid - Surface -	31 2600/	165		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 55 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - C-210	Total -	te - VALID nt Time (H 629 161 3 29	ours) Last 24	Hrs - Days- UN	1		
Instrument Rating(s) - NONE								
Instrument Rating(s) - NONENarrative WHILE CROSSING OVER RWY 31 THRESHOLD A PICKUP WAS ABLE TO FLY OVER THE TRUCK WHILE SIMULTANE THE ACFT WAS NEAR THE END OF THE RWY & THE ACF	TRUCK ENTERED THE RWY ENVI EOUSLY ADDING FULL POWER. T FT OVERRAN THE RWY COMING T	Multi-Eng RONMENT TRAVELING I HE ENG DID NOT DEVE O REST AT THE WATER	29 IN A NW DII ELOP FULL   R'S EDGE II	RECTION. THE RPM UNTIL N A SMALL CO	,  E PLT DVE	16		

File No. - 1650 5/28/82 DAVIS DAM, AZ A/C Reg. No. N6660X Time (Lc1) - :730 MST Occurrence #1 OVERRUN Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. UNSAFE/HAZARDOUS CONDITION - PERFORMED - DRIVER OF VEHICLE 4. ABORTED LANDING - PERFORMED - PILOT IN COMMAND 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - DOWNHILL 8. TERRAIN CONDITION - LOOSE GRAVEL/SANDY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

File No 1729 6/29/82 PHOEN	X,AZ A/C	Reg. No. N26668	T 	ime (Lc1) -	1114 MST	r 
-Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage		Injur		
The Company of the DEPONY	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire ON GR	Crew DUND Pass		0	0	0
Accident Occurred During -MANEUVERING	UN GR	JUND Pass	U	U	O	U
-Aircraft Information						
Make/Model - GRUMMAN AMERICAN AA5A	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning S		/ES
Max Gross Wt - 2200 No. of Seats - 4	Engine Type - R Rated Power -	150 HP	EIUR Weat	her Radar -	NO	
-Environment/Operations Information	_			_ :		
Weather Data	Itinerary			Proximity	•	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIP	•	
Method - N/A Completeness - N/A	SCOTTSDALE,AZ Destination		Airport D			
Basic Weather - VMC	Destination		Airport D	ата		
Wind Dir/Speed- 170/004 KTS			Runway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - 25000 FT UNK/N		- NONE			N/A	
Cloud Conditions(2nd) - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 18	Medical Certifica	+a - VALID	MEDICAL-NO	WATVEDS/	/i TMTT
	Biennial Flight Review		nt Time (H		WAIVERS/	
PRIVATE	Cuppont - VES	Total -	110	Last 24	Hrs -	0
SE LAND	Months Since - 10	Make/Model-	12	Last 30	Days-	10
	Months Since - 10 Aircraft Type - C-152	Instrument-	3	Last 90	Days-	15
Instrument Rating(s) - NONE						
Namethia						
-Narrative ACFT WAS OBSERVED FLYING AT AN ALTITUDE OF						•
EEPENED UNTIL THE WINGS WERE PERPENDICULAR 1	O THE GROUND. THE ACFT TH	EN MADE A NEAR VERT	ICAL DESCE	NT INTO THE	GROUND.	

File No. - 1729 6/29/82 PHOENIX,AZ A/C Reg. No. N26668 Time (Lc1) - 1114 MST

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

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 MANEUVERING

Finding(s)

3. JUDGEMENT - POOR - PILOT IN COMMAND
4. BUZZING - INTENTIONAL - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

File No 1715 8/05/82 PHG		A/C Reg. No.				- 0945 MST 	
<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENE)</li> </ul>	ERAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	
Type of Operation -INSTRUCTION	JNAL - DUAL	Fire	Crew	O	0	O	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mode	el - LYCOMING O	-235-L2C	ELT	Installed/	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1		Stal	Warning :	System - Y	ES
Max Gross Wt - 1670	Engine Type	- RECIPROCAT	ING-CARBURE	TOR Weat	ner Radar	- NO	
No. of Seats - 2	Rated Power	- 110 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF	NG Last Departure	e Point			RPORT/STŘI	)	
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	SCOTTSDALE,	ΔZ					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC		į.					
Wind Dir/Speed-					Ident		
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE	Type of Clear	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approach	Flown - NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	8 2.4	M	0	- WALTE	MEDICAL N	n Waturne/	1 70477
Contificate(s) (Pating(s)	Age - 31 Biennial Flight Rev	Medical	Certificat	e - VALID	MEDICAL-M	) WAIVERS/	LIMII
<pre>Certificate(s)/Rating(s)    COMMERCIAL.CFI</pre>	Cuppert -	VEC TO+	riigii -	655	Jurs) lae+ 3.	1 Hrs -	6
SE LAND, ME LAND	Current - Months Since -	1 Make	a. a/Model-	388	1 ac + 30	n Dave- UN	K/NB
JE ENNO, ME ENNO	Aircraft Type -	UNK/NR Ins	trument-	70	Last 9	Days on	158
	40, 4, 9,50	Mu 1	ti-Eng -	59	2301 3	, ,,,,	.00
Instrument Rating(s) - AIRPLANE							
ING A DUAL INSTRUCTIONAL FLIGHT, THE INS	TPHETOP PILOT (19) INT	TTATED A EDDOED	I ANDING FO	P A STUDE	NT RV		
LING THE MIXTURE CONTROL OUT. THE FORCED							
HED THE MIXTURE CONTROL IN AND TOLD THE							
PULLED THE MIXTURE CONTROL AGAIN, INITIA							
TURE CONTROL IN TO RETURN TO NORMAL FLIG						5	
START THE ENGINE, BUT WAS UNSUCCESSFUL.	THE AIRCRAFT WAS DAMAGE	ED DURING A FOR	CED LANDING	IN THE DI	ESERT. AN		
MNATION OF THE ENGINE REVEALED NO PREIMF WED A DROP OF ABOUT 100 RPM ON EACH MAGN		NE WAS RUN TO 1	BOO RPM AND	A MAGNETO	J CHECK		

File No 171	5 8/05/82 PHOENIX,AZ	A/C Reg. No. N6349M	Time (Lc1) - 0945 MST
Occurrence #1 Phase of Operation			
Finding(s) 1. JUDGEMENT - POOR	- PILOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAI LANDING - ROLL	N	
Finding(s) 2. TERRAIN CONDITION	N - ROUGH/UNEVEN		·
Probable Cause	-		

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

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

Type of Operation -APPLIVING SEEDS, CHEMICALS, ETC Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	File No 1698 8/20/82	CHANDLER, AZ	A/C Reg. No. N4C	268	Т	ime (Lcl) -	- 0307 MST	
Type of Operation -APPLVING SEEDS, CHEMICALS, ETC Fire Crew O O O O O O O O O O O O O O O O O O O		(GENERAL AVIATION)	Aircraft Damage					
Flight Conducted Under		·						Non
Accident Occurred During -MANEUVERING  Aircraft Information Make/Model - HILLER UH-12E	Type of Operation -APPLY	ING SEEDS, CHEMICALS, ETC			-		-	1
Aircraft Information Make/Model - HILLER UH-12E			NONE	Pass	O	O	O	0
Make/Model - HILLER UH-12E Landing Gear - SKID Max Gross Wt - 3100 No. of Seats - 3  Environment/Operations Information Weather Data Weather Data Weather Data Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 045/002 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Obstructions to Vision - NONE Precipitation Condition of Light - NIGHT (DARK)  -Personnel Information - NONE Condercis (S/Rating(s)) Commercial Certificate(s)/Rating(s) SE LAND, ME LAND METCOT WAS SERVING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE								
Landing Gear - SKID  Max Gross Wt - 3100  No. of Seats - 3  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  No. of Seats - 3  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  It inerary								
Landing Gear - SKID  Max Gross Wt - 3100  No. of Seats - 3  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  No. of Seats - 3  Rated Power - 305 HP  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO  Rated Power - 305 HP  Last Departure Point OFF AIRPORT/STRIP  Method - N/A SAME AS ACC/INC  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 045/002 KTS  Visibility - UNK/NR ATC/Airspace Runway Ident - N/A  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Strates - N/A  Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A  Obstructions to Vision - NONE  Precipitation - NONE  Condition of Light - NIGHT (DARK)   Personnel Information  Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - UNK/NR Make/Model - 2500 Last 30 Days - UNK/NR  HELICOPTER Aircraft Type - UNK/NR Instrument O Last 90 Days - UNK/NR  GLIDER GLIDER Aircraft Type - UNK/NR Number Tengines - RECIPROCATING-CARBURETOR Weather Radar - NO  Airport Proximity  Airport Proximity  OFF AIRPORT/STRIP  Airport Proximity  Airport Proximity  Airport Proximity  OFF AIRPORT/STRIP  Airport Proximity	Make/Model - HILLER UH-12E	Eng Make/M	lodel - LYCOMING VO-5	40	ELT	Installed/#	Activated	- NO -
No. of Seats - 3  Rated Power - 305 HP  -Environment/Operations Information	Landing Gear - SKID				Stal	i warning S	ystem - N	0
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 045/002 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination Type of Flight Plan - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot In-Command Certificate(s)/Rating(s) SE LAND,ME LAND Months Since - UNK/NR HELICOPTER GLIDER  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Data Airport Data Airport Data Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Data Airpor	Max Gross Wt - 3100			-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 - 045/002 KTS Visibility - UNK/NR Cloud Conditions(ist) - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND HELICOPTER GLIDER  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination	No. of Seats - 3	Rated Powe	r - 305 HP					
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 045/002 KTS Visibility - UNK/NR Cloud Conditions(ist) - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  - Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND HELICOPTER GLIDER  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Proximity OFF AIRPORT/STRIP  Airport Paus  Bennay OFF AIRPORTA  Bennay OFF AIRPORT OFF	Environment/Operations Information							
Method - N/A Destination Airport Data  Basic Weather - VMC  Wind Dir/Speed- 045/002 KTS ATC/Airspace Runway Ident - N/A  Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - N/A  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A  Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A  Obstructions to Vision- NONE Type Approach Flown - NONE  Precipitation - NONE  Condition of Light - NIGHT (DARK) Personnel Information  Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - UNK/NR Make/Model - 2500 Last 30 Days- UNK/NR  HELICOPTER Aircraft Type - UNK/NR Instrument O Last 90 Days- UNK/NR  GLIDER Aircraft Type - UNK/NR Instrument O Last 90 Days- UNK/NR  Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE  -Narrative  PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Weather Data			,	Airport	Proximity		
Method - N/A Destination Airport Data  Basic Weather - VMC Wind Dir/Speed- 045/002 KTS ATC/Airspace Runway Ident - N/A Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	Wx Briefing - NO RECORD OF B		ure Point		OFF AI	RPORT/STŔIF	•	
Basic Weather - VMC Wind Dir/Speed - 045/002 KTS Wind Dir/Speed - 045/002 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- NONE Precipitation Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Current Age - 54 Biennial Flight Review Current - UNK/NR HELICOPTER Aircraft Type - UNK/NR GLIDER  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  -NATIONAL  Runway Ident - N/A Runway Surface - N/A Runway Status - N/A Runway Iter Runwas Status - N/A Runwas Iter Runwas Status - N/A Runwas Iter Runwas St		SAME AS A	CC/INC					
Wind Dir/Speed - 045/002 KTS Visibility - UNK/NR ATC/Airspace Runway Ident - N/A Visibility - UNK/NR ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - NONE Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - O SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument O Last 90 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument - O Last 90 Days- UNK/NR Multi-Eng - 500 Rotocraft - 2500  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Completeness - N/A	Destination		Α	irport D	ata		
Visibility - UNK/NR Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL C	Basic Weather - VMC							
Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - O SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument O Last 90 Days- UNK/NR GLIDER Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Wind Dir/Speed- 045/002 KTS				Runway	Ident -	- N/A	
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	Visibility - UNK/NR	ATC/Airspace			Runway	Lth/Wid -	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - O SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - O Last 90 Days - UNK/NR GLIDER Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE								
Precipitation - NONE Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - 0 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - UNK/NR GLIDER Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE					Runway	Status -	- N/A	
Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - 0 SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - UNK/NR GLIDER Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE		Type Approa	ch Flown - NONE					
Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - UNK/NR Total - 13150 Last 24 Hrs - O SE LAND, ME LAND Months Since - UNK/NR Make/Model - 2500 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument O Last 90 Days- UNK/NR GLIDER Multi-Eng - 500 Rotorcraft - 2500  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Precipitation - NONE							
Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  COMMERCIAL  SE LAND, ME LAND  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  COMMERCIAL  CUrrent - UNK/NR  Months Since - UNK/NR  Make/Model - 2500  Last 24 Hrs - O  Months Since - UNK/NR  Make/Model - 2500  Last 30 Days - UNK/NR  Molider - UNK/NR  Make/Model - 2500  Last 90 Days - UNK/NR  Multi-Eng - 500  Rotorcraft - 2500  Instrument Rating(s) - NONE  -Narrative  PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND  LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Condition of Light - NIGHT	(DARK)						
COMMERCIAL SE LAND, ME LAND Months Since - UNK/NR HELICOPTER Aircraft Type - UNK/NR GLIDER Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	-Personnel Information							
COMMERCIAL SE LAND, ME LAND Months Since - UNK/NR HELICOPTER Aircraft Type - UNK/NR GLIDER Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Pilot-In-Command	Age - 54	Medical Ce	rtificate	- VALID	MEDICAL-WA	IVERS/LIM	ΙT
COMMERCIAL SE LAND, ME LAND Months Since - UNK/NR HELICOPTER GLIDER Aircraft Type - UNK/NR Instrument- Multi-Eng - 500  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	leview	Flight	Time (H	ours)		
GLIDER  Instrument Rating(s) - NONE  Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE		Current	- UNK/NR Total	- 13	150	Last 24	Hrs -	0
GLIDER  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE			- UNK/NR Make/M	lode1 - 25	500	Last 30	Days- UN	K/NR
GLIDER  Instrument Rating(s) - NONE  -Narrative PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE		Aircraft Type	e – UNK/NR Instru	ment-	0	Last 90	Days- UN	K/NR
	GLIDER		Multi-	Eng -	500	Rotorc	`aft -	2500
PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND IDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	Instrument Rating(s) - NONE							
PILOT WAS SPRAYING LIQUID CHEMICALS AT NIGHT. THE PILOT FLEW INTO HIS OWN WAKE TURBULENCE AND LOST CONTROL AND LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE	-Narrative							
LIDED WITH THE GROUND. CONTROL WAS REGAINED TO MAKE AN UPRIGHT LANDING IN THE FIELD. SKIDS WERE TORN OFF THE		S AT NIGHT. THE PILOT FLE	W INTO HIS OWN WAKE	TURBULENCI	E AND LO	ST CONTROL	AND	
JUNITE :	CRAFT.		<b>.</b>		<del>-</del>			

File No 16	98 8/20/82 	CHANDLER, AZ	A/C Reg. No. N4026S	Time (Lc1) - 0307 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. LIGHT CONDITION 2. UNSAFE/HAZARD		INADVERTENT - PILOT IN	N COMMAND	: 
Occurrence #2 Phase of Operation		AERIAL APPLICATION		
Occurrence #3 Phase of Operation				
Probable Cause	<b></b>			
The National Transpois/are finding(s) 2	rtation Safety Bo	pard determines that 1	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident	is/are finding(s) 1		

Type of Operation -NON SCHED,DOMESTIC,PASSENGER Fire Crew O Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -LANDING -LANDING -Accident Occurred During -LANDING -LANDING -LANDING -Accident Occurred During -LANDING	nstalled/Activate Warning System er Radar - NO  roximity ORT/STRIP	1 0 0ed - YES/NO
Type of Operation	0 0 0 0 0 onstalled/Activate Warning System or Radar - NO coximity ORT/STRIP	1 0 0ed - YES/NO
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3300 No. of Seats - 5	O O  Installed/Activate Warning System or Radar - NO  Poximity ORT/STRIP	0  ed - YES/NO
Accident Occurred During -LANDING Aircraft Information Make/Model - BELL 206B	nstalled/Activate Warning System er Radar - NO  roximity ORT/STRIP	ed - YES/NO
Aircraft Information  Make/Model - BELL 206B	nstalled/Activate Warning System er Radar - NO  roximity ORT/STRIP	
Landing Gear - SKID Number Engines - 1 Stall Max Gross Wt - 3300 Engine Type - TURBOSHAFT Weathe No. of Seats - 5 Rated Power - 420 HP Environment/Operations Information Weather Data Itinerary Airport Pr Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRP Method - N/A GRAND CANYON, AZ Completeness - N/A Destination Airport Dat Basic Weather - VMC Wind Dir/Speed- CALM Runway I Visibility - 50.0 SM ATC/Airspace Runway I Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	Warning System or Radar - NO coximity or Rational System or Radar - NO	
Max Gross Wt - 3300  No. of Seats - 5  Rated Power - 420 HP Environment/Operations Information Weather Data  Itinerary  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 50.0 SM  Cloud Conditions(1st) - 8000 FT SCATTERED  Obstructions to Vision- NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command  Airport Pr  Airport Pr  Basic Weather - 420 HP  Airport Pr  Airport Pr  Airport Dat  Basic Weather - VMC  Runway I  Airport Dat  Airport Dat  Airport Dat  Bright Plan - UNK/NR  Runway I  Type of Flight Plan - UNK/NR  Runway S  Type Approach Flown - VISUAL STRAIGHT-IN  Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Prilot-In-Command  Age - 34  Medical Certificate - VALID M	er Radar - NO	- NO
No. of Seats - 5  Rated Power - 420 HP Environment/Operations Information Weather Data  Itinerary  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 50.0 SM  Cloud Conditions(1st) - 8000 FT SCATTERED  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command  Airport Pr  Airport Pr  Airport Pr  Airport Pr  Age - 34  Airport Pr  Airpor	coximity PORT/STRIP	
Environment/Operations Information Weather Data Itinerary Airport Pr Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRP Method - N/A GRAND CANYON, AZ Completeness - N/A Destination Airport Dat Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway I Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	PORT/STRIP	
Weather Data    Itinerary	PORT/STRIP	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRP Method - N/A GRAND CANYON, AZ Completeness - N/A Destination Airport Dat Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 50.0 SM ATC/Airspace Runway I Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	PORT/STRIP	
Method - N/A GRAND CANYON, AZ Completeness - N/A Destination Airport Dat Basic Weather - VMC Wind Dir/Speed- CALM Runway I Visibility - 50.0 SM ATC/Airspace Runway L Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	•	
Completeness - N/A Destination Airport Dat Basic Weather - VMC Wind Dir/Speed- CALM Runway I Visibility - 50.0 SM ATC/Airspace Runway L Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	a	
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway I Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	:a	
Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway I Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		
Visibility - 50.0 SM ATC/Airspace Runway L Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		ın.
Cloud Conditions(1st) - 8000 FT SCATTERED Type of Flight Plan - UNK/NR Runway S Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway S Obstructions to Vision- NONE Type Approach Flown - VISUAL STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		IK.
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M	tatus - DRI	
Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		
Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID M		
Pilot-In-Command Age - 34 Medical Certificate - VALID M		
	IEDICAL-NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hou		-,
	•	2
Months Since - 5 Make/Model- 2560	Last 30 Days-	72
HELICOPTER Aircraft Type - B-206B Instrument- 185	Last 90 Days-	216
ATP Current - YES Total - 5800 Months Since - 5 Make/Model- 2560 HELICOPTER Aircraft Type - B-206B Instrument- 185 Multi-Eng - 233	Rotorcraft -	5800
Instrument Rating(s) - HELICOPTER		
Narrative RING FLIGHT AT ABOUT 300 FT AGL, THERE WAS AN ABRUPT LOSS OF ENGINE POWER. THE PILOT DESCENDED AT 60 EN MADE AN AUTOROTATIVE LANDING ON A DIRT ROAD. DURING THE LANDING, THE MAIN ROTOR BLADES STRUCK THE OM. AN ENGINE TEARDOWN REVEALED THAT THE SPUR ADAPTER GEARSHAFT, PN 6899196, HAD FAILED AT THE FORWA	TAIL	
LINES. THE PILOT REPORTED THAT THE DENSITY ALTITUDE WAS OVER 9000 FT.		

A/C Reg. No. N83037 Time (Lc1) - 1000 MST File No. - 1720 8/22/82 GRAND CANYON, AZ Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. TÜRBOSHAFT ENGINE,GAS GENERATOR TURBINE SHAFT - WORN 2. TURBOSHAFT ENGINE, GAS GENERATOR TURBINE SHAFT - OVERTEMPERATURE 3. - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3 Factor(s) relating to this accident is/are finding(s) 5

File No 1728 6/12/82 YORBA		Reg. No. N8311Z		ime (Lc1) -		
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra DESTI	aft Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	3	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - PIPER PA-28-161		YCOMING 320-D3G		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325	Number Engines -	1 RECIPROCATING-CARBUR		1 Warning S		ES
No. of Seats - 4	Rated Power -		ciuk weat	ner kadar -	NU	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF AI	RPORT/STRIP		
Method - N/A	FULLERTON, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 240/007 KTS	UNK/NR	Į.	Punyay	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - PART OBSC	Type of Flight Plan	n - NONE		Surface -		
Cloud Conditions(2nd) - 10000 FT BROK				Status -		
Obstructions to Vision- HAZE	Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT (DARK)						
Personnel Information Pilot-In-Command	•	M 11 - 1 0 - 1 101		MEDICAL NO	WATERS /	
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Review	Medical Certifica	te - VALIU nt Time (F		WAIVERS/	LIMII
PRIVATE	Current - YES			Last 24	Hrs -	0
SE LAND				Last 30		8
	Months Since - 13 Aircraft Type - C-150	Instrument-	4	Last 90	Days-	12
Instrument Rating(s) - NONE						
Narrative			·			
TNESSES OBSERVED THE ACFT FLYING LOW OVER T	HE RIVERSIDE FREEWAY WITH	A HIGH RPM ENG SOUN	O & IN A R	IGHT TURN.	THE ACFT	
NTINUED TO ROLL & TURN TO THE RIGHT & CRASH						

File No. - 1728 6/12/82 YORBA LINDA,CA A/C Reg. No. N8311Z Time (Lcl) - 2155 PDT

Occurrence #1 L

LOSS OF CONTROL - IN FLIGHT

Phase of Operation CRUISE - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

2. WEATHER CONDITION - HAZE

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

4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE ((	CENEDAL AVIATIONS	Aircraft Dam			Injur	.:05	
Type operating certificate-none (	GENERAL AVIATION)	DESTROYED	age	Fatal	Serious	Minor	None
Type of Operation -PERSON	AL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF	91	NONE	Pass	1	0	0	0
Aircraft Information							
Make/Model - RYAN PT-22	Eng Make,	/Model - KINNER	₹-56	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TAILWHEEL-ALL FIX		ngines - 1					INK/NR
Max Gross Wt - 1250 No. of Seats - 2	Engine Ty Rated Po	ype ~ RECIPRO wer - 250		TOR Weat	her Radar -	· NO	
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary IEFING Last Depa	rture Point		Airport ON AIR	Proximity PORT		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destinatio	٦		Airport D			
Basic Weather - VMC				HAIGH			
Wind Dir/Speed- 230/005 KTS	.=0 /					15	
Visibility - 30.0 SM Cloud Conditions(1st) - 6000 F	ATC/Airspace		-		Lth/Wid - Surface -		100
Cloud Conditions(1st) - 4000 F				Punway	Status -	DDV	
Obstructions to Vision- NONE				Kanway	Status	OK.	
Precipitation - NONE	, Type Appl	34011 1 10411 14011	<u>-</u>				
Condition of Light - DAYLIGH	T				<u>-</u>		
Personnel Information Pilot-In-Command	A === 60	80 - al à c	nol Contificat	- VALTO	MEDICAL -WA	TVEDC/LIM	. T T
Certificate(s)/Rating(s)	Age - 68 Biennial Flight	Paviaw	cal Certificate Fligh			IIVERS/EIM	11 1
PRIVATE	Current	- UNK/NR '		510	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND		e - UNK/NR I		10	Last 30	Days- UN	IK/NR
	Aircraft Typ	pe - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	IK/NR
Instrument Rating(s) - NONE							
Narrative	ED LEFT & STRAIGHT DOW						

File No 16	81 6/21/82	ORLAND,CA	A/C Reg.	No. N49086	Time (Lc1) - 1405 PDT
Occurrence #1 Phase of Operation					
Finding(s) 1. AIRSPEED - NOT	MAINTAINED - PILOT TENT - PILOT IN COM	IN COMMAND MAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that	the Probable Cause	(s) of this acc	ident

File No 1635 7/03/82 FALLB	ROOK, CA	A/C Re	g. No. N6HA			Time (Lc1)	- 1750 PD	т
Type of OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION)	Aircraft DESTROY Fire NONE	Damage ED	Crew Pass	Fatal 1 0	Inju Serious O O	Minor O	None O O
Aircraft Information Make/Model - PITTS S1-S Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1150 No. of Seats - 1	Number	e/Model - LYC Engines - 1 Type - REC ower -			Sta	Installed/ ll Warning ther Radar	System - l	- NO -N/A JNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destination ATC/Airspa Type of I Type of I	on	NONE		ON AII irport i FALLBI Runway Runway Runway		- 18 - 2165/ - MACADAM	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Months Sin		Medical Cert Total Make/Mode Instrumer Multi-Eng	Flight - 158 =1- nt- UNK,	Time (1 883 113 /NR	Hours)	4 Hrs - O Days- Ul	3
Instrument Rating(s) - AIRPLANENarrative WITNESS STATEMENTS VARIED WIDELY IN THE DESCR & TIGHT BARRELL ROLL AFTER REACHING APPROXIMA UNUSUALLY HIGH ANGLE, THEN SEEMED TO GO VERY APPROXIMATELY 200 FT AGL, THEN PITCHED DOWN A	TELY 50-70 FT AGERRATIC. ANOTHER	GL. ANOTHER W R WITNESS STA	ITNESS OBSERV	/ED THE	ACFT T	AKE OFF AT	AN	

File No 16	35 7/03/82	FALÈBROOK,CA	A/C Reg. No. N6HA	Time (Lcl) - 1750 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIAL			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Probable Cause				`

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

File No 1684 7/13/82 SCHEL	LVILLE,CA A/C Re	eg. No. N27GP		Time (Lc1) -	1745 PDT	-
Basic Information						
Type Operating Certificate-NONE (GENERA		Damage		Injur		
	DESTRO	/ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	1	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - MITSUBISHI MU-2B	Eng Make/Model - AIF	RESEARCH TPE 331-	25AA ELT	Installed/Ad	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE				Il Warning Sy		
Max Gross Wt - 8930	Number Engines - 2 Engine Type - TUR	ROPROP	Wea	ther Radar -		
No. of Seats - 6		575 HP	,,,	maa.		
Environment/Operations Information						
Weather Data	Itinerary		Airmort	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AII			
Method - N/A	SAME AS ACC/INC		ON AII	CI OKI		
Completeness - N/A	Destination		Airport (	12+2		
Basic Weather - VMC	OAKLAND, CA		•	.VILLE		
Wind Dir/Speed- 270/008 KTS	UARLAND, CA				07	
Visibility - 20.0 SM	ATC/Airspace	J		/ Lth/Wid -		100
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -				DRY	IKF
Obstructions to Vision- NONE	Type Of Clearance -		Runwa	status -	DRT	
	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certific	ate - VALI	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli Total -	ght Time (I	lours)		
COMMERCIAL	Current - YES	Total -	6500	Last 24	Hrs -	0
SE LAND, ME LAND	Months Since - 9	Make/Model-	134	Last 30	Davs-	29
HELICOPTER	Months Since - 9 Aircraft Type - BEECH	Instrument-	150	Last 30 Last 90	Days-	150
	<b>,</b> .	Multi-Eng -	3500	Rotorcra		100
Instrument Rating(s) - AIRPLANE						
Narrative						
APPROXIMATELY 800 FT DOWN THE LEFT SIDE OF	THE RWY THE LEFT ENG EXPERI	ENCED A POWER LO	SS. THE ACE	T SWERVED OF	F THE	
FT SIDE OF THE RWY COLLIDING WITH A DRAINAG						
	WERE FOUND IN AN EXTENDED F	OSITION. INDICAT	ING A LEAK	INTO THE EVA	CUATED	
VEALED THAT THE BELLOWS WITHIN THE ASSEMBLY	ARTED BY FATIGUE. IN ADDITION	N. EXAMINATION O	F THE PROPE	LLER REVEALE	DIHAI	
VEALED THAT THE BELLOWS WITHIN THE ASSEMBLY EA. A SEAM IN THE BELLOWS WAS FOUND TO BE P						
VEALED THAT THE BELLOWS WITHIN THE ASSEMBLY EA. A SEAM IN THE BELLOWS WAS FOUND TO BE P E START LOCKS WERE ENGAGED & THE BLADES WER	E AT THE START LOCK POSITION	AT IMPACT. IN O	RDER TO ENG	AGE THE STAF	T LOCKS	
VEALED THAT THE BELLOWS WITHIN THE ASSEMBLY EA. A SEAM IN THE BELLOWS WAS FOUND TO BE P E START LOCKS WERE ENGAGED & THE BLADES WER E POWER LEVER HAS TO BE MOVED TO REVERSE DU	E AT THE START LOCK POSITION RING SHUTDOWN WITH THE ENG R	I AT IMPACT. IN O	RDER TO ENG	GAGE THE STAF	RT LOCKS MUST	
VEALED THAT THE BELLOWS WITHIN THE ASSEMBLY EA. A SEAM IN THE BELLOWS WAS FOUND TO BE P E START LOCKS WERE ENGAGED & THE BLADES WER	E AT THE START LOCK POSITION RING SHUTDOWN WITH THE ENG R	I AT IMPACT. IN O	RDER TO ENG	GAGE THE STAF	RT LOCKS MUST	

File No. - 1684 7/13/82 SCHELLVILLE.CA Time (Lcl) - 1745 PDT A/C Rea. No. N27GP Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - FATIGUE 2. FUEL SYSTEM, FUEL CONTROL - LEAK 3. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL 4. PROPELLER SYSTEM/ACCESSORIES - ENGAGED 5. PROPELLER - IMPROPER USE OF - PILOT IN COMMAND 6. PERFORMANCE DATA - NOT IDENTIFIED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 9. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 10. TERRAIN CONDITION - DITCH Occurrence #4 NOSE OVER Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6 Factor(s) relating to this accident is/are finding(s) 7,10

File No 1661 7/15/82 BERMU	IDA DUNES,CA A	/C Reg. No. N7115L		Time (Lcl) -	0535 PD	Г 
Basic Information Type Operating Certificate-NONE (GENERA		craft Damage		Injur		
		BSTANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fir		rew O	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NU	NE Pa	ass O	1	1	0
Aircraft Information	/	L VORMING D. COO. FOR		T 1 - 1 11/4		VEC /VE
Make/Model - GRUMMAN AA-5 Landing Gear - TRICYCLE-FIXED	Eng Make/Model Number Engines	- LYCOMING 0-320-E20		Installed/A Il Warning S		
Max Gross Wt - 2200		- RECIPROCATING-CARE				E 3
No. of Seats - 4	Rated Power	- 160 HP	JORLION WEA	ther Radar	140	
Environment/Operations Information						
Weather Data	Itinerary	-11	•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P SAME AS ACC/IN		UFF A.	IRPORT/STRIP		
Completeness - N/A	Destination	C	Airport I	nata		
Basic Weather - VMC	SHERIDAN, WY			DA DUNES		
Wind Dir/Speed- 340/005 KTS	5/1E/(15/1/1, 11 /				29	
Visibility - 20.0 SM	ATC/Airspace			, Lth/Wid -	4030/	150
Cloud Conditions(1st) - NONE	Type of Flight P	lan - NONE	Runwa	y Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearanc		Runway	y Status 🕝	DRY	
Obstructions to Vision- NONE	Type Approach Fl	own - NONE				
Precipitation - NONE						
Condition of Light - DAWN						
Personnel Information Pilot-In-Command	Age - 46	Medical Certif	icato - VALTI	NEDICAL-WA	TVEDC/LIM	ATT.
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H		IVENS/ CI	
PRIVATE	Current - YE			Last 24	Hrs -	2
SE LAND	Months Since - UN		- 22	Last 30	Days- UN	. –
	Aircraft Type - UN	K/NR Instrument- Multi-Eng		Last 90	Days-	17
Instrument Rating(s) - NONE						
Namakiya						
Narrative MMEDIATELY AFTER TAKEOFF THE ENG LOST POWER ND FLIPPED OVER. DURING A SUBSEQUENT ENG RUN AKEOFF POWER SETTINGS IT DEVELOPED AN APPARE HAT THE RIGHT MAGNETO WAS NOT DEVELOPING SUF	IT WAS NOTED THAT THE NT IGNITION PROBLEM IN FICIENT VOLTAGE OUTPUT.	ENG RAN NORMALLY AT THAT THE ENG MISFIRE	LOW POWER SIED & SURGED.	ETTINGS BUT INSPECTION	AT REVEALED	
O HOURS & IT APPEARED THIS MAGNETO WAS IN S	ERVICE FOR 1897 HOURS.					

File No 16	661 7/15/82	BERMUDA DUNES, CA	A/C Reg. No. N7115L	Time (Lc1) - 0535 PDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE/MA	LF	
rnase of operation	TAKEUFF - INTITA	L CLIMB		
Finding(s)				
	I,MAGNETO - ERRATIC I,MAGNETO - FAILURE			
	I,MAGNETO - PATLUKE I,MAGNETO - OUTPUT			
4. REPLACEMENT -	NOT PERFORMED - C	OMPANY MAINTENANCE PSNL		
Occurrence #2	FORCED LANDING			
Occurrence #2 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Occurrence #3	COMPLETE GEAR CO	LLADSED		
Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
	·			
Finding(s)	ON LOOSE OBAVEL /	CANDY		
<ol> <li>TERRAIN CONDITI</li> <li>TERRAIN CONDITI</li> </ol>		SANDY		
7. LANDING GEAR, MA				
8. LANDING GEAR, MA				
9. LANDING GEAR, NO				
10. LANDING GEAR, NO				
Occurrence #4		TOUGUEONA		
Phase of Operation	LANDING - FLARE/			
Probable Cause				
		rd determines that the P	robable Cause(s) of this accid	ent
is/are finding(s) 1,	∠,3			

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

Type of Operation -INSTRUCTIONAL - DUAL Fire Crew 2 0 0 (Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 (	File No 1690 9/17/82 HUNTIN	GTON BEACH, CA	A/C Reg	. No. N73	2BP	Ŧ	ime (Lcl) -	- 1641 PI	DT
Type of Operation -INSTRUCTIONAL - DUAL Fire Crew 2 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -CRUISE Other 0 0 0 0Aircraft Information Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HP	Basic Information								
Type of Operation -INSTRUCTIONAL - DUAL Fire Crew 2 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			Injur	ries	
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -CRUISE Other 0 0 0 0 Aircraft Information Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information			DESTROYE	D		Fatal	Serious	Minor	None
Accident Occurred During -CRUISE Other O O O Aircraft Information Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information	Type of Operation -INSTRUCTIONAL	DUAL	Fire		Crew	2	0	0	0
Aircraft Information Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information			NONE		Pass	0	0	0	0
Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HPEnvironment/Operations Information	Accident Occurred During -CRUISE				Other	0	0	0	1
Make/Model - CESSNA 210L Eng Make/Model - CONTINENTAL IO-520-L-3A ELT Installed/Activated - YES, Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HPEnvironment/Operations Information	Aircraft Information								
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES  Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO  No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information		Eng Make/M	odel - CONT	TNENTAL T	0-520-1-3	A FIT	Installed/A	ctivate	d - YES/NO
Max Gross Wt - 3800 Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 300 HPEnvironment/Operations Information									
No. of Seats - 6 Rated Power - 300 HPEnvironment/Operations Information									. 23
					111020120	weat	TICH NAGUI		
	Environment/Openations Information								
WSGLIEF PALG FUNDX IMITY ALCOUR PROXIMITY	· ·	Itinonony				Ainnont	Dnovimia		
			Daine					•	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP						UPF AI	KPURI/SIRIF	,	
Method - N/A SANTA ANA,CA		=	, CA						
Completeness - N/A Destination Airport Data	,	Destination			Α	irport D	ata		
Basic Weather - VMC									
Wind Dir/Speed- 200/004 KTS Runway Ident - N/A									
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A		ATC/Airspace							
Cloud Conditions(ist) - 5000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - N/A	Cloud Conditions(ist) - 5000 FT OVERC	AST Type of Flig	ght Plan -	NONE					
Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A	Cloud Conditions(2nd) - UNK/NR	Type of Clea	arance -	NONE		Runway	Status -	- N/A	
Obstructions to Vision- HAZE Type Approach Flown - NONE	Obstructions to Vision- HAZE	Type Approac	ch Flown -	NONE					
Precipitation - NONE									
Condition of Light - DAYLIGHT	Condition of Light - DAYLIGHT								
Personnel Information	Personnel Information								
Pilot-In-Command Age - 46 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		Ace - 46	0.Л	edical Ce	ntificate	- VALTO	MEDICAL-WA	TVEDS/I	TRATT
Certificate(s)/Rating(s)  Biennial Flight Review  Flight Time (Hours)				eurcar ce				IT A F IV 2) F	T 141 T 1
COMMERCIAL, CFI Current - YES Total - 2983 Last 24 Hrs - UNK/NR		Current	- 450	Ta*a1	- 1911	. 1 11116 (11	location	. Una - I	INIK /NID
	· · · · · · · · · · · · · · · · · · ·	Markle Cine	- 1E5	10(21	- 2	200	Last 24	1 nrs - 1	JINK/INK
SE LAND, ME LAND Months Since - 4 Make/Model - 51 Last 30 Days - UNK/NR	· · · · · · · · · · · · · · · · · · ·	Months Since	- 4	Make/M	odel-	21	Last 30	Days-	JNK/NR
HELICOPTER Aircraft Type - PA-31 Instrument- 121 Last 90 Days- UNK/NR		Aircraft Type	- PA-31	Instru	menτ-	121	Last 90	Days-	JNK/NR
GLIDER Multi-Eng - 50 Rotorcraft - 80	GLIDER			Multi-	Eng -	50	Rotorcr	aft -	80
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE								
Narrative N9FQ, A BEECH 200, HAD TAKEN OFF FROM RWY 19R AT JOHN WAYNE ARPT AT SANTA ANA, DEPARTED THE TRAFFIC PATTERN ON A RIGHT CROSSWIND LEG, & PROCEEDED NW TOWARD BURBANK. N732BP, A C-210L, WAS ON A LOCAL TRAINING FLT OUT OF SANTA ANA & HAD JUST COMPLETED PRACTICE LANDINGS AT CHINO ARPT. ACCORDING TO THE PLT OF THE BEECH 200, AT APPROXIMATELY 3,300 FT IN STRAIGHT & LEVEL FLT ON A HEADING OF 290 DEG AT APPROXIMATELY 170 KTS, HE OBSERVED AN ACFT HIT HIS RIGHT WING.	, A BEECH 200, HAD TAKEN OFF FROM RWY 19R A IT CROSSWIND LEG, & PROCEEDED NW TOWARD BURN JUST COMPLETED PRACTICE LANDINGS AT CHINO A IGHT & LEVEL FLT ON A HEADING OF 290 DEG A	BANK. N732BP, A C- ARPT. ACCORDING TO T APPROXIMATELY 17	-210L, WAS O THE PLT O 70 KTS, HE	ON A LOCA F THE BEE OBSERVED	L TRAININ CH 200, A AN ACFT H	IG FLT OU T APPROX IIT HIS R	T OF SANTA IMATELY 3,3 IGHT WING.	ANA & BOO FT II	N
HE SUBSEQUENTLY RETURNED TO JOHN WAYNE ARPT & LANDED WITHOUT FURTHER INCIDENT. NEITHER ACFT WAS IN COMMUNICATION WITH ANY FAA FACILITY AT THE TIME OF THE COLLISION. THE COLLISION OCCURRED AT A LAT OF 33-42N & LONG OF 117-59W.								N WITH	

File No 1690	9/17/82	HUNTINGTON BEACH, CA	A/C Reg. No. N732BP	Time (Lcl) - 1641 PDT	
	R COLLISION SE - NORMAL				
Finding(s) 1. VISUAL LOOKOUT - INADE 2. VISUAL LOOKOUT - INADE					
Probable Cause					

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

-Basic Information	TOAL AVIATION)	4	Damassa		Tmi		
Type Operating Certificate-NONE (GENE	ERAL AVIATION)	Aircraft SUBSTANT		Fatal	-	ıries Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	_	0	0	0
Accident Occurred During -CRUISE			Othe	r 2	0	0	0
-Aircraft Information							
Make/Model - BEECH 200		e/Model - P&W	PT6A-41			'Activated	
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2				System - Y	ES
Max Gross Wt - 12500	<b>-</b>	ype - TURB		Weat	her Radar	- YES	
No. of Seats - 10	Rated Po	wer - 8	50 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	ING Last Depa SANTA A	rture Point		OFF AI	RPORT/STR	.P	
Completeness - N/A	Destinatio	•	Ji	Airport D	12+2	•	
Basic Weather - VMC	BURBANK			An por C L	ata		
Wind Dir/Speed- 200/004 KTS	Bondanii	.,		Runway	Ident	- N/A	
Visibility - 5.0 SM	:e		Runway	Lth/Wid	- N/A		
Cloud Conditions(1st) - 5000 FT 0V				Runway	Surface	- N/A	
Cloud Conditions(2nd) - UNK/NR		learance -		Runway	Status	- N/A	
Obstructions to Vision- HAZE	Type Appr	oach Flown -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information	4	•			MEDICAL	IO WATVEDO	'. TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight		ledical Certifica	ite - VALIL iht Time (F		NO MAINERS/	LIMII
ATP	Current	- YFS	Total -			24 Hrs -	2
SE LAND, ME LAND, SE SEA	Months Sinc	- YES ce - 4	Make/Model-			30 Days- UN	
	Aircraft Ty	pe - PA-38	Instrument-			O Days-	
			Multi-Eng -	3000			
Instrument Rating(s) - AIRPLANE							
Q, A BEECH 200. HAD TAKEN OFF FROM RWY 1	ISR AT JOHN WAYNE A	RPT AT SANTA	ANA, DEPARTED TH	E TRAFFIC	PATTERN ON	J A	
HT CROSSWIND LEG, & PROCEEDED NW TOWARD							
JUST COMPLETED PRACTICE LANDINGS AT CHI							
AIGHT & LEVEL FLT ON A HEADING OF 290 DE SUBSEQUENTLY RETURNED TO JOHN WAYNE ARPT							
CHREENHENTLY DETUDNED TO JOUN WAVNE ADDI	I K I ANDED WITHOUT	FURTHER INCID	ENT. NETTHER ACE	I WAS IN C	UMMUNICAT]	ON WITH	

File No 1690	9/17/82	HUNTINGTON BEACH, CA	A/C Reg. No. N9FQ	Time (Lcl) - 1641 PDT	
	DAIR COLLISION JISE - NORMAL				
Finding(s) 1. VISUAL LOOKOUT - IN 2. VISUAL LOOKOUT - IN					
Probable Cause					

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

File No 1695 9/21/82 MALIB	U,CA A/C	Reg. No. N8094F	Time (Lcl	) - 1521 PDT	-
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST	ft Damage ANTIAL Crew Pass	In Fatal Serious O O	juries s Minor O O	None 2 0
Aircraft Information  Make/Model - PIPER PA-28RT-201T  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 2900  No. of Seats - 4	Number Engines -	ECIP - FUEL INJECTED	Stall Warning	g 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- 270/010 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SANTA MONICA,CA Destination  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	- NONE - NONE	Airport Proximity OFF AIRPORT/STI Airport Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CFI,ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 35 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - PA-44	Total - Make/Model-	t Time (Hours) 2818 Last 810 Last	-NO WAIVERS/ 24 Hrs - 30 Days- 90 Days-	'LIMIT 7 98 127
THE ENG SEIZED APPROXIMATELY 3500 FT & THE AC EVIDENCE OF CARBON TRACKING & CROSS FIRING. N WERE EXCESSIVELY FOULED & SEVERELY ERODED. SP LENGTHWISE & WAS IN SEVERAL PIECES. EXAMINATI OVERHAULING A CYLINDER & INSTALLING DETERGENT COULD BE FOUND. THIS BULLETIN RECOMMENDS PERI GOVERNING BENDIX MAGNETOS & IGNITION HARNESSE	EITHER END OF THE RIGHT MA RINGS ON THE SPARK PLUGS L ON OF THE LOG BOOK SHOWED TYPE OIL. NO EVIDENCE OF ODIC MAINTENANCE PROCEDURE	G HAD BREATHER PLUGS EADS WERE BURNED & D IMPROPER MAINTENANCE COMPLIANCE WITH TELE	INSTALLED. ALL SE IRTY. THE #1 CONRO PRACTICES SUCH AS DYNE SERVICE BULLE	PARK PLUGS DD WAS SPLIT S ETIN #612	

M/C Keg. NO. N8094F Time (Lc1) - 1521 PDT File No. - 1695 9/21/82 MALIBU, CA A/C Reg. No. N8094F Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. IGNITION SYSTEM, MAGNETO - INOPERATIVE 2. IGNITION SYSTEM, DISTRIBUTOR - SHORTED 3. IGNITION SYSTEM, SPARK PLUG - CORRODED 4. INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 5. SERVICE BULLETINS - NOT FOLLOWED - COMPANY MAINTENANCE PSNL 6. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

File No 1659 6/22/	82 DURANGO,CO	A/C Reg. No. N3	1912	Time (Lc1)	- 1800 MD	Т
Type of Operation -	N-DEMAND AIR TAXI 4 CFR 91.	Aircraft Damage SUBSTANTIAL Fire ON GROUND	Crew 6 Pass 6	al Serious O O O O	0	None 1 3
Aircraft Information Make/Model - PIPER PA-32R Landing Gear - TRICYCLE-RET Max Gross Wt - 3600 No. of Seats - 7	RACTABLE Number Eng Engine Typ	Model - LYCOMING TIO gines - 1 pe - RECIP - FUEL er - UNK/NR	-540-51AD	ELT Installed Stall Warning Weather Radar	d/Activated g System -	
	SOURCE UNK  Last Depart SAME AS A Destination COLORADO  S M  ATC/Airspace GOOO FT SCATTERED Type of Fli DOOO FT SCATTERED Type of Cle NE Type Approa	ACC/INC SPRINGS,CO Ight Plan - VFR	ON Airpol DUI Rui Rui Rui Rui Rui	ort Proximity AIRPORT rt Data RANGO LAPLATA nway Ident nway Lth/Wid nway Surface nway Status	CO. - 20 - 9200/ - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 33 Biennial Flight F Current Months Since Aircraft Type	Review - YES Total - 1 Make/ e - UNK/NR Instr	ertificate - V/ Flight Time - 1353 Model- 310 ument- 65 -Eng - 200	e (Hours) Last Last	24 Hrs -	/LIMIT 3 0 218
Instrument Rating(s)Narrative THE PILOT REPORTED THAT AFTER TAKI BECAME SO DENSE THAT THE VISIBILIT SEAT WAS ALSO A PILOT AND ASSISTED AND AFTER TOUCHDOWN, THE NOSE GEAR FAILED AND ALLOWED HOT EXHAUST GAS DIL WAS SPRAYED ONTO THE TURBOCHAR	NG OFF, DENSE WHITE SMOKE BEG TED THAT THE INSTRUMENTS WERE Y IN THE COCKPIT WAS REDUCED IN NAVIGATING BACK TO THE AI COLLAPSED. AN EXAMINATION RE ES TO EXPEL INTO THE ENGINE O	E IN THE NORMAL OPER TO A FEW INCHES. TH RPORT. THE AIRCRAFT VEALED THAT A TURBO COMPARTMENT. THE OIL	ATING RANGE, BU E PASSENGER IN WAS LANDED DOWN CHARGER EXHAUS PRESSURE HOSE	JT THE SMOKE THE RIGHT FR WNWIND ON RUN I COUPLING HA LINE MELTED	ONT WAY 20, D AND	·

File No. - 1659 6/22/82 DURANGO, CO A/C Reg. No. N31912 Time (Lc1) - 1800 MDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation UNKNOWN Finding(s) 1. EXHAUST SYSTEM, CLAMP - FAILURE, TOTAL 2. EXHAUST SYSTEM, TURBOCHARGER - LEAK 3. LUBRICATING SYSTEM, OIL LINE - OVERTEMPERATURE 4. FLUID, OIL - LEAK Occurrence #2 Phase of Operation CLIMB - TO CRUISE Finding(s) 5. FUSELAGE, CREW COMPARTMENT - SMOKE Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. WEATHER CONDITION - TAILWIND Occurrence #4 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR, GEAR LOCKING MECHANISM - OVERTEMPERATURE 8. LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

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

-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION)	Aircraft Da DESTROYED	mage				
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING				Fata	al Seriou		None
		Fire ON GROUND	Pa	ass (	0 0	0	1 O
-Aircraft Information Make/Model - PIPER PA-28RT-201T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Mo Number Engi Engine Type Rated Power	odel - CONTIN ines - 1 e - RECIP	- FUEL INJE	360-FB		g System -	1 - YES-UNK/N YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departu MESA,AZ Destination	ure Point		OF	ort Proximit F AIRPORT/ST rt Data		
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	IMPERIAL,N ATC/Airspace Type of Flig Type of Clea		NE	Rui Rui Rui	nway Ident nway Lth/Wid nway Surface nway Status	- DIRT	
	Age - 27				ALID MEDICAL	-NO WAIVERS	;/LIMIT
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Re Current	eview - YES	Total		e (Hours)	24 Hrs -	3
SE LAND	Months Since Aircraft Type	- 23	Make/Model Instrument	- 75	Last	30 Days- 90 Days-	0 23
Instrument Rating(s) - AIRPLANE							
-Narrative LE EN ROUTE, THE ENGINE BEGAN TO LOSE POWER DED IN A SMALL CLEARING, BUT DURING THE LAN PUNCTURED A HOLE IN THE FUEL TANK. THE AIR ER STOPPING, HE SAW A TRAIL OF FLAME ABOUT OVER THE WING AND DOWN THE CLIFF, THEN A F COMPLETELY DESTROYED BY A POST CRASH FIRE. WALK OUT. HE REPORTED BECOMING DISORIENTED SHED AT AN ELEVATION OF ABOUT 9500 FT.	DING ROLL, THE RIG CRAFT STOPPED NEAR 8 INCHES WIDE HEAD EW MOMENTS LATER T THE PILOT STAYED	GHT MAIN GEAR THE EDGE OF DING TOWARD T THERE WERE 2 WITH THE PLA	HIT A LARGI A CLIFF. TH HE PLANE. HI LOUD EXPLOSI NE UNTIL THI	E ROCK. THE PILOT MESTATED TO THE TOWNS. THE TOWNS. THE	HE GEAR FAIL REPORTED THA THAT HE JUMP AIRCRAFT Y, THEN ELEC	T ED TED	,

File No 17	11 8/16/82 15MI. NE OF CHROMO,CO	A/C Reg. No. N3072Z	Time (Lc1) - 0600 MDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 2. OBJECT - HIGH D 3. TERRAIN CONDITI 4. TERRAIN CONDITI 5. TERRAIN CONDITI	ON - MOUNTAINOUS/HILLY ON - HIGH TERRAIN ON - ROUGH/UNEVEN		
Occurrence #4 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 1.	rtation Safety Board determines that the Pro	bable Cause(s) of this accid	lent

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

# Brief of Accident

File No 1682 12/0	07/82 LARKSPUR,CO	A/C Reg. No.	N2752Y	T	ime (Lc1) -	2158 MST	
Basic Information Type Operating Certificate	e-NONE (GENERAL AVIATION)	Aircraft Damag DESTROYED	je	Fatal	Injur Serious	ies Minor	None
Type of Operation Flight Conducted Under Accident Occurred During	-BUSINESS -14 CFR 91 -MANEUVERING	Fire NONE	Crew Pass	1	0	0	0
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5		· ·	·T	Stal1	Installed/A   Warning S ner Radar -	ystem - NO	
Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 240/007 Visibility - 8.0	Itinerary RD OF BRIEFING Last Depa BROOMF Destinatio PUEBLO  KTS SM ATC/Airspac 1100 FT OVERCAST Type of 6 NONE Type Apcl SNOW SHOWER	on ,CO Ce Flight Plan - NONE Clearance - NONE		Airport Da Runway Runway Runway Runway	RPORT/STŔIP ata	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER	Current Months Sind Aircraft Ty	t Review - YES To ce - 13 Ma	otal - :	t Time (Ho 2011	ours) Last 24 Last 30 Last 90	Hrs - Days- Days-	0 27 167
Instrument Rating(s)Narrative 752Y, A BELL 206B HELICOPTER, CIDENT. PLT WAS WARNED BY FBO E PLT NOT TO FLY. AFTER DEPAR' DAR TRACKING. WITNESSES ALONG LLOWED THE ACFT APRX 20 MIN & PORTED ICE ON THEIR WINDSHIEL D CROSSED. IT HAD CRASHED IN PREIMPACT MECHANICAL MALFUNC' UNTY ARPT LOCATED 33 MI NORTH	CRASHED IN HILLY TERRAIN WHID PERSONNEL OF ADVERSE WX CONDITING WITH A SPECIAL VFR CLEAR, A HIGHWAY OBSERVED THE ACFT NESTINATED ITS ALTITUDE WAS 50 DS. THE ACFT WAS FOUND THE NEW A STEEP RIGHT BANK. THE ALCOHOTIONS OR FAILURES WERE FOUND.	ITIONS. ANOTHER PLANCE, RADAR ADVISOR WITH THE LANDING LE O TO 100 FT AGL & T KT MORNING NEAR THE OL LEVEL OF A SAMPL	F WHO HAD JUS RIES WERE PRO IGHT ON IN SN FHE SPEED WAS E TOP & ON TH LE OF THE PLT	T LANDED T VIDED UNT: OW & FOG. 40 MPH. S E FAR SIDI 'S BLOOD N	TRIED TO PE IL TERRAIN ONE WITNES SOME MOTORI E OF A KNOL WAS O.093%.	RSUADE PRECLUDED S STS L THAT IT	

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12/07/82 File No. - 1682 LARKSPUR, CO A/C Reg. No. N2752Y Time (Lc1) - 2158 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - SNOW 5. WEATHER CONDITION - FOG 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 7. IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 8. 9. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 10. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 11. TERRAIN CONDITION - MOUNTAINOUS/HILLY 12. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8,9,10,11,12

File No 1607 3/11/82 BL	OOMFIELD,CT	A/C Reg. No	Time (Lc1) - 1145 EST				
Type Operating Certificate-NONE (GEN  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	·	Aircraft Dama DESTROYED Fire ON GROUND	ge Crew Pass	Fatal 1 0	Injur Serious O O	ries Minor O O	None 0 0
Aircraft Information  Make/Model - CESSNA T337C  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 4500  No. of Seats - 6	Number E	/Model - CONTINEN ngines - 2 - ype - RECIP - Wer - 210 H	FUEL INJECTED	Sta1	Installed/A l Warning S her Radar -	ystem - Y	
Environment/Operations Information Weather Data  W× Briefing - FSS  Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 130/002 KTS Visibility400 SM Cloud Conditions(1st) - 300 FT F Cloud Conditions(2nd) - 400 FT C Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa BAR HARI Destination BRIDGEPO ATC/Airspace ART OBSC Type of F	n DRT,CT e light Plan - IFR		OFF AI Airport D BRADLE Runway Runway Runway	Y INT'L AIR	RPORT · 06 · 9502/ · ASPHALT	220
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Aircraft Ty	Review - UNK/NR To e - UNK/NR Ma be - UNK/NR I	al Certificat Fligh otal - ake/Model- UN nstrument- ulti-Eng -	t Time (H 1924 K/NR 312	ours) Last 24 Last 30	Hrs - UN	K/NR K/NR
Instrument Rating(s) - AIRPLANENarrative T 0630 & 0800 THE PLT RECEIVED WX BRIEFIN CING, LOW CEILINGS & VISIBILITIES. THE FL RADLEY INTL ARPT BECAUSE OF REPORTED WEAT HE FLT WAS VECTORED FOR AN ILS RWY 06 APP LTITUDE ALERT AT AN ALTITUDE OF 1900 FT F NINTELLIGIBLE REPLY, FOLLOWED BY "I'M FIG CIRCLE TO THE RIGHT. GROUND WITNESSES OE N A 355 DEG MAGNETIC HEADING & LOCATED ON ND OF RWY 06.	G FOR AN IFR FLT TO T DEPARTED AT 0907. HER BELOW LANDING M ROACH. AFTER PASSING OR THE ACFT. THE COI HTING." THE CONTROLI SERVED THE ACFT MAN	AT 1118 THE PLT I INIMUMS AT HIS DES INTHE OUTER MARKEI NTROLLER ADVISED LER OBSERVED THE A EUVERING AT TREE-	DIVERTED TO W STINATION & A R INBOUND, BR THE PLT OF TH ACFT TURN SLI TOP LEVEL. TH	INDSOR LO LTERNATE, ADLEY TOW E ALERT & GHTLY TO E ACFT CA	CKS FOR LAN WHITE PLAI ER RECEIVED RECEIVED A THE LEFT & ME TO REST	DING AT NS, NY. A LOW N THEN MAKE ORIENTED	

File No. - 1607 3/11/82 BLOOMFIELD, CT 

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

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

#### Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- 3. DECISION HEIGHT BELOW 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 1614 7/23/82 ANSON	IA,CT	A/C Reg. No. N7291S			Time (Lc1) - 1830 EDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur	ies			
.,,,,		DESTROYED		Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	F	ire	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 - CESSNA 150H	Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - UNK/ Number Engines - 1 Stall Warning System - YES						- UNK/N		
Landing Gear - TRICYCLE-FIXED							ES		
Max Gross Wt ~ 1600		- RECIPROCATING	G-CARBURE	TOR Weath	ner Radar -	NO			
No. of Seats - 2	Rated Power	- 100 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport F					
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	PORT				
Method - N/A	BRIDGEPORT, CT	ſ							
Completeness - N/A	Destination	)		Airport Da					
Basic Weather - VMC				ANSONIA					
Wind Dir/Speed- UNK/NR/O12 KTS Visibility - 5.0 SM	ATC/Airspace				Ident - Lth/Wid -				
Cloud Conditions(1st) - NONE	Type of Flight	Dian - NONE			Surface -				
Cloud Conditions(2nd) - NONE	Type of Clearar				Status -		<b>S</b> .F.		
Obstructions to Vision- NONE	Type Approach F			Ruiway	Status	DKI			
Precipitation - NONE	Type Approach	TOWN HONE							
Condition of Light - DAYLIGHT									
Personnel Information Pilot-In-Command	Age - 33	Modical Co	ntificat	o - VALTO	MEDICAL -NO	WATVEDS/I	TMIT		
Certificate(s)/Rating(s)	Biennial Flight Revie		Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours)						
COMMERCIAL	Current - N								
· SE LAND	Months Since - L			1 '		Days- UN	-		
<del></del>	Aircraft Type - L		ıment-	223	Last 90		0		
	· <b>,,</b> -		Eng -	697		, -	-		
Instrument Rating(s) - NONE									
E PILOT FLEW TO ANOTHER LOCAL AIRPORT TO PR	ACTICE TOUCH AND GO LA	ANDINGS, DURING T	HE TAKED	FF FROM					
1750 FOOT RUNWAY THE AIRCRAFT STALLED INT									
O THE TREE TOPS WHEN HE MANEUVERED TO AVOI				. 32.,220					

File No. - 1614 7/23/82 ANSONIA,CT Time (Lc1) - 1830 EDT A/C Reg. No. N7291S Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. GO-AROUND - DELAYED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. TOUCH AND GO LANDING - IMPROPER - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. OBJECT - TREE(S) IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation TAKEOFF - INITIAL CLIMB ----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) 1,5

File No 1613 7	//29/82	MADISON, CT	A/C Reg. No. N4547K				Time (Lc1) - 1020 EDT			
Basic Information Type Operating Certifica	ite-NONE (	GENERAL AVIATION)		ft Damage	. <b></b>		Inju	ries		
			SUBSTA	ANTIAL	F	atal	Serious	Minor	None	
Type of Operation	-PERSON		Fire		Crew	0	0	0	1	
Flight Conducted Under			NONE		Pass	0	0	0	3	
Accident Occurred During										
Aircraft Information										
Make/Mode1 - GRUMMAN			Make/Model - L		A4K					
Landing Gear - TRICYCLE	-FIXED		ber Engines -				Warning		YES	
Max Gross Wt - 2400		Eng	ine Type - Ri	ECIPROCATING-CA	RBURETOR	l Weath	er Radar	- NO		
No. of Seats - 4		Rat	ed Power -	180 HP						
Environment/Operations Inf	ormation-									
Weather Data		Itiner	ary		Αi	rport P	roximity			
Wx Briefing - FSS		Last	Departure Point	t		ON AIRF	ORT			
Method - TELEPH	IONE	BR	IDGEPORT, CT							
Completeness - UNK/NR	!	Desti	nation		Ain	port Da	ita			
Basic Weather - VMC		MA	DISON,CT			GRISWOL	.D			
Wind Dir/Speed- 270/01	2 KTS					Runway	Ident	- 06		
Visibility - 15.0		ATC/Ai					Lth/Wid		150	
Cloud Conditions(1st)	- 4500 F	T SCATTERED Type	of Flight Plan	- NONE		Runway	Surface	- ASPHALT		
Cloud Conditions(2nd)	- NONE		of Clearance			Runway	Status	- DRY		
Obstructions to Vision	- NONE	Type	Approach Flown	- NONE						
Precipitation										
Condition of Light	- DAYLIGH	IT								
Personnel Information										
Pilot-In-Command		Age -	35	Medical Certi	ficate -	VALID	MEDICAL-NO	D WAIVERS,	/LIMIT	
Certificate(s)/Rating(s	:)	Biennial F	light Review t - NO		Flight T					
PRIVATE		Curren	t - NO	Total		'8	Last 2	4 Hrs -	0	
SE LAND		Months	Since - UNK/NF	R Make/Mode	1- 2	.2	Last 3	0 Days- U	NK/NR	
		Aircra	ft Type - UNK/NF	≀ Instrumer	nt-	9	Last 9	O Days-	36	
Instrument Rating(s)	- NONE									
-Narrative PILOT STATED THAT HE EXPER	IENCED A			RUNWAY THRESHOL AUSE OF TREES A						

File No. - 1613 7/29/82 MADISON,CT A/C Reg. No. N4547K Time (Lc1) - 1020 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. GO-AROUND - DELAYED - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

## Brief of Accident

File No 1689 4/17/82 N	IEAR WESTBAY,FL A/C	Reg. No. N5186D	Τi	me (Lc1)	- 2024 (	CST
Basic Information		•				
Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircra	ft Damage		Inju	ries	
		ft Damage OYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	. Fire	Crew Pass	1	0	0	0
Flight Conducted Under -14 CFR 9	NONE NONE	Pass	2	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 172N	Fng Make/Model - L	YCOMING 0-320-H2AD	FITI	nstalled/	Activate	ed - YES/No
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Stall	Warning	System :	YES
Max Gross Wt - 2300	Fngine Type - R	ECIPROCATING-CARBURET	OR Weath	er Radar	- NO	0
No. of Seats - 4	Rated Power -					
Environment/Operations Information	-					
			Airport P	roximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC	Last Departure Poin		OFF AIR		Р	
Method - TELEPHONE	OCALA, FL		011 7211		•	
Completeness - FULL	Destination		irport Da	ta		
Basic Weather - IMC	DESTIN, FL	•	po bu			
Wind Dir/Speed- 210/002 KTS	5251211,12		Runway	Ident	- N/A	
Wind Dir/Speed- 210/002 KTS Visibility750 SM	ATC/Airspace			Lth/Wid		
Cloud Conditions(1st) - 600 FT	SCATTERED Type of Flight Plan	- NONE		Surface		
Cloud Conditions(2nd) - 1000 FT	SCATTERED Type of Clearance	- NONE		Status		
Obstructions to Vision- HAZE	Type Approach Flown		Kariway	5 (4 (45	14/ 5	
Precipitation - NONE	Type Approach Trown	INCINE				
Condition of Light - NIGHT (DA	DK)					
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certificate	- VALID	MEDICAL-W	'AIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	Time (Ho	urs)		
PRIVATE	Current - YES	Total -	72	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Since - 1	Make/Model- UNK	/NR	Last 3	O Days-	UNK/NR
	Age - 55 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-172	Instrument- UNK	/NR	Last 9	O Days-	UNK/NR
Instrument Rating(s) - NONE						
Narrative	D THAT VED BLT WAS NOT BECOMME					ST.
RING THE WX BRIEFING THE PLT WAS ADVISE						
RING THE WX BRIEFING THE PLT WAS ADVISE PANAMA CITY & ALONG THE GULF COAST. AT	2015, APPROXIMATELY 28 MI SE					
RING THE WX BRIEFING THE PLT WAS ADVISE	2015, APPROXIMATELY 28 MI SE					-
RING THE WX BRIEFING THE PLT WAS ADVISE PANAMA CITY & ALONG THE GULF COAST. AT NTROL(A/C) & WAS ADVISED THAT EGLIN A/C E EGLIN CONTROL ZONE WAS IFR & WAS ASKE	2015, APPROXIMATELY 28 MI SE HAD NO WX CAPABILITY FOR DEST D IF HE WAS IFR QUALIFIED. THE	IN. SHORTLY THEREAFTE PLT STATED HE WAS NO	R THE PLT T. THERE	WAS ADVI WERE NO F	SED THAT	-
RING THE WX BRIEFING THE PLT WAS ADVISE PANAMA CITY & ALONG THE GULF COAST. AT NTROL(A/C) & WAS ADVISED THAT EGLIN A/C E EGLIN CONTROL ZONE WAS IFR & WAS ASKE MMUNICATIONS WITH THE PLT. THE ACFT THE	2015, APPROXIMATELY 28 MI SE HAD NO WX CAPABILITY FOR DEST D IF HE WAS IFR QUALIFIED. THE N APPEARED TO BE IN AN ORBIT,	IN. SHORTLY THEREAFTE PLT STATED HE WAS NO & A FEW MINUTES LATER	R THE PLT T. THERE RADAR CO	WAS ADVI WERE NO F NTACT WAS	SED THAT URTHER LOST.	-
RING THE WX BRIEFING THE PLT WAS ADVISE PANAMA CITY & ALONG THE GULF COAST. AT NTROL(A/C) & WAS ADVISED THAT EGLIN A/C E EGLIN CONTROL ZONE WAS IFR & WAS ASKE	2015, APPROXIMATELY 28 MI SE HAD NO WX CAPABILITY FOR DEST D IF HE WAS IFR QUALIFIED. THE N APPEARED TO BE IN AN ORBIT,	IN. SHORTLY THEREAFTE PLT STATED HE WAS NO & A FEW MINUTES LATER	R THE PLT T. THERE RADAR CO	WAS ADVI WERE NO F NTACT WAS	SED THAT URTHER LOST.	-
RING THE WX BRIEFING THE PLT WAS ADVISE PANAMA CITY & ALONG THE GULF COAST. AT NTROL(A/C) & WAS ADVISED THAT EGLIN A/C E EGLIN CONTROL ZONE WAS IFR & WAS ASKE MMUNICATIONS WITH THE PLT. THE ACFT THE	2015, APPROXIMATELY 28 MI SE HAD NO WX CAPABILITY FOR DEST D IF HE WAS IFR QUALIFIED. THE N APPEARED TO BE IN AN ORBIT, N THE GULF COAST IN THE VICINT	IN. SHORTLY THEREAFTE PLT STATED HE WAS NO & A FEW MINUTES LATER IY OF THE ACFT'S LAST	R THE PLT T. THERE RADAR CO KNOWN PO	WAS ADVI WERE NO F NTACT WAS SITION. T	SED THAT URTHER LOST. HE	

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File No 16	89 4/17/82 	NEAR WESTBAY, FL	A/C Reg.	No. N5186D	Time (Lc1) - 2024 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s)  1. WEATHER CONDITION 2. WEATHER CONDITION 3. FLIGHT INTO KI	ON - HAZE	ER - CONTINUED - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL CRUISE - NORMAL	- IN FLIGHT			
<ol> <li>IMPROPER US</li> <li>IMPROPER US</li> </ol>	ING - UNCONTROLLE OF EQUIPMENT/AIR OF EQUIPMENT/AIR	D - PILOT IN COMMAND CRAFT,LACK OF TOTAL EXP CRAFT,LACK OF TOTAL INS CRAFT,SPATIAL DISORIENT	TRUMENT TIME -	PILOT IN COMMAND	)
Occurrence #3 Phase of Operation		ROLLED			
Probable Cause					
The National Transports/are finding(s) 3,5		rd determines that the	Probable Cause	s) of this accid	dent

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

-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dam	age		Injuri	es	
		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -BUSI Flight Conducted Under -14 C		Fire	Crew	-	0	0	1
Accident Occurred During -LAND		NONE	Pass	0	0	O	0
-Aircraft Information	_						
Make/Model - BRANTLY B-2B Landing Gear - SKID	Eng	Make/Model - LYCOMIN per Engines - 1	G IVO-360	ELT :	Installed/Ac		
Max Gross Wt - 1670		ine Type - RECIP -			l Warning Sy her Padar -	STEM - N	U
No. of Seats - 2		ed Power - 180					
-Environment/Operations Informatio							
Weather Data	Itinera				Proximity		
₩x Briefing - NO RECORD OF Method - N/A		Departure Point MPA,FL		UFF AII	RPORT/STRIP		
Completeness - N/A		nation	ı	Airport Da	ata		
Basic Weather - VMC		NICE, FL	•	All policib.			
Wind Dir/Speed- 230/012 KTS						N/A	
Visibility - 12.0 SM	ATC/Aiı		_		Lth/Wid -		
Cloud Conditions(1st) - 3000 Cloud Conditions(2nd) - 10000		of Flight Plan - NON of Clearance - NON			Surface - Status -		
Obstructions to Vision- NONE		Approach Flown - VIS			status -	N/A	
Precipitation - NONE	, ypc	775	OAL STRAIGHT I	•			
Condition of Light - DAYLI	GHT						
-Personnel Information Pilot-In-Command	A	M11	1 0	- \/41.70	MEDICAL WAT	VEDC / L TM	
Certificate(s)/Rating(s)	Age - : Riennial F	55 Medi light Review	cal Certificate	e - VALID t Time (Ho		VERS/LIM	11
PRIVATE	Curren <sup>-</sup>	t - YES	Total - :	3472	Last 24	Hrs -	1
SE LAND, ME LAND	Months	Since - 4 Et Type - PA-34	Total - ; Make/Model- Instrument-	197	Last 30	Days-	6
HELICOPTER	Aircra	t Type - PA-34	Instrument-	488	Last 90	Days-	15
			Multi-Eng - 2	2735	Rotorcra	ft -	307
Instrument Rating(s) - AIR	PLANE		÷				
-Narrative				<b> </b>			
PLT EXPERIENCED HEAVY VIBRATION F	OLLOWED BY LOSS OF	CONTROL OF THE ACFT.	WITNESSES DESC	RIBED THE	ACFT IN ABR	UPT	
		VEALED FAILURE UNDER			·		

Time (Lc1) - 1430 EDT File No. - 1688 6/21/82 RUSKIN, FL A/C Reg. No. N2282U Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ROTORCRAFT FLIGHT CONTROL, PITCH CHANGE ROD - OVERLOAD Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 2. COLLECTIVE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND HARD LANDING 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 Factor(s) relating to this accident is/are finding(s) 2

File No 1763 7/05/82 WEST	OF CROSS CITY, FL A/	C Reg. No. No.	O5HP	т	ime (Lc1) -	1901 ED1	Γ
Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL		craft Damage (/NR	Crew	Fatal	Injur Serious O	ies Minor O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE			Pass	3	ő	ŏ	ŏ
Aircraft Information Make/Model - PIPER PA-28R-201T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type - Rated Power -	· 1 · RECIP - FUEL		Stal	Installed/A 1 Warning S her Radar -	ystem - \	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR	Itinerary Last Departure Po NASHVILLE,TN Destination	oint		OFF AII	Proximity RPORT/STRIP		
Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR Precipitation - UNK/NR Condition of Light - DUSK	VENICE,FL  ATC/Airspace Type of Flight Pl Type of Clearance Type Approach Flo	- NONE	A	Runway Runway		N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK	Total Make/	_	Time (Ho	ours) Last 24	Hrs -	3
Instrument Rating(s) - NONE							
Narrative  T ABOUT 1605 CDT, THE PILOT ACTIVATED HIS V  LOT CONTACTED TALLAHASEE FSS AND WAS BRIEF  NOWN RADIO COMMUNICATION WITH THE AIRCRAFT.  LRWAY V-97 THAT MATCHED THE PILOT'S INTENDE  ENTER. LATER, A COMPUTER READOUT OF THE RAD  SSUMED AIRCRAFT BECAME ERRATIC AS IT CONTIN  NTERSECTION WHERE IT DISAPPEARED FROM THE R  HICH WAS CONTINUED UNTIL 7/11/82 WITH NEGAT  HE OCCUPANTS WERE PRESUMED DECEASED.	ED ON THE WEATHER CONDITI A RADAR CONTROLLER AT JA D ROUTE. HOWEVER, THE PIL AR INFORMATION SHOWED THA UED OVER THE GULF OF MEXI ADAR IN AN AREA OF THUNDE	ONS TO SARASO CKSONVILLE CE OT WAS NOT IN T THE FLIGHT CO. IT CONTIN	TA, FL. THI NTER OBSERV RADIO CONT PATH AND AL UED TO THE TY. THE CA	S WAS THE COLOR OF	HE LAST ACK ALONG H JACKSONVI DF THE Y OF LICKS ATED A SEAR		

File No 176	7/05/82	WEST OF CROSS CITY,FL	A/C Reg. No. N505HP	Time (Lc1) - 1901 EDT
Occurrence Phase of Operation	MISSING AIRCRAFT CRUISE - NORMAL	·		
Finding(s) 1. UNDETERMINED				•
Probable Cause	-			
The National Transporis/are finding(s) 1	tation Safety Boa	ard determines that the P	robable Cause(s) of this accid	lent

Type Operating Certificate-NONE (		ircraft Damage			Inju	uries	
		SUBSTANTIAL		Fatal		Minor	
Type of Operation -BUSINES		ire	Crew	0	0	•	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	2	NONE	Pass	0	0 .	<del>-</del>	1
-Aircraft Information							
Make/Model - PIPER PA-28-140		1 - LYCOMING 0-3				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1				System - L	JNK/NR
Max Gross Wt - 2150		- RECIPROCATIN	G-CARBURETO	R Weat	ner Radar	- NO	
No. of Seats - 4	Rated Power	- 140 HP					
-Environment/Operations Information					•		
Weather Data	Itinerary		Α		Proximity		
Wx Briefing - NO RECORD OF BRI	•			ON AIR	PORT		
Method - N/A Completeness - N/A	CLEARWATER, F Destination	L		D	- 4 -		
Basic Weather - VMC	TAMPA.FL		Al	rport D: VANDEN			
Wind Dir/Speed- 130/012 KTS	TAMPA, FL			_	Ident	- 18	
Visibility - 7.0 SM	ATC/Airspace					- 3260/	<b>6</b> 5
Cloud Conditions(1st) - 4000 F1		Plan - NONE				- MACADAM	
Cloud Conditions(2nd) - 5000 F1	BROKEN Type of Cleara	nce - NONE		Runway	Status	- WET	
Obstructions to Vision- HAZE	Type Approach	Flown - VISUAL S	TRAIGHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT	·						
-Personnel Information							
Pilot-In-Command	Age - 23	Medical C	ertificate			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi Current -	ew	Flight				á
COMMERCIAL, CFI	Current -	YES Total	- 15 Model - 1	05	Last	24 Hrs -	
SE LAND, ME LAND	Months Since - ( Aircraft Type - (				Last (	30 Days- UN 30 Days-	
	Aircraft Type - 1			09	Last	o Days-	193
	NE						
Instrument Rating(s) - AIRPLA							
Instrument Rating(s) - AIRPLA							
	THE ACFT COULD NOT BE STO	PPED ON THE RWY	REMAINING &	APPLIE	) POWER FO	DR A	

File No 16	48 7/27/82 TAMPA,FL	A/C Reg. No. N553PA	Time (Lc1) - 1715 EDT
Occurrence #1 Phase of Operation			
2. DISTANCE - MISC 3. TERRAIN CONDITI 4. WEATHER CONDITI 5. GO-AROUND - D	ON - TAILWIND ELAYED - PILOT IN COMMAND - PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING	•	
Finding(s) 7. TERRAIN CONDITI			
Occurrence #3 Phase of Operation			
Probable Cause		<del></del>	
The National Transpo	rtation Safety Board determines that the	e Probable Cause(s) of this accide	ent

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	ıge		Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - CESSNA R182		Model - LYCOMING					
Landing Gear - TRICYCLE-RETRACTABLE					1 Warning S		ES
Max Gross Wt - 3100 No. of Seats - 4		pe - RECIPROC yer - 235 h		IUR Weat	her Radar -	· NO	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		ture Point		OFF AI	RPORT/STRIF	,	
Method - IN PERSON Completeness - UNK/NR	PENSACOL	•		4 D	_4_		
Basic Weather - VMC	Destination			Airport D	ата		
Wind Dir/Speed- 290/004 KTS	ORLANDO,	r L		Bunna	Ident -	UNK/NR	
Visibility - 7.0 SM	ATC/Airspace	•			Lth/Wid -		
Cloud Conditions(1st) - 10000 FT BR					Surface -		
Cloud Conditions(2nd) - 25000 FT OV		earance - NONE				UNK/NR	
Obstructions to Vision- NONE		ach Flown - NONE			• 1- 1	,	
Precipitation - NONE	31						
Condition of Light - NIGHT (DARK							
-Personnel Information						/	
Pilot-In-Command			al Certificate			MAIVERS/	LIMII
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight Current		otal -	t Time (H	ours) Last 24	Une -	4
SE LAND					Last 30		
SE EAND			nstrument-	3	Last 90	Days-	18
	7.1. O. G. C. 1. 1. 1.		THE CY GINGITE	J	2001 00	Jayo	
Instrument Rating(s) - NONE							
-Narrative							
PILOT HAD A FLIGHT OF OVER 4 HOURS TOTA	L WITTH ONE ENDOUTE	STOR AT THIS ST	OD THE DILOT (	OTO NOT D	CCIICI ACTO	n a Houne	

File No. - 1656 7/28/82 PLYMOUTH, FL A/C Reg. No. N2334C Time (Lc1) - 0134 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. REFUELING - NOT PERFORMED - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. 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) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4,5

Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operation  Type of Operation  PERSONAL  Flight Conducted Under  Accident Occurred During Basic Information  SUBSTANTIAL  Fatal Serious Minor  Fire  Crew  O  O  O  O  Accident Occurred During  TONE  Accident Occurred During  Tone Occurred During	
Type of Operation -PERSONAL Fire Crew O O O Flight Conducted Under -14 CFR 91 NONE Pass O O O	
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0	None 1
	2
ACCIDENT DECLINED PARKEDY	_
Aircraft Information	
Make/Model - MOONEY M2OF Eng Make/Model - LYCOMING IO-360 ELT Installed/Activated -	YES/NO
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO	
Max Gross Wt - 2740	
No. of Seats - 4 Rated Power - 200 HP	
Environment/Operations Information	
Weather Data Itinerary Airport Proximity	
Wx Briefing - FSS Last Departure Point ON AIRPORT	
Method - UNK/NR ORLANDO,FL Completeness - UNK/NR Destination Airport Data	
Completeness - UNK/NR Destination Airport Data Basic Weather - VMC BAHAMA ISLANDS,VI MAGUIRE	
Wind Dir/Speed- UNK/NR Runway Ident - 36	
Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2430/ 15	50
Cloud Conditions(1st) - NONE Type of Flight Plan - VFR Runway Surface - GRASS/TURE	
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - SOFT	
Obstructions to Vision- NONE Type Approach Flown - NONE HOLES	
Precipitation - NONE	
Condition of Light - DAYLIGHT	
Personnel Information	
Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI	TIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
Priot-in-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 296 Last 24 Hrs -  SF LAND Months Since - 9 Make/Model - 296 Last 30 Days - UNK/	2
The state of the s	
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-	27
Instrument Rating(s) - NONE	
E PILOT REPORTED THAT RAIN HAD OCCURRED ON THE PREVIOUS NIGHT AND THERE WAS WATER ON THE 2430 FT GRASS NWAY. HE REPORTED THAT DURING ROTATION, THE AIRCRAFT HIT THE WATER AND LOST AIRSPEED. SUBSEQUENTLY, THE RCRAFT FAILED TO GAIN SUFFICIENT ALTITUDE TO CLEAR TREES BEYOND THE END OF THE RUNWAY. IT STRUCK AN GRANGE EE AND CRASHED.	
L AND CRASHED.	

File No. - 1701 8/01/82 ORLANDO,FL

A/C Reg. No. N9109V

Time (Lc1) - 0645 EDT

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. AIRSPEED NOT POSSIBLE PILOT IN COMMAND
- 4. OBJECT TREE(S)
- 5. STALL/MUSH 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) 1.4

File No 1777	8/07/82 VERO BEAC	H,FL A/C R	eg. No. N2406D	т	ime (Lc1) -	1530 EDT	
Basic Information Type Operating Certific Type of Operation Flight Conducted Under Accident Occurred During	-OTHER . -14 CFR 91 g -TAKEOFF	SUBSTA Fire NONE		0	Injur Serious O O	Minor O O	None 1 1
Aircraft Information Make/Model - PIPER P Landing Gear - TRICYCL Max Gross Wt - 1670 No. of Seats - 2	<b>1-38</b>	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	COMING 0-235-L2C	ELT Stal	Installed/A	ctivated · vstem - Yi	- YES/NO ES
Environment/Operations In Weather Data  Wx Briefing - NO REG Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/O Visibility - 6.0 Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Vision Precipitation Condition of Light	CORD OF BRIEFING  O KTS  SM  2500 FT SCATTERE  2500 FT SCATTERE  HAZE  NONE	Itinerary Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace D Type of Flight Plan D Type of Clearance Type Approach Flown	- NONE - NONE	ON AIR Airport D NEW HI Runway Runway Runway Runway	ata BISCUS Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s PRIVATE SE LAND	Age s) Bie	- 21 nnial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-38	Medical Certificat Fligh Total - Make/Model- Instrument-	t Time (H	ours)	•	
Instrument Rating(s	- NONE						
Narrative HE PILOT WAS ON AN INSTRUCTION CCORDING TO THE 1450 EDT WEAT EMPERATURE WAS 90 DEGREES. DU CULD NOT LIFT-OFF. HOWEVER, HE ERCRAFT COLLIDED WITH ORANGE	THER REPORT FROM VER JRING A TOUCH-AND-GO HE OBSERVED A DITCH	O BEACH, THE WIND WAS FI LANDING, THE PILOT ELEC	ROM 110 DEGREES AT CTED TO ABORT THE T.	10 KTS ANI AKEOFF, WI	D THE HEN THE AIR		

File No. - 1777 8/07/82 A/C Reg. No. N2406D Time (Lc1) - 1530 EDT VERO BEACH.FL Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. WEATHER CONDITION - CROSSWIND 3. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

-Basic Information			N8876E	•	115 (201)	- 0930 ED	11
Type Operating Certificate-NONE (GENERA		rcraft Damage	9	Fatal	-	uries Minor	None
Type of Operation -PERSONAL		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ONE	Pass	ŏ	ŏ	ŏ	i
Accident Occurred During -LANDING		0112	, 400	· ·	ŭ	v	·
-Aircraft Information							
Make/Model - PIPER PA 28-181	Eng Make/Model	- LYCOMING (	D-360-A4M	ELT	Installed	/Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines					System -	YES
Max Gross Wt - 2550	Engine Type	- RECIPROCAT	TING-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure	Point		ON AIR	PORT		
Method - TELEPHONE	JACKSONVILLE,	FL					
Completeness - FULL	Destination			Airport D			
Basic Weather - VMC	CEDAR KEY,FL			LEWIS	FIELD		
Wind Dir/Speed- 150/005 KTS					Ident	- 23	
Visibility - 7.0 SM	ATC/Airspace					- 2400/	
Cloud Conditions(1st) - 25000 FT SCAT				Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearan				Status	- DRY	
Obstructions to Vision- NONE	Type Approach F	lown - VISUAL	_ FULL CIRCL	JIT			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 21		l Certificat			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			nt Time (H	•		
PRIVATE	Current - Y	ES To	tal -			24 Hrs -	0
SE LAND	Months Since -	2 Mak	ce/Model-	4	Last		6
	Aircraft Type - P	A-28 Ins	strument-	0	Last	90 Days-	20
Instrument Rating(s) - NONE							
-Narrative ING ARRIVAL, THE PILOT RECEIVED INFORMATION ORING RUNWAY 23. HE WENT AROUND ON HIS FIR LAND, THE AIRCRAFT WAS FLOATING, SO THE PI CRAFT TOUCHED DOWN ABOUT 400 FT DOWN THE 24	ST APPROACH WHEN THE A LOT WENT AROUND AGAIN. 400 FT RUNWAY, BUT THE	IRCRAFT WAS 1 REPORTEDLY 0 PLANE VEERED	TOO HIGH. ON ON THE THIRD	THE SECO APPROACH T WHEN TH	ND ATTEMP , THE E PILOT		

8/08/82 CEDAR KEY.FL Time (Lc1) - 0930 EDT File No. - 1774 A/C Reg. No. N8876E Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 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) 2,3,4

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

File No 1762 8/10/82	MOORE HAVEN,FL	A/C Reg. No. No.	68266	Time	(Lc1) -	1510 EDT	Γ
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injuri		
		SUBSTANTIAL		tal Se			None
	RUCTIONAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF Accident Occurred During -LANDI		NONE	Pass	0	0	O	O
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/	Model - LYCOMING 0-	235-L2C	ELT Inst	alled/Ac	tivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		Stall Wa	rning Sy:	stem - Y	'ES
Max Gross Wt - 1670 No. of Seats - 2	Engine Ty Rated Pow	pe - RECIPROCATIN er - 110 HP	NG-CARBURETUR	Weather	Radar - I	NO	
Environment/Operations Information							
Weather Data	Itinerary			port Prox			
Wx Briefing - FSS		ture Point	0	FF AIRPOR	T/STRIP		
Method - TELEPHONE	LAKELAND	•	A i no	ont Doto			
Completeness - UNK/NR Basic Weather - VMC	Destination FT. PIER		Airp	ort Data			
Wind Dir/Speed- 110/010 KTS	II. FILK	00,10	D	unway Ide	nt - 1	VI/Δ	
Visibility - 12.0 SM	ATC/Airspace			unway Lth			
Cloud Conditions(1st) - 2800				unway Sur			
Cloud Conditions(2nd) - 30000			R	unway Sta	tus - I	N/A	
Obstructions to Vision- NONE	Type Appro	ach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIG	HT 						
Personnel Information Pilot-In-Command	Age 17	Modical (	Certificate -	VALTO MED	TCAL:-NO. 1	WATVEDS	/  TB4TT
Certificate(s)/Rating(s)	Biennial Flight		Flight Ti			WAIVERS/	LIMII
STUDENT		- N/A Tota	1 - 95		Last 24 I	Hrs -	4
	Months Since	- N/A Make,	/Mode1- 53		Last 30 I	Days- UN	IK/NR
	Aircraft Typ	e - N/A Insti	rument- 1	I	_ast 90 l	Days-	47
Instrument Rating(s) - NONE	· ·						
Narrative E STUDENT PILOT WAS ON THE RETURN PO	RTION OF A CROSS-COUNTRY EECHOBEE, BUT IN HER OPI		EGAN TO CLOSE		ΗE		

A/C Reg. No. N68266 File No. - 1762 8/10/82 MOORE HAVEN, FL Time (Lcl) - 1510 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - RAIN 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND 4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. TERRAIN CONDITION - WET 7. TERRAIN CONDITION - SOFT 8. LANDING GEAR, NOSE GEAR - OVERLOAD NOSE OVER Occurrence #3 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) 1,6,7

File No 1770 8/	11/82 MIAMI,FL	A/C Reg. No.	N7891S	Time (Lc1)	- 1030 EDT	
Basic Information Type Operating Certificate	e-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Inju al Serious		None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Crew	0 0	1 0	1 0
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	Eng Mal Number	ke/Model - ALLISON 250 Engines - 1 Type - TURBOSHAFT Power - 317 HP		ELT Installed/ Stall Warning Weather Radar	System - N	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/003 Visibility - 10.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation -	Itinerary RD OF BRIEFING Last Dep TAMIAN Destinate  KTS SM ATC/Airspa 2500 FT SCATTERED Type of 15000 FT BROKEN Type of	oarture Point MI,FL ion ace Flight Plan - NONE Clearance - NONE proach Flown - NONE	OF Airpo OF Ru Ru Ru	inway Lth/Wid inway Surface inway Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND HELICOPTER	Age - 34 Biennial Fligh Current Months Sir Aircraft 1	nt Review - YES Tota nce - 3 Maka	Certificate - V Flight Tim al - 4000 e/Model- 500 trument- UNK/NR	ne (Hours) Last 2 Last 3 Last 9	4 Hrs - O Days- UN O Days-	4
Instrument Rating(s)	- NONE					
AKE CORRECTIVE ACTION. THE INST N THE COLLECTIVE. THE INSTRUCTO ORRECTION WITH THE FLIGHT CONTR IGHT, STRIKING THE GROUND. AN I	P AN 800 LB LOAD, THE HELICOFED THAT THE HELICOPTER BEGAN FRUCTOR BELIEVED THAT THE OTHOR REPORTED THAT HIS ACTION WORDLS. THE LOAD DID NOT RELEASEN WESTIGATION REVEALED NO PRE	PTER WAS MANEUVERED ON DRIFTING TO THE RIGHT HER PILOT APPLIED LEFT WAS TO PULL THE MANUAL SE, AND SUBSEQUENTLY, EIMPACT AIRFRAME OR EF	VER THE OBJECT W T AND ADVISED TH T CYCLIC, BUT AL L RELEASE AND TR THE HELICOPTER NGINE FAILURE. T	ITH SLACK IN TE OTHER PILOT SO PULLED UP TY TO MAKE A ROLLED TO THE	то	
THE LINE. THE INSTRUCTOR OBSERVE THE LINE. THE INSTRUCTOR OBSERVE ACTION. THE INSTRUCTOR OBSERVE THE COLLECTIVE. THE INSTRUCTOR OF THE COLLECTIVE. THE INSTRUCTOR OF THE CONTROL OF THE THE FLIGHT CONTROL OF THE	ED THAT THE HELICOPTER BEGAN FRUCTOR BELIEVED THAT THE OTH OR REPORTED THAT HIS ACTION W ROLS. THE LOAD DID NOT RELEAS INVESTIGATION REVEALED NO PRE	DRIFTING TO THE RIGH HER PILOT APPLIED LEF WAS TO PULL THE MANUAL SE, AND SUBSEQUENTLY, EIMPACT AIRFRAME OR EF	T AND ADVISED TH T CYCLIC, BUT AL L RELEASE AND TR THE HELICOPTER NGINE FAILURE. T	E OTHER PILOT SO PULLED UP Y TO MAKE A ROLLED TO THE	то	

File No. - 1770 8/11/82 MIAMI,FL A/C Reg. No. N7891S Time (Lc1) - 1030 EDT

Occurrence ROLL OVER Phase of Operation HOVER

Finding(s)

- 1. PROPER ALIGNMENT NOT MAINTAINED DUAL STUDENT
- 2. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- LOAD JETTISON ATTEMPTED PILOT IN COMMAND(CFI)

----Probable Cause----

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

File No 1749 8/20/82 MI	AMI, FL A/	C Reg. No. N366DJ	٦	Гіme (Lc1) -	1900 EDT	
Basic Information Type Operating Certificate-NONE (GENE		raft Damage STANTIAL	Fatal	Injuri Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NON	Cre	w 0 s 0	0	0	1 1
Aircraft Information Make/Model - BELL 47G-2 Landing Gear - SKID Max Gross Wt - 2450 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	LYCOMING VO-435 1 RECIPROCATING-CARBU	ELT Stai RETOR Weat	Installed/Ad Il Warning Sy ther Radar -	/stem - NO NO	- NO -N/.
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF!  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 120/005 KTS  Visibility - 6.0 SM  Cloud Conditions(1st) - 3000 FT SC  Cloud Conditions(2nd) - NONE  Obstructions to Vision- SMOKE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary ING Last Departure Po OPA LOCKA,FL Destination  ATC/Airspace CATTERED Type of Flight Pl Type of Clearance Type Approach Flo	int an - NONE	Airport ON AIR Airport [ OPA LO Runway Runway Runway CUIT	Proximity RPORT Data DCKA	UNK/NR UNK/NR GRASS/TU	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND HELICOPTER  Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK	Medical Certific Fli Total - Make/Model- /NR Instrument- Multi-Eng -	ate - VALID ght Time (F 3668	lours) Last 24	Hrs -	1
Narrative HE PILOT REPORTED THAT WHILE HE WAS PRACTI TATED THAT THE HELICOPTER TOUCHED DOWN HAR CROSS THE TAIL BOOM. SUBSEQUENTLY, THE TAI LADES WERE DAMAGED.	RDER THAN NORMAL AND THE MA	IN ROTOR BLADES FLEX	ED DOWNWARD	AND SWEPT	ROTOR	

File No. - 1749 8/20/82 MIAMI,FL A/C Reg. No. N366DJ Time (Lc1) - 1900 EDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. AUTOROTATION PERFORMED PILOT IN COMMAND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. ALTITUDE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

File No 1775 8/20/82 OR	LANDO, FL A/C	Reg. No. N6140S	Tir	me (Lc1) -	0920 EDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircra	ıft Damage		Injuri	ies	
	DEST	OYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - AIR & SPACE 18A	Eng Make/Mode1 - I	YCOMING 0-360-A1D	ELT Ir	nstalled/Ac	ctivated	- NO -N/
Landing Gear - TRICYCLE-FIXED	Number Engines -			Warning Sy		
Max Gross Wt - 1800		ECIPROCATING-CARBURET				
No. of Seats - 2		180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	roximity		
Wx Briefing - NO RECORD OF BRIEF			ON AIRPO			
Method - N/A	SAME AS ACC/INC	•				
Completeness - N/A	Destination		Airport Dat	ta .		
Basic Weather - VMC	KISSIMMEE,FL	•		EXECUTIVE		
Wind Dir/Speed- 180/004 KTS	KISSIMMEL, I'E		Runway 1		13	
Visibility - 15.0 SM	ATC/Airspace			th/Wid -		100
Cloud Conditions(1st) - 25000 FT SC		NONE		Surface -		100
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type of Creatance  Type Approach Flowr		Kuliway 3	status -	DKI	
Precipitation - NONE	Type Approach Flow	- UNK/NR				
Condition of Light - DAYLIGHT						
Condition of Eight - DATEIGHT						
Personnel Information						
Pilot-In-Command	Age - 38	Medical Certificate	e - VALID N	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	t Time (Hou	ırs)		
STUDENT	Current - N/A	Total -	108	Last 24	Hrs -	0
	Months Since - N/A	Make/Model-	39	Last 30	Davs- UNI	K/NR
	Aircraft Type - N/A	·	0	Last 90	Davs-	3
		21.2 3. 5	•	Rotorcra	•	107
Instrument Rating(s) - NONE		,				
IRING TAKEOFF, THE GYROCOPTER LIFTED OFF	O ONLY ABOUT 3 FT. INSTEAD O	F THE USUAL 10 TO 15	FT. IT THE	N		
TTLED BACK TO THE RUNWAY AND ENCOUNTERED						
ERE CARRYING THE WEIGHT, THE BLADES WOULD						
HEN THIS CONDITION WAS COUPLED WITH THE FA						
CAME PROGRESSIVELY WORSE UNTIL THE LEFT (						
HE ACCIDENT WOULD NOT HAVE OCCURRED IF HE						
JNWAY.	THE ABORTED THE TAKEOFF WILL	THE AIRCRAFT SETTEL	DACK DIVIC	, 117L		
IVWAI.						
-			_			

File No 17	75 8/20/82	ORLANDO,FL	A/C Reg. No. N6140S	Time (Lc1) - 0920 EDT	
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. FLIGHT CONTROLS 2. ABORTED TAKEOFF		- PILOT IN COMMAND PILOT IN COMMAND			- <del>-</del> -
Occurrence #2 Phase of Operation		SED			
Finding(s) 3. LANDING GEAR,MA	IN GEAR - OVERLOAD				<b>.</b>
Occurrence #3 Phase of Operation	TAKEOFF				
Probable Cause					

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

File No 1778 8/31/82 MA	DISON, FL	A/C Reg. No. N	159998	Time (Lc1) -	1530 EDT	
Type Operation  Type of Operation -CROP CONT Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING	ROL RELATED FLIGHT	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injuri Serious O O	es Minor O O	None 1 0
Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3000 No. of Seats - 1	Number Ena	ines - 1 e - RECIPROCATI	5-AN-1 ELT Sta ING-CARBURETOR Wea	11 Warning Sy	stem - NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/006 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 5000 FT S Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary ING Last Depart SAME AS A Destination  ATC/Airspace CATTERED Type of Fli Type of Cle	cc/INC	OFF A Airport Runwa Runwa Runwa	y Ident - y Lth/Wid - y Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 45 Biennial Flight R Current Months Since Aircraft Type	eview - YES Tota - 17 Make - UNK/NR Inst			Hrs - Days- UNK	12
Instrument Rating(s) - AIRPLANENarrative HILE RETURNING TO THE AIRPORT, THE ENGINE HEN WAS UNABLE TO STOP BEFORE HITTING A F FTER THE ACCIDENT, THE LINKAGE WAS RECONN UNNING ABOUT TWO MINUTES LATER WHEN NO FU ANKS HAD BEEN DRAINED PRIOR TO THE ENGINE	LOST POWER. THE PILO ENCE. THE PILOT REPOR ECTED AND THE ENGINE ' EL WAS REMAINING IN T	TED THAT THE MIXTU WAS STARTED. HOWE	JRE LINKAGE BECAME /ER, THE ENGINES ST	DISCONNECTED. OPPED		·

File No. - 1778 8/31/82 MADISON,FL A/C Reg. No. N59998 Time (Lc1) - 1530 EDT LOSS OF POWER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - ANIMAL(S) 3. MANEUVER - PERFORMED - PILOT IN COMMAND 4. OBJECT - FENCE

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

----Probable Cause----

File No 1693 3/23/82 CA	File No 1693 3/23/82 CARROLLTON, GA			A/C Reg. No. N50468 Time (Lc1) - 1755 EST				
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -INSTRUCTI	ONAL - DUAL	Aircraft Da DESTROYED Fire	Crew	Fatal O	2	Minor O	None O	
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	0	0	0	0	
Aircraft Information Make/Model - BELLANCA 8KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2		, ,	- FUEL INJECTED	Stal	Installed// l Warning S her Radar -	System - Y		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 6.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary ING Last Depa SAME AS Destination  ATC/Airspac Type of C		, NE NE	ON AIR Airport D WEST G Runway Runway Runway Runway Runway	ata EORGIA REGI	- 16 - 5000/ - ASPHALT	100	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER	Biennial Flight Current Months Sind Aircraft Ty	Review - YES	ical Certificat Fligh Total - 1 Make/Model- Instrument- UN Multi-Eng -	nt Time (H  0800   120  K/NR		Hrs - Days- UN Days-	1	
Instrument Rating(s) - AIRPLANENarrative HE STUDENT COMPLETED A TOUCH & GO & WAS C OING TO SHOW HIM WHAT TO DO IF THE ENG QU HE INSTRUCTOR CUT THE POWER TO IDLE, INIT URN BACK TOWARD THE RWY IN AN ATTEMPT TO ERPENDICULAR TO THE RWY. THE INSTRUCTOR AI HE PLT STATED THAT THE ENG FELT LIKE IT LY XAMINATION OF THE FUEL INJECTION SERVO RE EST BENCH. INTERNAL LEAKAGE COULD CAUSE H	LIMBING OUT WHEN TH IT SHORTLY AFTER TA IATED A TURN TO THE LAND DOWNWIND. THE DDED FULL POWER TO OADED UP & DID NOT VEALED EVIDENCE OF	HE INSTRUCTOR TO KEOFF. AT 150-1: RIGHT TO OFFSE ACFT DEVELOPED ARREST THE DESC DEVELOP POWER II INTERNAL LEAKAG	BO FT ABOVE THE T FROM THE RWY A HIGH SINK RAT ENT BUT THE ACF MMEDIATELY AS H E ALTHOUGH THE	RWY NEAR & THEN BE E AS IT A T STRUCK HE ADVANCE UNIT OPER	THE UPWING GAN A SLIPE PPROACHED A THE RWY WIN D THE THROT	O NUMBERS PING LEFT A POSITION NGS LEVEL. TTLE.		

File No. - 1693 3/23/82 CARROLLTON,GA A/C Reg. No. N50468 Time (Lc1) - 1755 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. FUEL SYSTEM,INJECTOR - LEAK

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH

Finding(s)

3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul>		ft Damage		Inju		
Type of Operation -PERSONAL	SUBST Fire	ANTIAL Crev	Fatal v O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass		Ö	Ö	
-Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No: of Seats - 4	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -		Stal	Installed// l Warning S her Radar	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- 070/011 KTS 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 Poin SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	- NONE - NONE	ON AIR Airport D KING S Runway Runway Runway	ata KY RANCH Ident Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 40 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/N	Total - ` Make/Model-	ght Time (H 684		4 Hrs - Days- UN	1
Instrument Rating(s) - AIRPLANE						
Narrative E PILOT REPORTED THAT DURING THE LANDING, HE WAS SURPRISED WHEN HE TOUCHED DOWN HARD ON /ERAL FEET BELOW THE RUNWAY LEVEL. THE NOSE E PILOT REPORTED THAT THE SLOPING AREA BEYON RKERS, HE WAS NOT CONVINCED, IN FLIGHT, THAT	AN UPSLOPE, ABOUT 15 FEET GEAR WAS SHEARED OFF AND ND THE END OF THE RUNWAY H	SHORT OF THE MARKE THE FUSELAGE WAS SU AD RECENTLY BEEN MO	D THRESHOL JBSTANTIALL JWED. DESPI	D AND Y DAMAGED. TE THE PAIN	NTED	

File No 1718	8/22/82 BATESVILLE,GA	A/C Reg. No. N9398G	Time (Lc1) - 1045 EDT
Occurrence #1 UNDE Phase of Operation APPR	ERSHOOT ROACH - VFR PATTERN - FINAL APPRO	ACH	
Finding(s) 1. DISTANCE - MISJUDGED 2. ALTITUDE - MISJUDGED 3. IMPROPER USE OF E		ERCEPTION - PILOT IN COMMAND	: 
Occurrence #2 IN F Phase of Operation LAND	LIGHT COLLISION WITH TERRAIN DING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITION - R	RISING		
Probable Cause			
The National Transportations/are finding(s) 1,2	on Safety Board determines that t	he Probable Cause(s) of this accide	ent
Factor(s) relating to this	accident is/are finding(s) 3,4		

Basic Information							
Type Operating Certificate-NO	DNE (GENERAL AVIATIO		t Damage			ıries	
		_SUBSTA	_	Fatal	Serious	Minor	None
	STRUCTIONAL - SOLO		Crew	-	0	1	0
Flight Conducted Under -14 Accident Occurred During -AP	FPROACH	NONE	. Pass	, 0	. 0	0	O
Aircraft Information		,					
Make/Model - CESSNA 172M		ing Make/Model - LY		ELT			
Landing Gear - TRICYCLE-FIXE		lumber Engines - 1			1 Warning		/ES
Max Gross Wt - 2300		<b>O</b> , , ,	CIPROCATING-CARBUR	≀ETOR Weat	her Radar	- NO	
No. of Seats - 4	R 	Rated Power -	150 HP				
Environment/Operations Informat Weather Data		onany		Ainmont	Proximity		
Wx Briefing - FSS		nerary Ist Departure Point			RPORT/STRI	ъ	
Method - TELEPHONE		JESSUP.GA		OFF AI	NE UKI/ SIKI	. •	
Completeness - UNK/NR		stination		Airport D	ata ·		
Basic Weather - VMC		PERRY, GA			FORT VALLE	Υ	
Wind Dir/Speed- 060/007 KTS		,				- 36	
Visibility - 7.0 SM		'Airspace		Runway	Lth/Wid	- 5000/	100
Cloud Conditions(1st) - 100					Surface		
Cloud Conditions(2nd) - 250		pe of Clearance		3 Runway	Status	- DRY	
Obstructions to Vision- NON		pe Approach Flown	- NONE				
Precipitation - NON							
Condition of Light - NIG	imi (DARK)						
	_	50	Madiaal Cautifia	- 1- VAL TD	MEDICAL A	IO WATVEDO	/
Personnel Information		59	Medical Certifica			M WAIVERS,	LIMII
Pilot-In-Command	Age -		E144				
Pilot-In-Command Certificate(s)/Rating(s)	Biennial	Flight Review		ght Time (H		04 Unc -	7
Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Biennial Curr	Flight Review ent - N/A	Total -	85 7	Last 2	24 Hrs -	7 NK /NP
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Curr Mont	Flight Review Pent - N/A Chs Since - N/A	Total -	85 7	Last 2 Last 3	30 Davs- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Biennial Curr Mont	Flight Review ent - N/A	Total -	85 7	Last 2	30 Davs- UI	
Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Biennial Curr Mont Airc	Flight Review Pent - N/A Chs Since - N/A Craft Type - N/A	Total - Make/Model- Instrument-	85 7 2	Last 3 Last 3 Last 9	30 Davs- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N	Biennial Curr Mont Airc	Flight Review Pent - N/A Chs Since - N/A	Total - Make/Model- Instrument-	85 7 2	Last 3 Last 3 Last 9	30 Davs- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N	Biennial Curn Mont Airc	Flight Review Pent - N/A Phs Since - N/A Praft Type - N/A	Total - Make/Model- Instrument-	85 7 2	Last 2 Last 3 Last 9	80 Days- UI 90 Days-	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N	Biennial Curr Mont Airc	Flight Review Pent - N/A Phishs Since - N/A Praft Type - N/A Praft Type - N/A Praft Type - N/A	Total - Make/Model- Instrument-	85 7 2 	Last 2 Last 3 Last 9	80 Days- UI 90 Days-	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N  Narrative STUDENT PILOT DEPARTED PERRY, G ETURN TO PERRY AT ABOUT 1600 ED	Biennial Curr Mont Airc NONE GA ON A SOLO CROSS-C DT. THE FLIGHT PROGR	Flight Review Pent - N/A Phs Since - N/A Praft Type - N/A PROUNTRY FLIGHT TO A PESSED UNEVENTFULLY	Total - Make/Model- Instrument-  UGUSTA AND JESSUP, TO JESSUP WHERE I	85 7 2  , GA. HE WA IT WAS DELA	Last 2 Last 3 Last 9	80 Days- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N	Biennial Curn Mont Airc NONE GA ON A SOLO CROSS-COT. THE FLIGHT PROGR	Flight Review Pent - N/A Phashs Since - N/A Praft Type - N/A PRAGE TYPE -	Total - Make/Model- Instrument-  UGUSTA AND JESSUP, TO JESSUP WHERE ID ASSISTANCE FROM	85 7 2  , GA. HE WA IT WAS DELA MACON APPR	Last 2 Last 3 Last 9  S EXPECTED YED BY A	80 Days- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N  Narrative STUDENT PILOT DEPARTED PERRY, G ETURN TO PERRY AT ABOUT 1600 ED DERSTORM. AFTER DEPARTING JESSU EQUENTLY, THE STUDENT RETURNED TOO LOW ON FINAL APPROACH, CONT	Biennial Curr Mont Airc  NONE  GA ON A SOLO CROSS-C DT. THE FLIGHT PROGR JP, THE PILOT BECAME TO PERRY AFTER NIGH	Flight Review Pent - N/A Phase	Total - Make/Model- Instrument-  UGUSTA AND JESSUP, TO JESSUP WHERE I D ASSISTANCE FROM THE TRAFFIC PATTER AND CRASHED. IT WA	85 7 2 , GA. HE WA IT WAS DELA MACON APPR RN FOR LAND AS LEARNED	Last 2 Last 3 Last 5  S EXPECTED YED BY A OACH CONTR ING, BUT THAT	80 Days- UI	NK/NR
Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND  Instrument Rating(s) - N	Biennial Curr Mont Airc  NONE  GA ON A SOLO CROSS-C DT. THE FLIGHT PROGR JP, THE PILOT BECAME TO PERRY AFTER NIGH	Flight Review Pent - N/A Phase	Total - Make/Model- Instrument-  UGUSTA AND JESSUP, TO JESSUP WHERE I D ASSISTANCE FROM THE TRAFFIC PATTER AND CRASHED. IT WA	85 7 2 , GA. HE WA IT WAS DELA MACON APPR RN FOR LAND AS LEARNED	Last 2 Last 3 Last 5  S EXPECTED YED BY A OACH CONTR ING, BUT THAT	80 Days- UI	NK/NR

File No. - 1755 8/28/82 PERRY.GA A/C Reg. No. N1586V Time (Lc1) - 2054 EDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND 4. SAFETY ADVISORY - ISSUED - ATC PERSONNEL(DEP/APCH) 5. ALTIMETER - IMPROPER USE OF - PILOT IN COMMAND 6. ALTITUDE - MISJUDGED - PILOT IN COMMAND 7. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 8. LIGHT CONDITION - DARK NIGHT 9. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

is/are finding(s) 6,/

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

File No 1733 12/30/82 LUM	BER CITY,GA	A/C Reg. No.	N2805R	Т	ime (Lc1)	- 1805 ES	T
Basic Information Type Operating Certificate-NONE (GENE		ircraft Damage		F-4-1	•	uries	Nama
Tunn of Connection DEDCOMAL		DESTROYED	0	Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	3	0	0
Aircraft Information							
Make/Model - PIPER PA-28R-200		1 - LYCOMING I	0-360-C1C			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine					System - '	YES
Max Gross Wt - 2600	Engine Type	- RECIP - FU	EL INJECTED	Weat	her Radar	- NO	
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure	Point		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	ATLANTA, GA	,		4 D			
Completeness - FULL	Destination			Airport D	ата		
Basic Weather - IMC	PALATKA, FL				7 -1 4	A1 / A	
Wind Dir/Speed- 050/006 KTS	ATO / A			-	Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace	Diam MONE			Lth/Wid		
Cloud Conditions(1st) - 500 FT OV					Surface	· .	
Cloud Conditions(2nd) - NONE	Type of Cleara			Runway	Status	- N/A	
Obstructions to Vision- FOG Precipitation - RAIN	Type Approach	FIOWN - NUNE					
Condition of Light - NIGHT (BRIG	UT)						
Condition of Light - Nighi (BRIG	nı <i>)</i>						
Personnel Information							_
Pilot-In-Command	Age - 41	Medical	Certificat			NO WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi Current -	ew	Fligh	t Time (H			
PRIVATE	Current -	YES Tot	al -	288	Last	24 Hrs -	2
SE LAND	Months Since - Aircraft Type -	1 Mak	e/Model-	24	Last	30 Days-	13
	Aircraft Type -	PA-28 Ins	trument-	16	Last	90 Days-	21
Instrument Rating(s) - NONE							
Narrative							
RING FLIGHT, THE OIL PRESSURE BEGAN DROPP							
TER, THE RPM DECREASED AND THE ENGINE FAI						_	
RCRAFT STRUCK AN OBJECT JUST BEFORE TOUCH						R	
D FAILED. THE OIL LINE HAD RECENTLY BEEN							
NE HAD FAILED FROM FATIGUE AT THE FORWARD							
AVCO LYCOMING AS PN 75A69, FABRICATED FR		TEEL. THE FAIL	ED LINE WAS	MADE FRO	M A LOW C	ARBON STEEL	L
LOY. THE LINE FAILED AFTER ONLY 5 HRS OF	OPERATION.						

File No 17	33 12/30/82	LUMBER CITY,GA	A/C Reg. No. N2805R	Time (Lc1) - 1805 EST
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MAL	FUNCTION	•
Finding(s) 1. LUBRICATING SYS 2. REPLACEMENT - 3. LUBRICATING SYS 4. FLUID,OIL - EXH	IMPROPER - COMPAN FEM,OIL LINE - FAT AUSTION	Y MAINTENANCE PSNL IGUE		
Occurrence #2 Phase of Operation	FORCED LANDING		·	
Occurrence #3 Phase of Operation				
Finding(s) 5. LIGHT CONDITION	- DARK NIGHT			·
Probable Cause	- <del>-</del>			
The National Transports/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 5		

File No 1647 7/24/82 0	OUNCIL BLUFFS, IA	A/C Reg. No. N	9391C	T	ime (Lc1)	- 1505 CD	Т
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Inju		
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	IONAL - SOLO 1	SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor 1 O	None 0 0
Aireraft Information Make/Model - PIPER PA-28 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Number Ei	/Model - LYCOMING 0-3 ngines - 1 /pe - RECIPROCATIN /er - 160 HP		Stal	Warning	System -	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIE  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 180/010 KTS  Visibility - 7.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary FING Last Depair SAME AS Destination  ATC/Airspace Type of Filtry Type of Circles	1	· А	ON AIRF irport Da COUNCII Runway Runway Runway Runway	ata _ BLUFFS MI Ident _ Lth/Wid Surface	- 31 - 3500/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT SE LAND	Age - 53 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/		Time (Ho 49 49	ours) Last 24 Last 30	4 Hrs -	1
Instrument Rating(s) - NONE							

File No 16	47 7/24/82 	COUNCIL BLUFFS, IA	A/C Reg. No. N9391C	Time (Lc1) - 1505 CDT	
Occurrence #1 Phase of Operation		- ON GROUND			
	E OF EQUIPMENT/AIR	•	PERIENCE - PILOT IN COMMAND	·	
Occurrence #2 Phase of Operation		ION WITH TERRAIN			
Finding(s) 4. TERRAIN CONDITION	ON - DITCH				
Probable Cause					
The National Transports/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	ent	
Factor(s) relating to	o this accident is	/are finding(s) 4			

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft D	amade		Injuri	ies	
Type operating out thireate home (delicks	L AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -OTHER Flight Conducted Under -14 CFR 91		Fire	Crew				1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			<i>:</i>				
Aircraft Information							
Make/Model - CESSNA 150			NENTAL 0-200				
Landing Gear - TRICYCLE-FIXED					Warning Sy		S
Max Gross Wt - 1600			ROCATING-CARBUR	ETOR Weath	ner Radar -	NO	
No. of Seats - 2	Rated Po	wer - 10	) HP			. <b></b> -	
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	ואטי		
Method - N/A Completeness - N/A	Destinatio	ACC/INC		Airport Da	.+-		
Basic Weather - VMC	UNK/NR	<i>/</i> 11			RT MUNICIPA	A I	
Wind Dir/Speed- UNK/NR	<b>3, 11, 7, 11, 1</b>				Ident -		
Visibility - 10.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	UNK/NR	
Cloud Conditions(1st) - NONE		light Plan - N			Surface -		
Cloud Conditions(2nd) - NONE		learance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - N	DNE				
Precipitation - NONE Condition of Light - NIGHT (BRIGHT	)						
	, 						
Personnel Information Pilot-In-Command	Age - UNK/NR	Me	dical Certifica	te - UNK/NF	2		
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight	Review	Flig	ht Time (Ho	ours)		
UNK/NR	Current	- UNK/NR	Total - U	NK/NR	Last 24	Hrs - UNK	/NR
		e - UNK/NR	Make/Model- U	NK/NR	Last 30	Days- UNK	/NR
	Aircraft Ty	pe - UNK/NR	Instrument- U	NK/NR	Last 90	Days- UNK	NR
			Multi-Eng - U	NK/NR	Rotorcra	aft - UNK	/NR
Instrument Rating(s) - UNK/NR							
Narrative							
THORIZED PERSONS STOLE MONEY AND AIRCRAFT	KEYS AND ATTEME	TED A TAKENEE	IN A CESSNA 150	FROM A TAX	IWAY, THE		
CRAFT COLLIDED WITH A RUNWAY LIGHT AND STA							

File No. - 1653 7/24/82 DAVENPORT.IA A/C Reg. No. N9270U Time (Lc1) - 0130 CDT ON GROUND COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - OTHER PERSON 2. LIGHT CONDITION - NIGHT FLIGHT CONTROLS - IMPROPER USE OF - OTHER PERSON 4. OBJECT - RUNWAY LIGHT Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. LIFT-OFF - PREMATURE - OTHER PERSON 6. AIRSPEED - NOT ATTAINED - OTHER PERSON 7. STALL - INADVERTENT - OTHER PERSON Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS Fire	aft Damage			·		
Flight Conducted Under -14 CFR 91	Fire	TANTTAL			Inju	ıries	
Flight Conducted Under -14 CFR 91		HANT		Fatal	Serious	Minor	None
	NONE		Crew	0	0	0	1
Accident Occurred During -LANDING	NONE		Pass	0	0	0	1
-Aircraft Information							
Make/Model - BEECH E-35	Eng Make/Model -					'Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	1		Stall	l Warning	System - '	YES
Max Gross Wt - 2725	Engine Type -		-CARBURETO	R Weath	ner Radar	- NO	
No. of Seats - 4	Rated Power -	225 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α		roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		OFF AIF	RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC	,					
Completeness - N/A	Destination		Αi	rport Da			
Basic Weather - VMC				EASTVOL			
Wind Dir/Speed- UNK/NR					Ident	- 27	
Visibility - 10.0 SM	ATC/Airspace					- 2600/	
Cloud Conditions(1st) - NONE	Type of Flight Pla					- GRASS/TU	JRF
Cloud Conditions(2nd) - NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flow	n - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information					MED T 0 4 1 1		
	Age - 67	Medical Ce				ATAFK2/FIL	NTI
	Biennial Flight Review		Flight		urs) Last 2	14 11	0
COMMERCIAL, CFI	Current - YES Months Since - 10		- 63 odel- 13				25
SE LAND			ment- UNK/		Last 3 Last 9		40
	Aircraft Type - C-17		ment- UNK/ Eng -		Last	O Days-	40
		Muiti-	Eng -	13			
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE DEMONSTRATING THE USE OF THE ACFT'S FUEL							
FUSELAGE AUX TANK WHICH CONTAINED ONLY A S							
ECTOR TO THE LEFT MAIN TANK WHICH WAS ABOUT	1/2 FULL BUT IN HIS HAS	TE UVERSHOT T	HE DELENT	THE ENG	FAILED T	U RESTART	
HE ACFT LANDED GEAR UP IN A CORN FIELD.	•						

File No. - 1655 7/29/82 CALAMUS.IA A/C Reg. No. N3476B Time (Lc1) - 0900 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - CROP 5. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

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

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

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur	ries	
. )		TANTIAL	Fatal		Minor	None
Type of Operation -BUSINESS	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE		-	Ô	Ô	0
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - BELL 47G-2A	Eng Make/Model - (	YCOMING VO-435-A1F	ELT	Installed/A	ctivated -	- NO -N/
Landing Gear - SKID	Number Engines -	1	Stal	1 Warning S	System - NO	)
Max Gross Wt - 2850	Engine Type - 1	RECIPROCATING-CARBU	JRETOR Weat	her Radar -	- NO	
No. of Seats - 3	Rated Power -	240 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR	RPORT		
Method - N/A	WASHINGTON, IA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC			WASHIN	IGTON MUNICI	PAL	
Wind Dir/Speed- UNK/NR					· UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	UNK/NR	
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	n - NONE	Runway	Surface -	UNK/NR	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance				UNK/NR	
Obstructions to Vision- NONE	Type Approach Flow		Kanway	Jeacas	Oldicy Idio	
Precipitation - NONE	Type Approach Trown	I NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 34	Medical Certific	ate - VALIC	MEDICAL-NO	WATVEDS/I	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		WAIVENS/E	
COMMERCIAL	Current - YES	Total -	•	Last 24	Hnc -	7
COMMERCIAL	Months Since - 5				Days- UNK	-
HELICOPTER	Aircraft Type - UNK/N			Last 90		175
HELICOPTER	All Chart Type - UNK/I	ik instrument	33		•	300
Instrument Rating(s) - NONE						
Narrative						
E HELICOPTER WAS BEING AIR TAXIED TO THE RE	FUELING LOCATION WHEN IT (	RASHED. THE PILOT	SAID HE HAD	LIFTED		
F AND WAS ABOUT 6 FT AGL WITH ABOUT 20 KTS	FORWARD SPEED WHEN HE SUDI	ENLY FELT A SNAP A	ND THE CYCL	IC WENT		
LL LEFT. THE HELICOPTER BECAME UNCONTROLLAR					•	
20-057-4-16D, USED TO SECURE THE LATERAL S						
S NOT PROPERLY SECURED AFTER MAINTENANCE WA				, ,,	<del></del> .	
, december mi lem materiale me	C . L DINNED OIL THE ENTERNE					

File No. - 1786 8/21/82 WASHINGTON, IA A/C Reg. No. N73205 Time (Lc1) - 1915 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - AERIAL

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - DISCONNECTED
2. INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

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

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERA	. AVIATION)	Aircraft Damage			Injur	ies	
rype operating certificate-none (General	L AVIATION)	SUBSTANTIAL		Fatal	-		None
Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	DS, CHEMICALS, ETC		Crew Pass	0	0	0	1
-Aircraft Information							
Make/Model - FAIRCHILD HILLER FH 1100		el - ALLISON 250	-C18		Installed/A		
Landing Gear - SKID	Number Engin				1 Warning S		NO
Max Gross Wt - 2330		- TURBOSHAFT		Weat	her Radar -	NO	
No. of Seats - 4	Rated Power	- 274 HP					
-Environment/Operations Information	<b>-</b>						
Weather Data	Itinerary	- 5 11			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur CLEAR LAKE.			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	IA		Airport D	12+2		
Basic Weather - VMC	Destination			ATTPOTE	ala		
Wind Dir/Speed- 235/003 KTS				Runway	Ident -	UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clear:	ance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Approach	Flown - NONE					
Precipitation - NONE			•				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 50				MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Fligi	nt Time (F 16000		Una	4
COMMERCIAL, CFI	Current - Months Since -	TES IOTA	/Model-	2700	Last 24 Last 30	Dave= II	1 NIK/NID
SE LAND HELICOPTER	Aircraft Type -	INK/ND Tost	rument-	20	Last 90	Days- U	210
HELICOPIER	All Clait Type -	Mult	i-Eng -	100	Rotorcr	aft -	11000
		na r				•	
Instrument Rating(s) - NONE							
Namastiva							
·Narrative ING A SWATH RUN, THE ENGINE RPM DROPPED TO	ELICHT IDLE AND THE	HELTOODTED WAS	I ANDED HAI	א א פו	EAD ADEA		
ING A SWATH RON, THE ENGINE RPM DROPPED TO IDE THE FIELD. AN INVESTIGATION REVEALED TH							
IDE THE TIELD. AN INVESTIGATION REVEALED H	E POWER.	SI THE TOLL CONT	3.316	AD IAIL			

File No 178	88 8/26/82 MASON CITY,IA	A/C Reg. No. N1345Q	Time (Lc1) - 1830 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MAL MANEUVERING - AERIAL APPLICATION	_F	
Finding(s) 1. FUEL SYSTEM, FUEL	L CONTROL - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. AUTOROTATION - I	PERFORMED - PILOT IN COMMAND		
Probable Cause			
The National Transpor	rtation Safety Board determines that the Pr	robable Cause(s) of this accide	ent

is/are finding(s) 1

	ALO,IA A/C	Reg. No. N12412	Time (Lc1) - 0915 CDT
Basic Information Type Operating Certificate-NONE (GE  Type of Operation -CROP CON Flight Conducted Under -14 CFR 1 Accident Occurred During -LANDING	SUBS TROL RELATED FLIGHT Fire		Injuries Fatal Serious Minor None O O O 1 O O O 1
Aircraft Information Make/Model - BELL 47G-2 Landing Gear - SKID Max Gross Wt - 2450 No. of Seats - 3	Eng Make/Model - Number Engines -	LYCOMING 0-435-A1F 1 RECIPROCATING-CARBURETO 240 HP	ELT Installed/Activated - NO -N/A Stall Warning System - NO
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIE  Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/011 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 1500 FT Cloud Conditions(2nd) - NONE	Itinerary FING Last Departure Poi MCCALLSBURG,IA Destination MARION,IA ATC/Airspace OVERCAST Type of Flight Pla Type of Clearance	nt Ain - NONE - NONE	irport Proximity OFF AIRPORT/STRIP rport Data Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - DRY
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Approach Flow	n - VISUAL STRAIGHT-IN	

File No 17	81 8/27/82 PALO,IA	A/C Reg. No. N12412	Time (Lc1) - 0915 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA DESCENT		
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	TER LIGHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	DN - HIGH VEGETATION	·	
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that t 2	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 4		

File No 1782 8/31/82 MECHA	NICSVILLE, IA	A/C Reg. No.	N4927J	7	Time (Lc1) -	1730 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED	·	Fatal	Injur Serious		None
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Fire NONE	Pass	0	0	0	1 0
Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1	Eng Make/Mo Number Engi Engine Type	del - CONTINENTA nes - 1 - RECIP - FU - 310 HP	L TSI0-520-T	ELT Stal		ystem - Y	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/002 KTS	Itinerary Last Departu SAME AS ACC Destination			OFF AI irport C JOHN N	Proximity RPORT/STRIP Data MOFFIT FARMS	TRIP	
Visibility - 6.0 SM Cloud Conditions(1st) - 1200 FT UNK/ Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace NR Type of Flig Type of Clea Type Approac	rance - NONE		Runway Runway Runway	Lth/Wid - Surface - Status -	2200 -U GRASS/TU DRY	
Personnel Information Pilot-In-Command	Age - 45		Certificate				LIMIT
Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 45 Biennial Flight Rec Current Months Since Aircraft Type	view - YES Tot - 13 Mak - UNK/NR Ins	Flight al - 5 e/Model- 1 trument-	: Time (F 6000 915 0	lours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	5 K/NR 120
Instrument Rating(s) - NONE							
Narrative HE PILOT BEGAN HIS TAKEOFF FROM A 2200 FT ST EED. HE REPORTED THAT THE WIND WAS FROM THE AS 800 FT. THE AIRCRAFT BECAME AIRBORNE AFTE HE AIRCRAFT FLEW ABOUT 500 TO 600 FT AND THE ND WHEN THE PILOT REALIZED HE COULD NOT CONT	SOUTHEAST AT 2 MPH, R ROLLING ABOUT 1950 N BEGAN TO SETTLE.	THE TEMPERATURE OFT AND AFTER C THE LEFT AND RIG	WAS 74 DEG, ROSSING A SL HT BOOMS BEG	AND THE IGHT KNO AN TO CO	ELEVATION DLL. THE PILE ONTACT THE B	OT SAID	

File No. - 1782 8/31/82 MECHANICSVILLE,IA A/C Reg. No. N4927J Time (Lc1) - 1730 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION TERRAIN/RUNWAY CONDITION
- 3. LIFT-OFF PREMATURE PILOT IN COMMAND
- 4. AIRSPEED NOT OBTAINED PILOT IN COMMAND
- 5. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 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

File No 1652 7/24/82 B	URLEY, ID	A/C Reg. No. N	9532	Time (Lc1) - 1045 MDT				
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage		Injur	ies			
			Fatal	Serious	Minor	None		
Type of Operation -CROP CON Flight Conducted Under -14 CFR 1	TROL RELATED FLIGHT	Fire	Crew O Pass O	0	0	1		
Flight Conducted Under -14 CFR 1 Accident Occurred During -LANDING						0		
Aircraft Information Make/Model - GRUMMAN G-164A	Fng Make/N	lode1 - P&W R-1340-A	\N1 FI	T Installed/Ad	rtivated	- NN -N/		
Landing Gear - TAILWHEEL-ALL FIXED	Number End	lode1 - P&W R-1340- <i>l</i> Jines - 1	St	all Warning Sy	stem - Y	ES N		
Max Gross Wt - 6075	Engine Typ	e - RECIPROCATIN	NG-CARBURETOR We	ather Radar -	NO			
No. of Seats - 1	Rated Powe	r - 600 HP						
Environment/Operations Information								
Weather Data	Itinerary			t Proximity				
Wx Briefing - NO RECORD OF BRIE	FING Last Départ		OFF	AIRPORT/STRIP				
Method - N/A	SAME AS A	CC/INC						
Completeness - N/A	Destination		Airport					
Basic Weather - VMC Wind Dir/Speed- 360/008 KTS				TRIP	LINIZ /NIO			
Visibility - 20.0 SM	ATC/Airspace			ay Ident -				
Cloud Conditions(1st) - 10000 FT		abt Plan - NONE		ay Surface -		DF		
Cloud Conditions(2nd) - 15000 FT	RPOKEN Type of Cle	arance - NONE		ay Status -		N.I		
Obstructions to Vision- NONE		ch Flown - NONE	, Karin	ay Status	DKI			
Precipitation - NONE	Type Applied							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 24	Medical (	Certificate - VAL	ID MEDICAL-WA	VERS/LIM	ΙT		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Flight Time	(Hours)				
COMMERCIAL	Current	Medical C eview - YES Total - 14 Make/	- 2265	Last 24	Hrs -	10		
SE LAND	Months Since	- 14 Make/	<sup>/</sup> Model - 580	Last 30	Days- UN	K/NR		
	Aircraft Type	- UNK/NR Instr	rument- UNK/NR	Last 90	Days-	243		
Instrument Rating(s) - NONE								
						- <i></i>		
Narrative				_				
ABOUT 20 FT AGL AFTER TAKEOFF THE ENG	QUIT. THE CAUSE OF THE	ENG FAILURE COULD	NOT BE DETERMINE	D.				

7/24/82 File No. - 1652 BURLEY, ID-A/C Reg. No. N9532 Time (Lc1) - 1045 MDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 1717 8/23/82 WEIS	ER,ID	A/C Reg. No.	N3762A	Т	ime (Lcl)	- 1220 MDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	:			ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	AL - DUAL	Fire	Crew	0	0	О	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-22-135	Eng Make	Model - LYCOMING O	-290-D2	ELT	Installed/	Activated -	YES/NO
Landing Gear - TRICYCLE-FIXED	Number Er	naines - 1		Stal	l Warning	System - NO	
Max Gross Wt - 1950	Engine Ty	pe - RECIPROCAT	ING-CARBURE	TOR Weat	ner Radar	- NO	
No. of Seats - 4		ver - 135 HP					
Environment/Operations Information							
Weather Data	Itinerary	1		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN					RPORT/STRI	P	
Method - N/A	WEISER.			OII AI	(1 0((1) 0 (()	•	
Completeness - N/A	Destination			Airport Da	a+a		
Basic Weather - VMC	ONTARIO.			A II poi C Da	ala		
Wind Dir/Speed- CALM	UNTAKIO,	UK		Dumunu	Ident	LINUZ /NID	
Visibility - 50.0 SM	ATC/Airspace	_			Lth/Wid		
Cloud Conditions(1st) - NONE		: light Plan - NONE				- GRASS/TUR	-
							Г
Cloud Conditions(2nd) - NONE		earance - NONE		Runway	Status	- 2011	
Obstructions to Vision- NONE	Type Appro	ach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age44					O WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (Ho			
COMMERCIAL, CFI	Current	- YES Tot	al -				1
SE LAND	Months Since	- YES Tot e - 23 Mak pe - PA-22 Ins	e/Model-	182	Last 3	O Days-	9
	Aircraft Typ	pe - PA-22 Ins	trument-	90	Last 9	O Days-	19
Instrument Rating(s) - AIRPLANE							
							<b>-</b>
Narrative RING A SIMULATED FORCED LANDING, THE INSTR LLOWED THE NORMAL PROCEDURE FOR THE GO-ARO E LOW APPROACH TO PROVIDE THE STUDENT WITH ARTING THE GO-AROUND, THE RIGHT MAIN GEAR	UND (FULL POWER) C A CLOSE LOOK AT F STRUCK AN IRRIGATI	CARB HEAT, ETC), EXPOTENTIAL HAZARDS I	CEPT THAT H N PICKING A AND SEPARA	E CONTINUE FIELD. SE TED FROM	ED HORTLY AFT THE AIRCRA	ER FT.	

File No. - 1717 8/23/82 WEISER,ID A/C Reg. No. N3762A Time (Lcl) - 1220 MDT

Cocurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. OBJECT - OBJECT
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - SEPARATION

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

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

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

Basic Information					,		
Type Operating Certificate-NONE (GENERA		ft Damage			Injur		
Toma of Consulting DEDCOMAL		ANTIAL	0	Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		Crew Pass	0	0	0	
Accident Occurred During -LANDING	NONE		Pass	O	U	U	2
Aircraft Information							
Make/Model - CESSNA 337B	Eng Make/Model - C		0-360-C		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		TN IFOTED		1 Warning S		- YES
Max Gross Wt - 4300 No. of Seats - 6	Engine Type - R Rated Power -	210 HP	INJECTED	weat	her Radar -	NU	
Environment/Operations Information	_						
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departure Poir	it		OFF AI	RPORT/STRIF	,	
Method - UNK/NR Completeness - UNK/NR	GRANITE CITY,IL Destination			Airport D	-+-		
Basic Weather - VMC	Destination			•	ala ILLE AIRPOR	т	
Wind Dir/Speed- 360/005 KTS						36	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		/ 75
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		Runway	Status -	UNK/NF	₹
Obstructions to Vision- NONE	Type Approach Flown	- NONE		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 61	Medical Ce	ntificat	a - VALID	MEDICAL -NO	. WATVE	os/LIMIT
Certificate(s)/Rating(s)	Age - 61 Biennial Flight Review	Medical oc		t Time (H		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(3) [1111]
COMMERCIAL, CFI	Current - YES	Total	_	2274	Lact 24	Hrs -	1
SE LAND, ME LAND	Months Since - 11	Make/M	ode1-	2	Last 30	Days-	UNK/NR
	Aircraft Type - UNK/N	R Instru	ment-	310	Last 90	Days-	UNK/NR
		Multi-	Eng -	513			
Instrument Rating(s) - AIRPLANE							
Narrative RING THE INITIAL CLIMB AFTER A TOUCH & GO, LECTOR TO RIGHT AUX TANK BUT WAS UNABLE TO E PLT SWITCHED THE FUEL SELECTOR TO THE LEF LEPHONE CABLES BEFORE LANDING ON A ROAD & S PROXIMATELY 5 GALS EACH. THE LEFT AUX TANK	RESTART THE REAR ENG. AT A T AUX TANK BUT THE ENG DID LIDING INTO A CORN FIELD.	BOUT 300 TO NOT RESPOND THE LEFT & R	400 FT A . DURING IGHT MAI	GL THE FRO	ONT ENG STO THE ACFT ST	PPED.	EL

File No. - 1730 6/21/82 GREENVILLE, IL A/C Reg. No. N24195 Time (Lc1) - 2025 CDT

Cccurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Cccurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING

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

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

File No 1674 7/15/82 SALI	M,IL A/C Re	g. No. N7047Y	Time (Lc1) - 1630 CDT			
Basic Information Type Operating Certificate-NONE (GENE	The state of the s	•	Foto!	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	SUBSTAN Fire	Crew	Fatal O	Serious	Minor	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	2
Accident Occurred During -LANDING	NONE	rass	Ū	U	Ü	-
Aircraft Information						
Make/Model - PIPER PA-30-160	Eng Make/Model - LYC	OMING 10-320-B1A		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			1 Warning S		ES
Max Gross Wt - 3600 No. of Seats - 4	Engine Type - REC Rated Power -	IP - FUEL INJECTE 160 HP	D Weat	her Radar -	NO NO	
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR			
Method - TELEPHONE	LITTLE ROCK, AR		0.00			
Completeness - PARTIAL, LMTD BY PILO	·		Airport D	ata		
Basic Weather - VMC	SALEM, IL	*	SALEM			
Wind Dir/Speed- 225/005 KTS				Ident -	18	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	4000/	75
Cloud Conditions(1st) - 4000 FT SCA	TTERED Type of Flight Plan -	NONE	Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE	Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4	Madiaal Casticia	4- VAL TD	MEDICAL NO	N WATVERC /	
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Total -	ht Time (F	Last 24	Una -	5.
ME LAND	Current - YES Months Since - 17	Make/Model-		Last 24		
ME LAND	Aircraft Type - UNK/NR			Last 90		55
	ATTOTALL Type UNK/NK	Multi-Eng -		Last 50	, bays	33
Instrument Rating(s) - AIRPLANE						
Manual Iva						
Narrative	THE TOUGHDOUR AND DOLL THE LA	ND THE OF A D . OO . I AD	CED THE I	ANDTHO OF A	•	
LOT STATED HE HAD 3 GREEN GEAR LIGHTS. DUF NTROL SWITCH COLLAR WAS DEFECTIVE AND IF T						
NIKUL SWIICH CULLAK WAS DEFECIIVE AND IF !						
			ARSING UND	CK INC META	IDI UE	
/E RETURNED TO OFF BEFORE THE GEAR WAS LOC				E SWITCH MA		
	SITUATION HAD EXISTED. IN AD	DITION, IT APPEAR	ED THAT TH			

Time (Lc1) - 1630 CDT File No. - 1674 7/15/82 SALEM, IL A/C Reg. No. N7047Y

Occurrence COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. LANDING GEAR, GEAR SWITCH INCORRECT
- 2. LANDING GEAR, GEAR SWITCH LOOSE
- 3. INSTALLATION IMPROPER OTHER MAINTENANCE PSNL
- 4. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATIONI)	Aircraft Damage			Inju	nios	
Type operating certificate-None (GENERA	L AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA	L - SOLO	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 152		/Model - LYCOMING 0-2			[nstalled/		
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	Warning		YES
Max Gross Wt - 1650		ype - RECIPROCATIN	NG-CARBURE	TOR Weat	ner Radar	- NO	
No. of Seats - 2	Rated Po	wer - 115 HP					
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•	rture Point		ON AIR	PORT		
Completeness - N/A	BELVIDE Destinatio			Airport Da	.+.		
Basic Weather - VMC	Destinatio	,		BELVID			
Wind Dir/Speed- 200/014 KTS						- 18	
Visibility - 10.0 SM	ATC/Airspac	e			Lth/Wid		JNK/NR
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - TOUCH AM	1D GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	•			- 1/41	MED T 0 4 1 1 1		
Pilot-In-Command	Age - 24			e - VALID it Time (Ho	MEDICAL-W	AIVERS/LII	MII
<pre>Certificate(s)/Rating(s) STUDENT</pre>	Biennial Flight Current		Fingr   -		•	4 Hrs -	1
SE LAND	Months Sinc		Mode1-	21	Last 3	n Davs- III	
SE EARD	Aircraft Ty		rument-	Ö	Last 9	O Days-	21
		21.23.		Ū		, -	
Instrument Rating(s) - NONE							
STUDENT PILOT WAS PRACTICING TOUCH-AND-GO	LANDINGS ON HI	S LAST LANDING THE M	JOSEWHEEL	STRIICK THE	CDUIND		

File No. - 1793 8/03/82 BELVIDERE, IL A/C Reg. No. N65561 Time (Lc1) - 1545 CDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
2. 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  $\cdot$ 

File No 1796 8/28/82 W	INCHESTER, IL A/C R	A/C Reg. No. N22552 Time (Lc1) - 1430				Г
Basic Information Type Operating Certificate-NONE (GE		t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		Pass	0	0	0	0
Aircraft Information						V50 /N0
Make/Model - CESSNA 172	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1 Engine Type - RE					765
Max Gross Wt - 2300 No. of Seats - 4		145 HP	.iuk weat	.ner kadar -	140	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIE  Method - N/A	FING Last Departure Point JACKSONVILLE,IL		ON AIR	STRIP		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	WINCHESTER, IL			ER RLA		
Wind Dir/Speed- 090/005 KTS	WINGHESTER, IE				- 18	
Visibility - 5.0 SM	ATC/Airspace		,	Lth/Wid -		40
Cloud Conditions(1st) - 3000 FT		- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		Status -		
Obstructions to Vision- NONE	Type of Clearance Type Approach Flown	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 54	Madiaal Contificat	a VALTO	MEDICALWA	TVEDS / L TA	ATT
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificat	t Time (F		(IVERS/LIN	411
PRIVATE	Current - YES	Total -		Last 24	l Hre -	2
SE LAND	Months Since - 15	Make/Model-		Last 30		30
ac Emil	Months Since - 15 Aircraft Type - C-152	Instrument-	24	Last 90	Days-	15
Instrument Rating(s) - NONE						
The transfer Rating(s) - NONE						
Narrative THE PILOT ELECTED TO LAND ON A 1600 FT GR CROSSED THE FENCE AT ABOUT 60 KTS WITH 15 DURING THE LANDING ROLL, HE SAW HE WOULD INTO SOFT DIRT. SUBSEQUENTLY, THE AIRCRAF	DEG OF FLAPS, THEN TOUCHED DOW BE UNABLE TO STOP ON THE DRY GR	N ABOUT 400 FT DOWN ASS RUNWAY AND DEVI	THE RUNW	AY.		

File No. - 1796 8/28/82 WINCHESTER, IL A/C Reg. No. N22552 Time (Lc1) - 1430 T

Occurrence

OVERRUN

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED MISJUDGED PILOT IN COMMAND
- 4. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 5. 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) 2,3,4

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

File No 1742 9/18/82 BF	RIMFIELD,IL	A/C Reg. No	. N9871Q	т	ime (Lc1) -	1345 CDT	
Type Operation Type Operating Certificate-NONE (GEN  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Aircraft Dama SUBSTANTIAL Fire NONE	ge Crew Pass	Fatal O O	Injur Serious O O	ries Minor O 2	None 1 0
Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 23 No. of Seats - 4	Number Engi	- RECIPROC	ATING-CARBURET	Stal OR Weat		ystem - Y UNK/NR	ES
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - 15.0 SM  Cloud Conditions(1st) - UNK/NR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary Last Departu MACOMB,IL Destination CHICAGO,IL  ATC/Airspace Type of Flig Type of Clea			Airport OFF AI Airport D Runway Runway Runway Runway Runway	Proximity RPORT/STRIF ata	UNK/NR UNK/NR GRASS/TU	IRF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 23 Biennial Flight Re Current Months Since Aircraft Type	view - YES 7 - UNK/NR N	al Certificate Flight otal - ake/Model- nstrument-	: Time (H 90 14		Hrs - Days- UN	_
Instrument Rating(s) - NONE							
THE PILOT REPORTED THAT ABOUT 30 MINUTES AS THE PILOT REPORTED THAT ABOUT 30 MINUTES AS THE SOUNDS OF METAL-TO-METAL CONTACT. IN THE NO 4 EXHAUST VALVE HAD FAILED. EXAMINE THE NO 4 EXHAUST VALVE HAD FAILED. EXAMINE HAD ACCUMULATED 2156 HRS OF FLIGHT OF 2000 HR INTERVALS AND DIL CHANGES AT 50 OHR INTERVALS. LYCOMING SERVICE BULLETS OF TIME OR EARLIER, BUT THE SERVICE	HE HEADED TOWARD AN AIR INDING WAS MADE IN A CO CCESSIVE WEAR OF THE VA THE VALVE AND UNEVEN/ TIME AND HAD NEVER BEE OHR INTERVALS. THE ENG IN NO 388A RECOMMENDED	PORT ABOUT 12 RN FIELD. AN E LVE GUIDE AND HIGH SEATING V N OVERHAULED. INE LOG BOOK I CHECKING VALVE	MILES AWAY, BU XAMINATION OF VALVE STEM HAD ELOCITIES ON T THE MANUFACTUR NDICATED THE O	T SHORTL THE ENGI OCCURRE HE VALVE ER RECOM	Y THEREAFTE NE REVEALED D. THERE HEAD. THE MEND OVERHA HANGED AT A	ULS	

File No. - 1742 9/18/82 BRIMFIELD,IL A/C Reg. No. N9871Q Time (Lc1) - 1345 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

File No 1673 7/06/82 P	LYMOUTH, IN	A/C Reg. No. N	A/C Reg. No. N8220A Time (Lc1) - 0930 EST			ST	
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			ies		
		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	4
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 170B		Model - CONTINENTAL			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			Narning S		ES
Max Gross Wt - 2200		pe - RECIPROCATI	NG-CARBURET	OR Weath	ner Radar -	NO	
No. of Seats - 4	Rated Pow	er - 145 HP					
-Environment/Operations Information	-						
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIE				ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination	J	Α	irport Da			
Basic Weather - VMC					TH MUNICIPA		
Wind Dir/Speed- 200/010 KTS	470/41					10	••
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		60
Cloud Conditions(1st) - 2000 FT Cloud Conditions(2nd) - 25000 FT					Surface - Status -		
Obstructions to Vision- HAZE		ach Flown - NONE		Runway	Status -	DKT	
Precipitation - NONE	Type Appro	ach Flown - Nune					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	4	M = -1 1 = - 1	0	VAL 75	MEDICAL NO	WATVEDS /	T.4.T.T
	Age - 60		Certificate			MAINEK2/	-IMII
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight Current			Time (Ho 419	Last 24	Une -	2
SE LAND				4 19 393		Days- UN	
SE CAND	Aincraft Typ		rument-		Last 90		21
	All Clair Typ	e ONN/NN INSt	i dilleri (=	Ü	Last 50	Days	21
Instrument Rating(s) - NONE							
Nemetive	~						
-Narrative	UDING DOLL AIDORAST C	WEDVED OFF DUNINAY A	AID TAL ILIBADIT	NO 4 DIT	SIL DUO A		
OT PRACTICING TOUCH AND GO LANDINGS. D G INTO GROUND AND NOSED OVER.	DRING RULL ATRURAFT S	WERVED OFF RUNWAY A	NO IN JOWET	NG A DIT	LH DUG A		

File No. - 1673 7/06/82 PLYMOUTH, IN A/C Reg. No. N8220A Time (Lc1) - 0930 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #3 NOSE 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) 3

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

File No 1764 7/17/82 BLOOM	IINGTON, IN	A/C Reg. No. N8381G Time (Lc1) - 1215			- 1215 EST	1215 EST		
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING	·	Aircraft Da SUBSTANTIA Fire NONE		Fatal O O	Inju Serious O O		None 1 0	
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Er	ngines - 1 ype - RECIPR	ENTAL 0-200A OCATING-CARBURE	Stai	Installed/ l Warning : ther Radar	System - Y		
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/012 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 3000 FT BROK Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	GREENFIE  Destination  BLOOMING  ATC/Airspace  EN Type of F  Type of C	n GTON, IN	NE NE	ON AIF Airport E MONROE Runway Runway Runway	Data COUNTY Ident Lth/Wid Surface		100	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 41 Biennial Flight Current Months Since Aircraft Typ	Review - N/A = - N/A	Total - Make/Model-	t Time (F 109 109		4 Hrs - O Days- UN	2	
Instrument Rating(s) - NONE								
Instrument Rating(s) - NONENarrative THE STUDENT PILOT REPORTED THAT DURING ARRIVA IRCRAFT USING RUNWAY 35. A LANDING WAS MADE THAT DURING THE ROLL-OUT, THE AIRCRAFT SWERVE	ON RUNWAY 35 WITH	THE WIND FROM	180 AT 12 KTS.	THE PILO	T STATED	т		

File No. - 1764 7/17/82 BLOOMINGTON, IN A/C Reg. No. N8381G Time (Lc1) - 1215 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2

File No 1766 7/24/82 LAPOR	TE, IN A/C Reg	g. No. N97904	т	ime (Lcl) -	- 1645 EST	•
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ries	
	SUBSTANT		Fatal			None
Type of Operation -TEST	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass		0	0	0
Aircraft Information						
Make/Model - STINSON 108-1	Eng Make/Model - FRAN	KLIN.64A-150-B3	ELT	Installed/#	ctivated -	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stal	Warning S	System - Yl	ES.
Max Gross Wt - 2100	Engine Type - RECI		ETOR Weatl	ner Radar -	- NO	
No. of Seats - 2	Rated Power - 1					
Environment/Operations Information						
Weather Data	Itinerary		Airport I	Proximity		
√W× Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC						
Wind Dir/Speed- CALM	•		Runway	Ident -	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -			Status -		ETATION
Obstructions to Vision- NONE	Type Approach Flown -		Kariway	Jacas	SOFT	LIAIION
Precipitation - NONE	Type Apploach Trown	140142			301 1	
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 36 N	Medical Certifica	to - VALID	MEDICAL -WA	TVEDS /LIMI	r T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho		TVLK3/LIM	L
COMMERCIAL	Current - YES				l Unc -	1
SE LAND, ME LAND	Months Since - 14	Total - Make/Model-	5001	Last 20	Days- UN	•
SE LAND, ME LAND	Aircraft Type - UNK/NR		84		Days- UNF Days-	
	ATTCTATE Type - UNK/NR		34	Last st	Days-	4
		Multi-Eng -	34			
Instrument Rating(s) - AIRPLANE						
Narrative	•					
HE PILOT/MECHANIC WAS PREPARING TO MAKE AN A	NNUAL INSPECTION OF THE AIRCR	AFT. HE WAS IN T	HE PROCESS	OF FLIGHT		
ESTING THE PLANE TO FIND DEFECTS WHEN ENGINE						•
LEW OUT AND THE LEFT GEAR DUG INTO THE SOIL	AND COLLAPSED AN EXAMINATION	I OF THE ATPOPART	DEVEALED 1	THAT THE		
JEL SELECTOR WAS POSITIONED TO THE LEFT TANK						
F FUEL. THE PILOT STATED THAT THE OWNER HAD I						
DRRECTLY. HE REPORTED THAT THE GAUGES INDICAT					OWED A	
HORT TIME LATER. ALSO, HE REPORTED THAT HE FO				STIME FOOL P	UWEK A	
TORT TIME LATER. ALSO, HE REPURTED THAT HE PL	JEGUT TO SWITCH FUEL TANKS AF	IER HE LUST ENGIT	NE PUWER.			
					<b></b>	

File No. - 1766 7/24/82 LAPORTE, IN A/C Reg. No. N97904 Time (Lc1) - 1645 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - FALSE INDICATION 3. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - COMPANY/OPERATOR MGMT 4. FLUID, FUEL - STARVATION 5. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SOFT 8. LANDING GEAR, MAIN GEAR - OVERLOAD ----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) 1,4,5,6

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

File No 1611 11/19/82 MC	CUTCHANVILLE, IN	A/C Reg.	No. N2161N	Time (Lc1) - 0403 EST			
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da	ımage	Fatal	-	uries Minor	None
Type of Operation -BUSINESS		Fire	Crew		3er 10us 0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass		ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - PIPER PA-44-180		/Model - LYCOMI	NG 0-360-E1A60		Installed		•
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2			1 Warning		YES
Max Gross Wt - 3800 No. of Seats - 2	Rated Po	ype - RECIPR wer - 180		EFUR Weat	ner kadar	- NU	
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	•	rture Point		OFF A	RPORT/STR	IP	
Method - TELEPHONE Completeness - FULL	EVANSVII Destination	•		Airport [	\a+a		
Basic Weather - IMC		. LOUIS,IL		Airport	Jala		
Wind Dir/Speed- 150/008 KTS	EAST ST	. 10013,11	j	Punway	/ Ident	- 04	
Visibility - 3.0 SM	ATC/Airspace	e			Lth/Wid		150
Cloud Conditions(1st) - 600 FT 0			R		Surface		
Cloud Conditions(2nd) - UNK/NR		learance - IF			Status		
Obstructions to Vision- HAZE		oach Flown - NO				,	
Precipitation - RAIN	,						
Condition of Light - NIGHT (DAR	K)		<u></u>				
Personnel Information	A 0.4	M	i1 Comtific	+- \/A  TF	MEDICAL	UO WATVERS	/1 TMTT
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 24 Biennial Flight		lical Certifica	te - VALIL ht Time (F		NO WAIVERS	/ LIMI I
COMMERCIAL, CFI	Current	- YES	Total -			24 Hrs -	2
SE LAND, ME LAND	Months Since	-	Make/Model-		Last		7 <b>5</b>
SE CAMP, ME CAMP	Aircraft Ty		Instrument-			90 Days-	208
	All Graft Ty	pe Only Mik	Multi-Eng -		Lust	JO Dayo	200
Inchriment Dating(a) ATDDIANG							
Instrument Rating(s) - AIRPLANE							
	N TED ELICHT AND WAS	S CLEADED TO CL	TMR AND MATNEA	IN 6000 ET	MSI DAD	A D	
						AR	
	ER ABOUT ANOTHER 30	SECONDS, RADAR	CONTACT WAS L	OST. THE A	IRCRAFT	AR	
Narrative ABOUT 0401 EST, THE PILOT TOOK OFF ON A INTACT WAS ESTABLISHED AT ABOUT 0402. AFT IPACTED ABOUT 3 TO 4 MI FROM THE DEPARTUR	ER ABOUT ANOTHER 30 E RUNWAY IN A STEEP	SECONDS, RADAR NOSE DOWN ATTI	CONTACT WAS L TUDE. TO THE E	OST. THE A	IRCRAFT IBLE, AN	AR	
Narrative ABOUT 0401 EST, THE PILOT TOOK OFF ON A NTACT WAS ESTABLISHED AT ABOUT 0402. AFT PACTED ABOUT 3 TO 4 MI FROM THE DEPARTUR AMINATION OF THE ENGINE AND STRUCTURE WE	ER ABOUT ANOTHER 30 E RUNWAY IN A STEEP RE MADE, BUT NO PRE:	SECONDS, RADAR NOSE DOWN ATTI IMPACT/MECHANIC	CONTACT WAS L TUDE. TO THE E AL MALFUNCTION	OST. THE A XTENT POSS S OR FAILU	IRCRAFT SIBLE, AN JRES WERE	AR	
Narrative ABOUT 0401 EST, THE PILOT TOOK OFF ON A NTACT WAS ESTABLISHED AT ABOUT 0402. AFT PACTED ABOUT 3 TO 4 MI FROM THE DEPARTUR AMINATION OF THE ENGINE AND STRUCTURE WE DUND. SEVERAL WITNESSES REPORTED THAT THE	ER ABOUT ANOTHER 30 E RUNWAY IN A STEEP RE MADE, BUT NO PRE ENGINES WERE OPERA	SECONDS, RADAR NOSE DOWN ATTI IMPACT/MECHANIC TING AT HIGH PO	CONTACT WAS L TUDE. TO THE E AL MALFUNCTION WER UNTIL IMPA	OST. THE A XTENT POSS S OR FAILL CT. THE TO	IRCRAFT IBLE, AN URES WERE UTAL CARGO		
Narrative ABOUT 0401 EST, THE PILOT TOOK OFF ON A NATACT WAS ESTABLISHED AT ABOUT 0402. AFT PACTED ABOUT 3 TO 4 MI FROM THE DEPARTUR AMINATION OF THE ENGINE AND STRUCTURE WE NUND. SEVERAL WITNESSES REPORTED THAT THE DAD (BAGS AND BOXES) WAS ESTIMATED TO BE	ER ABOUT ANOTHER 30 E RUNWAY IN A STEEP RE MADE, BUT NO PRE ENGINES WERE OPERA 399 LBS. NO CARGO NI	SECONDS, RADAR NOSE DOWN ATTI IMPACT/MECHANIC TING AT HIGH PO ET WAS FOUND IN	CONTACT WAS L TUDE. TO THE E AL MALFUNCTION WER UNTIL IMPA THE WRECKAGE,	OST. THE A XTENT POSS IS OR FAILL CT. THE TO BUT SEVER	IRCRAFT IBLE, AN URES WERE OTAL CARGO RAL TIEDOW	N	D
Narrative ABOUT 0401 EST, THE PILOT TOOK OFF ON A INTACT WAS ESTABLISHED AT ABOUT 0402. AFT IPACTED ABOUT 3 TO 4 MI FROM THE DEPARTUR AMINATION OF THE ENGINE AND STRUCTURE WE OUND. SEVERAL WITNESSES REPORTED THAT THE	ER ABOUT ANOTHER 30 E RUNWAY IN A STEEP RE MADE, BUT NO PRE ENGINES WERE OPERA 399 LBS. NO CARGO NI ARGO SHIFTING WAS CO	SECONDS, RADAR NOSE DOWN ATTI IMPACT/MECHANIC TING AT HIGH PO ET WAS FOUND IN DNSIDERED, BUT	CONTACT WAS L TUDE. TO THE E AL MALFUNCTION WER UNTIL IMPA THE WRECKAGE, WAS NOT DETERM	OST. THE A XTENT POSS IS OR FAILL CT. THE TO BUT SEVER	IRCRAFT IBLE, AN URES WERE OTAL CARGO RAL TIEDOW	N	D

----Probable Cause----

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

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

File No 1662 7/1	4/82 MEDICIN	DICINE LODGE,KS A/C Reg. No. N75802			302 Time (Lc1) - 1034 CDT			
	-NONE (GENERAL	AVIATION)	Aircraft Dam	age		Inju	ıries	
			DESTROYED	•	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-INSTRUCTIONAL	- SOLO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING							
Aircraft Information								
Make/Model - CESSNA 172		Eng Make/M	odel - LYCOMIN	G 0-320			'Activated	
Landing Gear - TRICYCLE-F	IXED	Number Eng			Stal	1 Warning	System -	YES
Max Gross Wt - 2150				CATING-CARBURET	OR Weat	her Radar	- NO	
No. of Seats - 4		Rated Powe	r - 160 i	<b>⊣</b> P				
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - MILITARY		Last Depart	ure Point		OFF AI	RPORT/STRI	P	
Method - UNK/NR		WICHITA,K	S					
Completeness - UNK/NR		Destination		Α	irport D	ata		
Basic Weather - VMC		WICHITA,K	S					
Wind Dir/Speed- UNK/NR					Runway	Ident	- N/A	
Visibility - UNK/NR		ATC/Airspace			Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) -	4000 FT SCATTE	RED Type of Flig	ght Plan - VFR		Runway	Surface	- N/A	
Cloud Conditions(2nd) -	NONE	Type of Clea	arance - NON		Runway	Status	- N/A	
Obstructions to Vision-	NONE	Type Approa	ch Flown - NON					
	NONE							
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command	A	ge - 26	Medi	cal Certificate	- VALID	MEDICAL-N	O WAIVERS,	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	В	iennial Flight R	eview	Flight	Time (H	ours)		
STUDENT		Current	- N/A	otal -	57	Last 2	!4 Hrs -	1
		Months Since	- N/A !	Make/Mode1-	53	Last 3	10 Days- U	NK/NR
		Aircraft Type	- N/A	instrument-	3	Last 9	00 Days-	12
Instrument Rating(s)	- NONE							
ACFT STALLED WHILE THE PLT W	AS BUZZING HIS	GRANDFATHER'S FI	SHING CABIN ON	A LAKE.				
				· · · · · · · · · ·				

File No. - 1662 7/14/82 MEDICINE LODGE,KS A/C Reg. No. N75802 Time (Lc1) - 1034 CDT

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

- 2. BUZZING PERFORMED PILOT IN COMMAND
- 3. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 4. 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) 1,2,3

Basic Information Type Operating Certificate-NONE ((		t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -BUSINES Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91 NONE	Crew Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA T337C Landing Gear - TRICYCLE-RETRACTAE Max Gross Wt - 4500	Engine Type - Ri	<u>:</u> ECIP - FUEL INJECTED	Stal	1 Warning S	ystem - \	
No. of Seats - 6	Rated Power -	210 HP				
Environment/Operations Information-						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Poin <sup>.</sup> PROVO,UT	ŧ	Airport ON AIR	Proximity PORT		
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	GOODLAND, KS			CITY MUNI	4.57	
Wind Dir/Speed- 350/010 KTS Visibility - 13.0 SM	ATC/Airspace			Ident - Lth/Wid -		150
Cloud Conditions(1st) - 6000 F1 Cloud Conditions(2nd) - 25000 F1 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	T BROKEN Type of Flight Plan T OVERCAST Type of Clearance Type Approach Flown	- NONE	Runway Runway	Surface -		130
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica			IVERS/LIM	/IT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			•
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model-		Last 24		0 85
	Aircraft Type - N/A	Instrument-		Last 30 Last 90	Days-	87
	All Clair Type 14/A	Multi-Eng -		2001 00	Juyo	σ,
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						
 Narrative	WAY 17 WITH A TAIL WIND OF AROUT	10 KNOTS ACCORDING	. TO THE P			
Narrative NG ARRIVAL, THE PILOT LANDED ON RUNV HDOWN WAS NORMAL, BUT AFTER ROLLING RIGHT SIDE OF THE RUNWAY. AFTER LEAV	A SHORT DISTANCE, THE AIRCRAFT E /ING THE HARD SURFACE, THE NOSE (	BEGAN TO SHAKE AND 1 BEAR FOLDED AFT AND	HEN SWERV	ED OFF AGE WAS		,
Narrative Narrative NG ARRIVAL, THE PILOT LANDED ON RUNV HDOWN WAS NORMAL, BUT AFTER ROLLING	A SHORT DISTANCE, THE AIRCRAFT E /ING THE HARD SURFACE, THE NOSE O E STATION RECORDS, NO RADIO CALL	BEGAN TO SHAKE AND T BEAR FOLDED AFT AND WAS RECEIVED FROM T	HEN SWERV THE FUSEL HE PILOT	ED OFF AGE WAS PRIOR TO		

A/C Reg. No. N2600S File No. - 1795 8/04/82 GARDEN CITY, KS Time (Lc1) - 1915 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. LEVEL OFF - IMPROPER - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 6. LANDING GEAR, TIRE - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7,8

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

----Probable Cause----

-Basic Information								
Type Operating Certificate	-NONE (GENERAL		aft Damage			Inju		•
			ROYED		Fatal	Serious		None
	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under Accident Occurred During		NONE		Pass	O	0	0	0
Aircraft Information								
Make/Model - CESSNA 150		Eng Make/Model -				nstalled/		
Landing Gear - TRICYCLE-FI	IXED	Number Engines -				Warning S		JNK/NR
Max Gross Wt - 1600 No. of Seats - 2		Engine Type - Rated Power -	100 HP	CARBURET	UR Weath	er Radar ·	- NU	
Environment/Operations Inform	nation							
Weather Data	OF BRIEFING	Itinerary	. 4.		Airport P			
	) OF BRIEFING	Last Departure Poi WICHITA,KS	it ,		OFF AIR	PORT/STRIE	,	
Method - N/A Completeness - N/A		Destination			irport Da	+-		
Basic Weather - VMC		CONWAY SPRINGS.K	•	~	WAMSLEY			
Wind Dir/Speed- 180/010 M	CTS	CONWAL SIRINGS, R	,				UNK/NR	
Visibility - 20.0		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - N	10NE	Type of Flight Pla	- NONE		Runway	Surface ·	- UNK/NR	
Cloud Conditions(2nd) - N	10NE	Type of Clearance			Runway	Status -	- UNK/NR	
Obstructions to Vision- N		Type Approach Flow	n - NONE					
Precipitation - N								
Condition of Light - [	AYLIGHT							
Personnel Information Pilot-In-Command		Age - 25	Medical Ceri	tificate	- VALID	MEDICAL-NO	) WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	ſ	Biennial Flight Review		Flight	Time (Ho	urs)	•	
PRIVATE		3iennial Flight Review Current - YES Months Since - 22	Total	-	137	Last 24 Last 30 Last 90	Hrs -	0
SE LAND		Months Since - 22	Make/Mod	del-	83	Last 30	Days- UN	IK/NR
		Aircraft Type - UNK/	IR Instrume	ent-	2	Last 90	Days-	33
Instrument Rating(s) -	- NONE		·					
·Narrative								<del></del>
AIRCRAFT ENGINE LOST POWER DUINATION DISCLOSED LOW COMPRES								
CE THE BEGINNING OF THE FLIGHT					TIGITIE TIME	52214 204	Olf Killin	

File No 16	42 8/12/82 	CONWAY SPRINGS,KS	A/C Reg. No. N61142	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(F	PARTIAL) - MECH FAILURE/MA	LF	
Finding(s) 1. ENGINE ASSEMBLY 2. JUDGEMENT - I				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE	E/TOUCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S				
Occurrence #4 Phase of Operation	IN FLIGHT COLLI LANDING - FLARE	/TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		pard determines that the F	robable Cause(s) of this accid	ent
Factor(s) relating t	o this accident i	s/are finding(s) 3		

File No 1716 9/02/82 GOODL	AND,KS A/C Reg	g. No. N8453N	Time	(Lc1) ~ 1426 MDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTANT Fire NONE		Fatal Ser O O	Injuries rious Minor O O	None 1 0
Aircraft Information Make/Model - BEECH 95-B55 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 6	Eng Make/Model - CONT Number Engines - 2 Engine Type - RECI Rated Power - 2	P - FUEL INJECTED	Stall Wa	alled/Activated rning System - Y Radar - YES	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 050/003 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point JUNEAU,WI Destination CANON CITY,CO  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown -	NONE NONE	Runway Ider Runway Lth, Runway Suri Runway Sta	-GOODLAND MUNI	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	ledical Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	t Time (Hours) 1381 l 57 l 102 l		4 K/NR 54
Instrument Rating(s) - AIRPLANE					
THE PILOT WAS ON A CROSS-COUNTRY FLIGHT WITH ELECTED TO LAND ON RUNWAY O5. THERE WAS NO EV SERVICE, LOCATED ON THE AIRPORT, FOR AN AIRPO AT ABOUT MIDFIELD. THE SURFACE OF RUNWAY 12/30 ON RUNWAY O5. GROUND WITNESSES STATED THAT THAIR WHEN IT PASSED THE INTERSECTION. REPORTED NOSE GEAR COLLAPSED. THE DENSITY ALTITUDE WAS	IDENCE THAT HE ESTABLISHED RA RT ADVISORY. RUNWAY O5 INTERS O WAS HIGHER AT THE INTERSECT E AIRCRAFT LANDED WITH A HIGH LY, THE AIRCRAFT BOUNCED ON T	DIO CONTACT WITH ( ECTED WITH A CONC ION AND PRESENTED   GROUND SPEED THE	GOODLAND FLIGH RETE RUNWAY (* A BUMP FOR TE N BOUNCED IN 1	HT 12/30) RAFFIC THE	

File No. - 1716 9/02/82 GOODLAND, KS A/C Reg. No. N8453N Time (Lcl) - 1426 MDT

Occurrence Phase of Operation LANDING - ROLL

NOSE GEAR COLLAPSED

Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED MISJUDGED PILOT IN COMMAND
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION TERRAIN/RUNWAY CONDITION
- 5. LANDING GEAR, NOSE GEAR OVERLOAD

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Ainona	ft Damage		Injur	105	
Type operating certificate-none (GENERA	SUBST		Fatal			None
Type of Operation -PERSONAL		Cr				1
Flight Conducted Under -14 CFR 91	NONE		ass O	0 0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - HUGHES H-369HS	Eng Make/Model - A			Installed/		
Landing Gear - SKID	Number Engines -			1 Warning S		0
Max Gross Wt - 2550	Engine Type - T		weat	her Radar -	· NO	
No. of Seats - 5	Rated Power -	278 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin		Airport ON AIR	Proximity		
Method - N/A	UNK/NR		UN AIR	SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LEXINGTON.KY		An por C B			
Wind Dir/Speed- UNK/NR			Runway	Ident -	UNK/NR	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4	M	VALTO	MEDICAL NO	WATVEDC /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28	Medical Certifi	ight Time (	MEDICAL-MC	WAIVERS/	FIMIL
PRIVATE	Biennial Flight Review Current - UNK/N	rı D Total -	· 300	last 24	Hrs - UNI	k/NR
FRIVALE	Months Since - UNK/N	R Make/Model-	. 35	Last 30	Davs- UN	K/NR
HELICOPTER	Aircraft Type - UNK/N	R Instrument-	UNK/NR	Last 90	Days- UN	K/NR
	Months Since - UNK/N Aircraft Type - UNK/N	Multi-Eng -	UNK/NR	Rotorc	aft -	300
Instrument Rating(s) - NONE						
Nonno+ivo						
Narrative E PILOT WAS PRACTICING AUTOROTATION FROM 15			IE: 1000TED TO	IOLIED		

File No. - 1706 3/20/82 LEXINGTON, KY A/C Reg. No. N9143F Time (Lc1) - 1300 EST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. AUTOROTATION PERFORMED PILOT IN COMMAND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. ALTITUDE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	rcraft Damage			Inju	ries	
		JBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fir	^e N GROUND	Crew Pass	0	0	0	1
Accident Occurred During -APPROACH	UI	N GROOND	rass	U	O	O	U
Aircraft Information							
Make/Model - GRUMMAN AMERICAN AA-5A		- LYCOMING 0-320				Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200	Number Engines	- 1 - RECIPROCATING-(				System - Y	£2
No. of Seats - 4	Rated Power		CARBORETO	k weat	lei kauai	- 110	
Environment/Operations Information							
Weather Data	Itinerary		Δ.		Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING		10		OFF AI	RPORT/STRI	Р	
Method - N/A Completeness - N/A	SAME AS ACC/INDestination	NC ,	A 4	rport D	2+2		
Basic Weather - IMC	Destination		AI	•	ENCE-WEBST	ER COUNTY	
Wind Dir/Speed- CALM						- `34	
Visibility275 SM	ATC/Airspace					- 3800/	70
Cloud Conditions(1st) - NONE	Type of Flight F	Plan - NONE		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearand			Runway	Status	- DRY	
Obstructions to Vision- GROUND FOG	Type Approach Fi	lown - NONE					
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
Personnel Information Pilot-In-Command	Age - 40	Medical Cer	rificate	- NON-V	ALTO MEDIC	ΔΙ	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight				
STUDENT	Current - N					4 Hrs - O Days- UN	2
SE LAND	Months Since - N						K/NR
	Aircraft Type - N	/A Instrume	ent-	4	Last 9	O Days-	16
Instrument Rating(s) - NONE							
Narrative E GROUND FOG DEVELOPED BEFORE THE PLT RETI	IDNED TO LAND HE MADE	TWO ADDDOACHES &	CO - A POLINI	ns REEN	DE THE ACC	IDENT &	
TIME HE HAD TO FLY VERY LOW TO SEE THE RI							
THE ARPT & NOT SPENDING ENOUGH TIME LOOKI							

File No. - 1639 8/11/82 A/C Reg. No. N9722U Time (Lc1) - 2330 CDT PROVIDENCE, KY Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - FOG 2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.DIVERTED ATTENTION - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 1,6,7

File No 1722 5/05/82 CO	TONPORT, LA	A/C Reg. No	. N9098T	1	Time (Lc1)	- 1630 CDT	
Type Operation Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN	·	Aircraft Dama DESTROYED Fire ON GROUND	ge Crew Pass			ries Minor O O	None 0 0
Aircraft Information Make/Model - CONTINENTAL TOMCAT MWAT Landing Gear - SKID Max Gross Wt - 2350 No. of Seats - 3		pe - RECIPROC	ATING-CARBUR	Stai	Installed/A	System - U	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/007 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 6000 FT SC Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination ATC/Airspace CATTERED Type of F Type of C Type Appro	ACC/INC		OFF Al Airport [ Runway Runway Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER  Instrument Rating(s) - HELICOPTE	Age - 32 Biennial Flight Current Months Since Aircraft Typ	Medic Review - YES T e - 1 N	al Certifica	te - VALIC ht Time (F 2699	) MEDICAL-NO Hours) Last 24 Last 30 Last 90	1 Hrs - ) Days- UN ) Days-	1
REPLT WAS FAMILIARIZING HIMSELF WITH THE DIGGED BETWEEN 9/23/81 & THE DATE OF THE ACCOPAGE OF	CIDENT. WITNESSES OF MANEUVERS SIMILAR TO SIMILAR TO SIMILAR TO SIMILAR TO SIMILAR THE SEEN STRUCK BY THE SOF HEAVY CONTACT OF	DBSERVED THE ACFT TO AGRICULTURAL S DRIVE SHAFT WAS E MAIN ROTOR (M/R VITHIN THE M/R GI	FLYING FOR PRAYING. THE FOUND 3 BLOC ) BLADES. TH	SOME TIME Y ALSO OBS KS FROM TH E TAIL BOO	OVER THE CI SERVED DEBRI HE WRECKAGE DM WAS BROKE	TY AT IS FALLING & WAS EN INTO 30	

File No 172	2 5/05/82	COTTONPORT, LA	A/C Reg. No. N9098T	Time (Lc1) - 1630 CDT
	AIRFRAME/COMPONE MANEUVERING	NT/SYSTEM FAILURE/MA	LFUNCTION	
<ol> <li>IMPROPER USE</li> <li>IMPROPER USE</li> </ol>	GHT CONTROLS - IM OF EQUIPMENT/AIR OF EQUIPMENT/AIR	PROPER USE OF - PILO CRAFT,INADEQUATE RECI CRAFT,LACK OF RECENT	T IN COMMAND URRENT TRAINING - PILOT IN COMMAND TOTAL EXPERIENCE - PILOT IN COMMAN EXPERIENCE IN KIND OF AIRCRAFT - F	ND
Occurrence #2 Phase of Operation		- IN FLIGHT		
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause			he Probable Cause(s) of this accide	

is/are finding(s) 1,2,4,5

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File No 1678 6/11/82 EGAN,	LA	A/C Reg. No.	N6787Q	Т	ime (Lcl)	- 1400 CDT	
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	. RELATED FLIGHT	Aircraft Damag DESTROYED Fire ON GROUND	Crew	Fatal O O	Inju Serious 1 0	Minor O	None O O
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Eng Make/M Number Eng Engine Typ Rated Powe	odel - PEZATEL P ines - 1 e - RECIPROCA r - 450 HP	TING-CARBURETO	ELT Stal IR Weat	Installed/ 1 Warning her Radar	Activated System - U - NO	- NO -N/A 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- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination ,LA  ATC/Airspace Type of Fli Type of Cle		, <b>A</b> 1	OFF AII rport Da Runway Runway Runway Runway Runway	Proximity RPORT/STRI ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 35 Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR To - UNK/NR Ma	l Certificate Flight tal - 61 ke/Model- 3 strument-	Time (Ho 21 300	ours) Last 2	4 Hrs - O Days- UN	0
Instrument Rating(s) - AIRPLANENarrative AS THE PLT WAS ADJUSTING THE POWERPLANT & PROWINDSHIELD. THE ACFT WENT DOWN INTO A BEAN FITRAILING PIN WORN & GAULDED. THE SLEEVES IN ECOUNTERWEIGHT LEADING PIN ALSO SHOWED SIGNS OF THE STRAIL STRA	ELD & FLIPPED OVER OTH THE REAR CRANK	. DISASSEMBLÝ OF SHAFT & COUNTERW	THE ENG REVEA EIGHT WERE WOR	LED THE	REAR COUN LDED. THE	TERWEIGHT REAR	

File No 16	78 6/11/82	EGAN, LA	A/C Reg.	No. N6787Q	Time (Lc1) - 1400 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO TAKEOFF - INITIA		URE/MALFUNCTION		·
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	•				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/	TOUCHDOWN	·		

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

----Probable Cause----

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam	age		Inju	ries	
_		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	2
Aircraft Information	<b></b>	/M - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -					V56 III
Make/Model - PIPER PA-39		Model - LYCOMIN			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600	Number Er	ngines - 2 ype - RECIP -	FUEL THUESTE	Stal	1 Warning		ES
No. of Seats - 6	Rated Po			) weat	her Radar	- UNK/NR	
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS		rture Point		ON AIR	•		
Method - UNK/NR	SAME AS						
Completeness - UNK/NR	Destination	•		Airport D	ata		
Basic Weather - VMC	NASSAU.	BAHAMAS	J	LAKEFR	ONT		
Wind Dir/Speed- 210/003 KTS	•			Runway	Ident	- 09	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3094/	75
Cloud Conditions(1st) - 25000 FT SC					Surface		
Cloud Conditions(2nd) - NONE		learance - NON		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appro	oach Flown - NON	IE .				
Precipitation - NONE							
Condition of Light - NIGHT (BRIG	HT) 						
Personnel Information							
Pilot-In-Command	Age - 37					D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (H			
COMMERCIAL, CFI	Current		Total -			4 Hrs -	-
SE LAND, ME LAND	Months Since	e - 7	Make/Model-			Days- UN	
	Aircraft Typ	oe - UNK/NR	Instrument-	209		Days-	
					ROTORC	raft - UN	IK/NK
Instrument Rating(s) - AIRPLANE							
narrative .OT STATED HE LOST POWER ON LEFT ENGINE D	HIDTING TAKENEE SO HE	ELECTED TO ABO	DT THE ACET	ANDED HAD	. OEE TUE 1	END	
RUNWAY AND COLLAPSED ALL LANDING GEAR.	UKING TAKEUFF SU HE	E EFECIED IO ABO	KI. IME AUFI	ANDED HAR	OFF IME	ENU	
KUNWAT AND CULLAPSED ALL LANDING GEAR.							

File No 16	66 7/01/82	NEW ORLEANS, LA	A/C Reg. No. N125AC	Time (Lc1) - 2200 CDT
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	HARD LANDING	·		•
Finding(s) 2. ABORTED TAKEOFF				
Occurrence #3 Phase of Operation	TAKEOFF			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	rd determines that the	Probable Cause(s) of this accid	dent

File No 1724 8/18/82 GRAND	CHENIER, LA A/C R	eg. No. N70467	٦	ime (Lc1) -	0730 CDT	•
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Cre	-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	2
Accident Occurred During -LANDING					~	
-Aircraft Information						
Make/Model - CESSNA A185F	Eng Make/Model - CC			Installed/A		
Landing Gear - FLOAT	Number Engines - 1			1 Warning S		'ES
Max Gross Wt - 2500	Engine Type - RE		ED 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 AI	RPORT/STRIP		
Method - N/A	NEW IBERIA, LA					
Completeness - N/A	Destination		Airport [	ata		
Basic Weather - VMC	GRAND CHENIER, LA			7	1 IN II / NID	
Wind Dir/Speed- UNK/NR	ATO / A !			Ident -		
Visibility - 3.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace Type of Flight Plan	NONE		Lth/Wid - Surface -		
Cloud Conditions(1st) - NONE	Type of Flight Plan Type of Clearance			Status -		CALM
Obstructions to Vision- HAZE	Type Of Creamance Type Approach Flown			Status	WATER	CALIN
Precipitation - NONE	Type Apploach Trown	VISUAL STRAIGHT	114			
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 32	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli				
COMMERCIAL, CFI	Current - UNK/NR	Total -				2
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model-	183	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR		185	Last 90	Days-	210
GLIDER		Multi-Eng -	1014			
Instrument Rating(s) - AIRPLANE						
PILOT LANDED THE FLOAT PLANE ON THE WATER	BESIDE AN OIL DRILLING PIG	AS SOON AS THE	AIRCRAFT TO	UCHED DOWN		
WATER LOOPED. THE PILOT STATED THAT THE TI						
		THE PART OF THE PA				
T THE AIRCRAFT MUST HAVE HIT A BANK OR SOM	EIHING UNDER THE WATER.					

Finding(s)

Phase of Operation

- 1. TERRAIN CONDITION HIDDEN OBSTRUCTION(S)
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

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) 1

ERAL AVIATION) ROL RELATED FLIGHT 7	Aircraft Dama SUBSTANTIAL Fire NONE		Fatal O O	Injur Serious O O	ries Minor O O	None 1 0
	Fire	Crew	0	0	0	1
Number Eng Engine Typ	e - RECIPROC	ATING-CARBURE	Stall	Warning S	System - 1	
SAME AS A Destination  ATC/Airspace Type of Fli Type of Cle	CC/INC  ght Plan - NONE arance - NONE		ON AIRS Airport Da KEAHEY Runway Runway Runway	STRIP  Ita  Ident - Lth/Wid - Surface -	- 1200 -1 - GRASS/TI	
Current Months Since	eview - YES T - 23 N - UNK/NR I	Fligh otal - lake/Model- nstrument- UN	t Time (Ho 9600 6000 K/NR	ours) Last 24 Last 30 Last 90	l Hrs - UI Days- UI Days- UI	NK/NR NK/NR NK/NR
	Number Eng Engine Typ Rated Powe  Itinerary ING Last Depart SAME AS A Destination  ATC/Airspace Type of Fli Type of Cle Type Approa  Age - 47 Biennial Flight R Current Months Since	Number Engines - 1 Engine Type - RECIPROC Rated Power - 600 F  Itinerary ING Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE  Age - 47 Medic Biennial Flight Review Current - YES T Months Since - 23 M Aircraft Type - UNK/NR I	Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 600 HP   Itinerary ING Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Approach Flown - NONE  Age - 47 Medical Certificat Biennial Flight Review Current - YES Total - Months Since - 23 Make/Model- Aircraft Type - UNK/NR Instrument- UN	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 600 HP  Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - Rated Power - 600 HP  Itinerary	Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - UNK/NR Rated Power - 600 HP  Itinerary ING Last Departure Point ON AIRSTRIP SAME AS ACC/INC Destination Airport Data KEAHEY Runway Ident - 18 ATC/Airspace Runway Lth/Wid - 1200 - 1 Type of Flight Plan - NONE Runway Surface - GRASS/TU Type of Clearance - NONE Runway Status - UNK/NR Type Approach Flown - NONE  Age - 47 Biennial Flight Review Flight Time (Hours) Current - YES Total - 9600 Last 24 Hrs - UM Months Since - 23 Make/Model - 6000 Last 30 Days- UM Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UM

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

File No 1622 8/26/82 WINNE	SBORO,LA	A/C Reg. No	. N4342S	т	ime (Lcl) -	- 1800 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	RELATED FLIGHT	ON GROUND	Crew Pass	0	Injur Serious O O	Minor O O	None 1 O
Aircraft Information Make/Model - AIR TRACTOR AT-301 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5000 No. of Seats - 1	Eng Make/N Number End	Model - P&W R-13 Mines - 1 De - RECIPROC Pr - 600 H	40 ATING-CARBURETO	ELT Stal DR Weat	Installed/A l Warning S her Radar -	Activated System - L · NO	
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - 7.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	SAME AS A Destination ATC/Airspace Type of Fli Type of Cle Type Approa	.cc/INC	<i>A</i> 1	Airport OFF AI Irport D Runway Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface - Status -	· UNK/NR · UNK/NR · DIRT · SOFT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 40 Biennial Flight F Current Months Since Aircraft Type	Peview - YES T - 7 M - UNK/NR I M	al Certificate Flight otal - 123 ake/Model- 6 nstrument- UNK/ ulti-Eng - UNK/	Time (H 313 500 'NR	MEDICAL-NO burs) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN	LIMIT IK/NR IK/NR IK/NR
Narrative HE PILOT WAS CIRCLING THE FIELD DURING ALIGN HE FORCED LANDING THE AIRCRAFT NOSED OVER AN E STATED THAT FUEL WAS LEAKING FROM THE AIRC AD CAUGHT FIRE AND BURNED.	MENT FOR HIS INITI D THE PILOT EXITED	AL SWATH RUN WH	ITHOUT TURNING	OFF ANY	SWITCHES.		

File No 16	22 8/26/82	WINNESBORO, LA	A/C Reg. No. N4342S	Time (Lc1) - 1800 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	DTAL) - MECH FAILURE/M	ALFUNCTION	
Finding(s) 1. MISCELLANEOUS -	UNDETERMINED			·
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation				
Probable Cause				

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

File No 1707 3/29/82 ROCHE	STER, MA A/C Re	g. No. N1104Q	Т	ime (Lcl)	- 0001 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -BUSINESS	Fire	Crew		1	M 11101.	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	-	i 	ŏ	ŏ
Aircraft Information						
Make/Model - PIPER PA-32R	Eng Make/Model - LYC			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 36 No. of Seats - 6	Engine Type - REC Rated Power -	BOO HP	u weat	her Radar -	· UNK/NR	
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIF	•	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point HYANNIS,MA		UFF AI	KPURI/SIRIF	,	
Completeness - N/A	Destination	•	Airport D	ata		
Basic Weather - VMC	PLAINVILLE,CT		·			
Wind Dir/Speed- 029/016 KTS				Ident -		
Visibility - 2.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan - Type of Clearance -			Surface - Status -		
Obstructions to Vision- NONE	Type Of Clearance - Type Approach Flown -		Runway	Status -	HIGH VEGI	ETATION
Precipitation - NONE	Type Applicacii i Towii	NOINE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica			IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Review Current - YES	Total -	ht Time (H	ours) Last 24	Una -	0
SE LAND, ME LAND	Months Since - 17	Make/Model-			Days- UNk	-
JE ENTO, ME ENTO	Aircraft Type - UNK/NR	Instrument-		Last 90		21
		Multi-Eng -			,-	
Instrument Rating(s) - AIRPLANE						
Narrative HE PILOT REPORTED THAT WHILE HE WAS EN ROUTE ELECTED A CLEARING FOR A FORCED LANDING, BUT F TREES AND BRUSH. AN INVESTIGATION REVEALED ILOT STATED THAT HE HAD TURNED ON THE FUEL B LECTRIC FUEL PUMP OPERATED.	WAS UNABLE TO REACH IT. A CI THAT THE FUEL PUMP ROCKER A	RASH LANDING, BUT RM HAD FAILED FRO	WAS MADE M FATIGUE.	IN AN AREA THE	IE	

File No 170	D7 3/29/82 ROCHESTER,MA	A/C Reg. No. N1104Q	Time (Lcl) - 0001 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MAL CRUISE - NORMAL	FUNCTION	
Finding(s) 1. FUEL SYSTEM,PUM	P - FATIGUE	·	
Occurrence #2 Phase of Operation			
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - TREE(S			
Probable Cause	·-		
The National Transports/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

-Basic Information Type Operating Certificate-NONE (	CENEDAL AVIATION)	Aircraft Dama	~~		Inju	nios	
Type operating certificate-None (	GENERAL AVIATION)	SUBSTANTIAL	ge	Fatal.			None
Type of Operation -PERSON	IAL	Fire	Crew	0		0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDIN	IG						
-Aircraft Information							
Make/Model - HUGHES 269A		/Model - LYCOMING					
Landing Gear - SKID		ngines - 1			1 Warning :		0
Max Gross Wt - 1575		ype - RECIPROC		TOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Po	wer - 180 H	P 				
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A		rture Point		ON AIR	PURT		
Method - N/A Completeness - N/A	Destination	AGAWAM, MA		Airport D	2 t 2		
Basic Weather - VMC	WESTFIE			BARNES			
Wind Dir/Speed- 330/010 KTS	WESTFIL	LU, MA				- UNK/NR	
Visibility - 30.0 SM	ATC/Airspac	e			Lth/Wid	•	
Cloud Conditions(1st) - 4000 F					Surface		
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE				- DRY	
Obstructions to Vision- NONE	Type Appr	oach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGH	IT						
-Personnel Information			<del></del>				
Pilot-In-Command	Age - 32	Medic	al Certificat			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES T	Fligh	t Time (H			•
PRIVATE	Current	- YES I e - UNK/NR M	otal -		Last 2		0 4 /ND
HELICOPTER			ake/Model- nstrument-	0	Last 30 Last 90	) Days- UN	28
MELICOFIER	AllClait ly	pe diany iak 1	is tramerit	O		raft -	120
Instrument Rating(s) - NONE							
Monnotivo							
-Narrative HELICOPTER STARTED TO SPIN AROUND A	ETER TAKENEE DURING A	HOVED TH STOCKS W	TAID THE DILO	T DECIDED	TO LAND		
	CIER IARPHER DURING A	TOVER IN SIRUNG W	LIND. IDE PILU	1 DECTOED	IU LAND.		

File No 16	36 7/29/82	WESTFIELD, MA	A/C Reg. No. N8782F	Time (Lc1) - 1310 EDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
	ON - UNFAVORABLE W	IND S - IMPROPER - PILOT		
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,SK	ID ASSEMBLY - OVER	_OAD		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 2	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) 1,3		

-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  -Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3  -Environment/Operations Information	DE: AL - DUAL Fire NO!  Eng Make/Model Number Engines Engine Type	NE 	Crew Pass	ELT I Stall	Serious 0 0  nstalled/ Warning	O O Activated System -	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  -Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	AL - DUAL Fire NOI  Eng Make/Model Number Engines Engine Type	e NE 	Crew Pass	O O ELT I Stall	0 0  nstalled/ Warning	O O Activated System -	2 0 
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  -Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Eng Make/Model Number Engines Engine Type	NE 	Pass	O  ELT I Stall	0  nstalled/ Warning	O Activated System -	O  I - YES/N
Accident Occurred During -LANDING  -Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Eng Make/Model Number Engines Engine Type	- LYCOMING 0-235- - 1 - RECIPROCATING-0	· c	ELT I	nstalled/ Warning	Activated	YES/N
-Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Eng Make/Model Number Engines Engine Type	- LYCOMING 0-235- - 1 - RECIPROCATING-0	·C	ELT I Stall	Warning	System -	
-Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Number Engines Engine Type	- 1 - RECIPROCATING-0		Stal1	Warning	System -	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3	Number Engines Engine Type	- 1 - RECIPROCATING-0		Stal1	Warning	System -	
Max Gross Wt - 1650 No. of Seats - 3	Engine Type	- RECIPROCATING-C					YES
No. of Seats - 3			ARBURETOR	Weath			·
	Rated Power	- 115 HP			er Kadar	- NO	
Environment/Operations Information							
2 cc. oper a crond 1 ma cron							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING			1	ON AIRP	ORT		
Method - N/A	SAME AS ACC/INC	C					
Completeness - N/A	Destination		Air	port Da	ta		
Basic Weather - VMC				LAWRENC			
Wind Dir/Speed- 080/007 KTS					Ident		
Visibility - 20.0 SM	ATC/Airspace					- 5000/	
Cloud Conditions(1st) - 3000 FT SCAT	<code>TERED Type of Flight P</code>	lan - NONE				- ASPHALT	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance	e - NONE		Runway	Status	- DRY	
	Type Approach Flo	own - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 24	Medical Cert				IO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T		•		
COMMERCIAL, CFI	Current - YE					4 Hrs -	
SE SEA,ME LAND	Months Since - 16		le1 - 7			O Days- L	
	Aircraft Type - UN		nt- 13		Last 9	O Days-	250
·		Multi-Er	ng - 2	3			
Instrument Rating(s) - AIRPLANE							
-Narrative							
INSTRUCTOR PILOT REPORTED THAT THERE WAS THER AIRCRAFT AND TURNED ON FINAL APPROACH							
EET. DURING THE LANDING THE AIRCRAFT STRUC							
ESTED INTO THE CARBURETOR AIR BOX FLANGE.							
JIED INTO THE CARBURETUR AIR BUX FLANGE.	THE BEGGNAGE DISKUPTED /	AIRILOW INKOUGH I	TIL MAIN A	14 LW32	AGL.		

File No 17	52 8/12/82 LAWRENCE,MA	A/C Reg. No. N2830G	Time (Lc1) - 1520 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APP	PROACH	
	AIR - FOREIGN OBJECT DAMAGE AIR - BLOCKED(PARTIAL)		<u>`</u>
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - UTILIT	Y POLE		·
Probable Cause			
The National Transpo is/are finding(s) 1,		t the Probable Cause(s) of this accid	lent

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) A	ircraft Damage			Inju	nies	
Type operating certificate None (GENERA		JNK/NR		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	1	NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - CESSNA 172N		1 - LYCOMING 0-320			nstalled/		
Landing Gear - FLOAT		5 - 1 PEOIRBOOLETING (			Warning S		ES
Max Gross Wt - 2150 No. of Seats - 4	Rated Power	- RECIPROCATING-C - 160 HP	ARBURETU	k weatr	er kadar ·	· NU	
Environment/Operations Information			<b></b>				
Weather Data	Itinerary	B	A		roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure CHESUNCOOK L			OFF AIR	RPORT/STRIF	,	
Completeness - N/A	Destination	AKE, ME	Λi	rport Da	1+2		
Basic Weather - VMC	LINCOLN.ME		~ 1	i poi t be	·ια		
Wind Dir/Speed- 150/005 KTS	22.7002.77,772			Runway	Ident -	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	- UNK/NR	
Cloud Conditions(1st) - NONE	Type of Flight				Surface -		
Cloud Conditions(2nd) - NONE	Type of Cleara			Runway	Status -	WATER -	CALM
Obstructions to Vision- NONE	Type Approach I	Flown - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Cert				AIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Revie Current - L			Time (Ho	ours) Last 24	l Unc -	3
SE LAND, ME LAND, SE SEA	Months Since - l						
SE CARDINE CARDISE SEA	Aircraft Type - U	JNK/NR Instrume	nt-	72	Last 30 Last 90	Days on	90
		Multi-Er					
Instrument Rating(s) - NONE							
Narrative							
R TAKEOFF AT ABOUT 50 FT AGL THE PLT REAC	HED DOWN TO RECOVER H	IS WATCH WHICH HAD	FALLEN T	O THE FL	OOR. AT TH	IE SAME	
THE PAX ACCIDENTLY PUSHED FORWARD ON THE	OTHER WHEEL CAUSING	THE ACFT TO HIT THE	WATER &	NOSE OV	ER. THE AC	FT SANK &	

File No 16	96 7/11/82 	MILLINOCKET, ME	A/C Reg. No.	N1302F	Time (Lc1) - 11	145 EDT
Occurrence #1 Phase of Operation						
	RENCE - INADVERTENT E OF PROCEDURE,DIVE	- PASSENGER RTED ATTENTION - PILC	DT IN COMMAND			
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation		CLIMB				
Probable Cause						
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that the	e Probable Cause(s) o	f this accident		

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Type Operating Certificate-NONE (GENERAL		rcraft Damage			Inju		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	L - DUAL Fi		Fa Crew Pass			Minor O O	None 2 0
-Aircraft Information Make/Model - GRUMMAN AA-5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4	Number Engines Engine Type	- LYCOMING 0-320-E - 1 - RECIPROCATING-CA - 150 HP		Stall	Warning	System - Y	- YES/YE
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/010 KTS Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure   SAME AS ACC/IN Destination  ATC/Airspace Type of Flight   Type of Clearand Type Approach F	Plan - NONE ce - NONE	Air; V F F F F	ON AIRF OORT Da VISCASS Runway Runway Runway	ita ET Ident	- 3400/ - ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 33 Biennial Flight Revie Current - Yi Months Since - 10 Aircraft Type - Ui	w ES Total D Make/Mode NK/NR Instrumen	Flight Tr - 3400 1- 272 t- 106	ime (Ho ) ?	ours) Last 2 Last 30		1 K/NR
Instrument Rating(s) - AIRPLANE	•	Multi-Eng	- 2011	l			
-Narrative STUDENT PILOT WAS MAKING AN APPROACH AND NOVERY WAS SLOW AND THE AIRCRAFT TOUCHED DONING LANDING.		HE TIME THE INSTRUC					

File	No 1632	8/07/82	WISCASSET, ME	A/C Reg. No. N8476B	Time (Lc1) - 1509 EDT
Occurrence Phase of Op			ATTERN - FINAL APPRO	DACH	
2. DISTAN 3. WEATHE	UDE - MISJUDGED NCE - MISJUDGED R CONDITION - RVISION - INAD	- DUAL STUDE DOWNDRAFT			
Phase of Op	#2 NOS peration APP		SED ATTERN – FINAL APPRO	DACH	
Finding(s) 5. TERRAI	N CONDITION -	ROUGH/UNEVEN			
Probabl	e Cause				
The Nationa is/are find	•	on Safety Boa	rd determines that 1	the Probable Cause(s) of this accider	t ·
Factor(s) r	elating to thi	s accident is	/are finding(s) 1,2,	3,5	

File No 1694 5/	/25/82 HOLLAN	D,MI	A/C Reg. No	o. N6187Q	. т	ime (Lc1)	- 0940 ED	Т
Basic Information Type Operating Certificat  Type of Operation Flight Conducted Under Accident Occurred During	ON-DEMAND AIR -NON SCHED,DOM -14 CFR 135	TAXI	Aircraft Dama SUBSTANTIAL Fire NONE					None 1 5
Aircraft Information Make/Model - CESSNA 31 Landing Gear - TRICYCLE- Max Gross Wt - 5500 No. of Seats - 6		Number Eng	- RECIP -	FUEL INJECTE	Stal		System -	
Environment/Operations Info Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- VARIABL  Visibility - 3.0  Cloud Conditions(1st) -  Cloud Conditions(2nd) -  Obstructions to Vision-  Precipitation -  Condition of Light	_E-UNK/NR SM - 3000 FT BROKEI - UNK/NR - FOG - NONE	Type of Clea	[S,MN	ER	ON AIR Airport D TULIP Runway Runway Runway Runway	ata CITY Ident Lth/Wid Surface	- 08 - 3600/ - ASPHALT - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND		Age - 47 Biennial Flight Ro Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR / - UNK/NR :	cal Certifica Flig Fotal - Make/Model- Instrument- Multi-Eng -	ht Time (H 5985 186 947	ours) Last : Last :	24 Hrs - 30 Days- U	3 NK/NR

File No 1694	5/25/82 HOLLAND,MI	A/C Reg. No. N6187Q	Time (Lc1) - 0940 EDT
Occurrence #1 L Phase of Operation L	OSS OF CONTROL - ON GROUND ANDING - ROLL		
2. DIRECTIONAL CONT	L BRAKE SYSTEM - INADEQUATE ROL - NOT MAINTAINED - PILOT IN COMP - INADVERTENT - PILOT IN COMMAND	MAND	
Occurrence #2 O Phase of Operation L	N GROUND COLLISION WITH TERRAIN ANDING - ROLL		
Finding(s) 4. TERRAIN CONDITION			
Probable Cause	·		
The National Transporta is/are finding(s) 1,2	tion Safety Board determines that th	he Probable Cause(s) of this accide	ent
Factor(s) relating to t	his accident is/are finding(s) 3,4		

File No 1604 6/17/82 CHAR	RLEVOIX,MI	A/C Reg. No.	N30575	Т	ime (Lcl)	- 1610 CDT	
Type OperationBasic Information Type Operating Certificate-NONE (GENER  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	•	Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal 1	Inju Serious O O	Minor O	None O O
Aircraft Information Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 4	Number Engin	el - LYCOMING I es - 1 - RECIP - FU - 300 HP		Stal	Installed/ l Warning her Radar	System - Y	
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 270/009 KTS Visibility - 1.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departur CHARLEVOIX, Destination PONTIAC,MI  ATC/Airspace Type of Fligh Type of Clear Type Approach	MI t Plan - NONE ance - NONE	ļ	OFF AI Airport D Runway Runway Runway		- 26 - UNK/NR - ASPHALT	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew UNK/NR Tot UNK/NR Mak UNK/NR Ins	Certificate Flight al - UNk e/Model- UNk trument- UNk ti-Eng - UNk	t Time (H K/NR K/NR K/NR	ours) Last 24 Last 30 Last 90	4 Hrs - UNN 0 Days- UNN 0 Days- UNN raft - UNN	K/NR K/NR
Instrument Rating(s) - NONENarrative THE ACFT DEPARTED THE CHARLEVOIX ARPT & CRAS LEAVING BECAUSE OF THE POOR WEATHER. WITNESS ESTIMATED VISIBILITY AT 200 TO 300 FEET IN F HIS WORK BY 1500 AS HE WAS LOOKING FORWARD T TO BE HELD THAT NIGHT.	ES DESCRIBED THE WEAT OG. THE PLT REMARKED	HER AS RAINING EARLIER IN THE	HARD & VISIE DAY THAT HE	BILITY PO	OR WITH AN D TO COMPLI	ETE	

6/17/82 File No. - 1604 A/C Reg. No. N30575 Time (Lc1) - 1610 CDT CHARLEVOIX, MI IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - FOG 3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND IMPROPER DECISION, MOTIVATION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.5.7

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

File No 1670 7/12/82 RANIER	R,MI A/C Reg. No. N41039			Т	ime (Lc1)	- 0900 CD	Т
-Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL	,	Aircraft Damage SUBSTANTIAL Fire Crew		Fata1 0	uries Minor O	None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Engin	le1 - CONTINE les - 1 - RECIPRO	CATING-CARBURE	ELT Stal	Installed/ l Warning her Radar	System - '	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departur SAME AS ACC				Proximity RPORT/STRI	P	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS	Destination	, 1NO		Airport D RANIER		- UNK/NR	
Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Fligh Type of Clear Type Approach	ance - NON	E	Runway Runway	Lth/Wid Surface Status	- UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 26 Biennial Flight Rev	Med i	cal Certificat Fligh	t Time (H	ours)		
PRIVATE SE LAND	Current - Months Since - Aircraft Type -	UNK/NR UNK/NR	Total - Make/Model- Instrument-	220	Last 2 Last 3 Last 9	O Days-	1 0 20
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE	RASHED INTO WATER. N	O MALFUNCTIO	NS FOUND.				

File No 16	70 7/12/82 RANIER,MI	A/C Reg. No. N41039	Time (Lc1) - 0900 CDT
Occurrence #1 Phase of Operation			
2. STALL - INADVER	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
Occurrence #2	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROACH		
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 (GENERA	I AVIATION)	Aircraft Damage			Indi	ıries	
Type operating certificate wone (GENERA	AL AVIATION)	SUBSTANTIAL		Fatal	Serious		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 - LUSCOMBE 8F		del - LYCOMING 0-3				'Activated -	
Landing Gear - TAILWHEEL-ALL FIXED		nes - 1				System - NO	
Max Gross Wt - 1400 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATING	G-CARBURE	TUR Weatr	er Radar	- NU	
-Environment/Operations Information Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIEFING	re Point		ON AIRF				
Method - N/A	PRIVATE STRIP, MI						
Completeness - N/A	Destination	· · · · · · · · · · · · · · · · · · ·			ıta		
Basic Weather - VMC	LARSEN AIR	PARK,MI			AIRPARK		
Wind Dir/Speed- CALM							
Visibility - 20.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace	ht Plan - NONE				- 1750/ 1 - GRASS/TUR	
Cloud Conditions(1st) - NONE		rance - NONE				- DRY	г
Obstructions to Vision- NONE		h Flown - NONE		Kullway	Jtatus	DKI	
Precipitation - NONE	1,700 1,700						
Condition of Light - DAYLIGHT							
	(						
Pilot-In-Command	Age - 49	Medical C	ertificat	e - VALID	MEDICAL-W	AIVERS/LIMI	Т
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (Ho			
COMMERCIAL			<b>-</b>	2149		!4 Hrs -	1
SE LAND, SE SEA	Months Since Aircraft Type	- 18 Make/	Model-	381	Last 3	80 Days- UNK 80 Days-	/NR
	Aircraft Type	- UNK/NR Instr	ument-	92	Last	O Days-	11
Instrument Rating(s) - AIRPLANE							
N							
-Narrative ING THE APPROACH THE ACFT STALLED ABOUT 20	SET ACL THE BLT AD	DED DOWED BUT THE	ACET TOUC	HED DOWN S	HORT OF T	HE DWV &	

File No 16	71 7/16/82 BELLEVILLE,MI	A/C Reg. No. N5PL	Time (Lc1) - 1900 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROACH		
2. STALL - INADVER	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	APPROACH - VFR PATTERN - FINAL APPROACH		
	ON GROUND COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI			
	COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2	bable Cause(s) of this accid	dent

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

# Brief of Accident

File No 1790 8/09/82 GREEN	NVILLE,MI A/C Re	g. No. 39QB	т	ime (Lc1)	- 0745 EDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraft SUBSTAN Fire NONE		Fatal O O	Inju Serious O O		None 1 0
Aircraft Information Make/Model - QUICKIE Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - ONA Number Engines - 1 Engine Type - REC Rated Power -		Stal	1 Warning	Activated System - NO - NO	
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/003 KTS 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 Point SAME AS ACC/INC Destination PORT HURON,MI  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	NONE NONE	ON AIR Airport D GREENV Runway Runway Runway	ata ILLE Ident Lth/Wid Surface	- 27 - 3000 -UI - MACADAM - DRY	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s) - NONE	Age - 65 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 2540 59 77	ours) Last 2 Last 3	D WAIVERS/I 4 Hrs - O Days- UNN O Days-	0
Narrative URING THE PREFLIGHT INSPECTION. THE LAMINAR- F DEW. ALL ITEMS OF INSPECTION WERE SATISFAC AS NOTED THAT BEADS OF MOISTURE WERE FORMING ROM THE PILOT'S SEAT. DURING TAKEOFF, THE 18 BOUT MID-POINT OF THE RUNWAY. AFTER LEAVING IRES ABOUT 500 FT FROM THE RUNWAY. HOWEVER, TRUCK THE TREES THEN DROPPED TO THE GROUND. AS 855 FT.	TORY. THE ENGINE WAS WARMED OF THE CANAR'S HP ONAN ENGINE WAS TURNING OFFOUND EFFECT, THE CLIMB WAS THE PLANE WOULD NOT CLEAR TR	JP WHILE TAXIING 1 D, BUT THE WING CO AT 3100 RPM, "ALL EXTREMELY SLOW. 1 EES BEYOND THE WIF	O THE RUNDULD NOT BOOK." LIFT HE PLANE	WAY. IT E OBSERVED -OFF OCCUR BARELY CLE IRCRAFT	ARED	

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File No. - 1790 8/09/82 GREENVILLE,MI A/C Reg. No. 39QB Time (Lc1) - 0745 EDT

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

Finding(s)

1. UNDETERMINED
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

Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft [			Injur		
Type of Operation -PERSONAL		SUBSTANT: Fire	IAL Crev	Fatal , O	Serious 0	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	i
Accident Occurred During -LANDING			,	•	-	•	
-Aircraft Information							
Make/Model - CAMERON 0-77		ode1 - N/A			Installed/A		
Landing Gear - N/A		ines - N/A			1 Warning S		0
Max Gross Wt - 900		e - N/A		Weat	her Radar -	ИО	
No. of Seats - 0	Rated Powe	r - N/A					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				OFF A1	RPORT/STRIP		
Method - N/A Completeness - N/A	ANN ARBOR Destination	, MI		Airport D			
Basic Weather - VMC	bestination			Airport D	аса		
Wind Dir/Speed- 210/010 KTS				Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		•		Lth/Wid -		
Cloud Conditions(1st) - 8000 FT OVER		ght Plan - N	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Cle					N/A	
Obstructions to Vision- NONE	Type Approa	ch Flown - N	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 26		edical Certifica				
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H	•		
PRIVATE	Current	- NO	Total -	49	Last 24	Hrs -	. 1
	Months Since	- UNK/NR	Make/Model-	49	Last 30	Days-	10
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	Days-	17
FREE BALLOON							
Instrument Rating(s) - NONE							
PILOT REPORTED THAT DURING FLIGHT, HE ENG	OUNTERED UNEXPECTE	D LIGHT TURE	BULENCE AND FLEC	TED TO LAN	D AT THE		
T AVAILABLE SPOT. HE STATED THAT DURING A							
ENCOUNTERED THAT FORCED HOT AIR OUT OF TH							

File No. - 1797 8/22/82 WALL LAKE,MI A/C Reg. No. N89MW Time (Lc1) - 0810 EDT

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

Finding(s)

- 1. WEATHER CONDITION TURBULENCE, CLEAR AIR
- 2. WEATHER CONDITION GUSTS
- 3. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NO	NE (GENERAL A	/IATION)	Aircraft [	Damage		Injur	ies	
type operating to the factoria	(32.12.11.2.11		DESTROYED	)	Fatal	Serious	Minor	
Type of Operation -AF Flight Conducted Under -14 Accident Occurred During -MA	CFR 137	CHEMICALS, ETC	Fire ON GROUND	Crew	1 0	0 0	0	0
Aircraft Information								
Make/Model - CESSNA A188		Eng Make/Mo	del - CONTI	NENTAL IO-520-D	ELT :	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-ALL	. FIXED					Narning S		UNK/NR
Max Gross Wt - 4000				- FUEL INJECTED	Weat	ner Radar -	NO	
No. of Seats - 1		Rated Power	- 30	O HP				
Environment/Operations Information	tion	<b>-</b>						
Weather Data		Itinerary				Proximity		
W× Briefing - UNK/NR Method - UNK/NR		Last Departu			OFF ATI	RPORT/STRIP		
Method - UNK/NR Completeness - UNK/NR		SAME AS AC Destination	C/INC		Airport Da	n+n		
Basic Weather - VMC		Destination			A I POP C D	ala		
Wind Dir/Speed- 023/003 KTS	•				Runway	Ident -	N/A	
Visibility - 7.0 SM		ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NON	JE	Type of Flig	ht Plan - N	IONE		Surface -		
Cloud Conditions(2nd) - NON	JE	Type of Clea	rance - N	IONE		Status -		
Obstructions to Vision- NON	1E	Type Approac	h Flown - N	IONE	•			
Precipitation - NON	1E							
Condition of Light - DA	LIGHT							
Personnel Information		r						
Pilot-In-Command	Age	e - 39	Me	edical Certificat			IVERS/LI	MIT
Certificate(s)/Rating(s)	Bie	ennial Flight Re	view	Fligh	t Time (Ho	ours)		NIK /NID
COMMERCIAL		Current	- YES	lotal ~	1100	Last 24	Hrs - U	NK/NK
SE LAND		Months Since	- 23 - UNIZ/ND	Total - Make/Model - Instrument- UN	4 K /ND	Last 30	Days- U	NK/NK NK/ND
		Aircraft Type	- UNK/NR	Instrument on	K/ NK	Last 90	Days- U	INN/INN
Instrument Rating(s) - N	IONE							
Narrative	CHATH BUN THE	ACET MAG FOLLOW	ITAIC THE COL	ITOUR OF THE SIEL	D THE EL	ACMANI THOUGH	UT TUE	
FLAGMAN STATED THAT DURING THE WAS GETTING CLOSE TO THE END OF	SWAIH KUN IHE	ACFI WAS FULLOV	ING THE CON	HIOUK UP IME FIEL	ACET DILL	AGMAN IMUUGI	DI IME	
				PLT'S FIRST AERI				

File No. - 1683 5/19/82 BLUE EARTH,MN A/C Reg. No. N9819V Time (Lc1) - 1700 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

rhase of operatio

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

#### Finding(s)

- 1. OBJECT TREE(S)
- 2. PULL-UP DELAYED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION 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 1677 7/03	/82 SANTISGO,	IN A/	A/C Reg. No. N63183			Time (Lcl) - 1815 CDT				
Basic Information	NONE (CENERAL AND	ATTON				****				
Type Operating Certificate-	NUNE (GENERAL AVI		raft Damage STANTIAL	Fa-	tal	Inju Serious		r None		
Type of Operation -	AERIAL MAPPING/PH		•	Crew	0	0	0			
Flight Conducted Under -	14 CFR 91	NON	E	Pass	0	0	0	0		
Accident Occurred During -	LANDING									
Aircraft Information										
Make/Model - CESSNA 150M		Eng Make/Model -								
Landing Gear - TRICYCLE-FI	XED	Number Engines -				Warning		- YES		
Max Gross Wt - 1600		Engine Type -		ARBURETOR	Weathe	r Radar	- NO			
No. of Seats - 2		Rated Power -	100 HP							
Environment/Operations Inform										
Weather Data		Itinerary				oximity	_			
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Po	int	01	F AIRP	ORT/STRI	Р			
Method - N/A		ST. CLOUD, MN				_				
Completeness - N/A		Destination		Airpo	ort Dat	а				
Basic Weather - VMC Wind Dir/Speed- UNK/NR				n.	inuov T	dent	- N/A			
	SM	ATC/Airspace				th/Wid				
Cloud Conditions(1st) -			an - NONE			urface				
							- N/A			
Cloud Conditions(2nd) - N Obstructions to Vision- N	ONE	Type Approach Flo	wn - NONE							
Precipitation - N	ONE									
Condition of Light - D	AWN									
Personnel Information					<b>-</b>					
Pilot-In-Command	Age	- 30	Medical Cert				AIVERS/I	LIMIT		
<pre>Certificate(s)/Rating(s)</pre>	Bier	nial Flight Review		Flight Tir						
COMMERCIAL			Total				4 Hrs -			
SE LAND, ME LAND		Months Since - 12	Make/Mod	e1- 311		Last 3	O Days-	UNK/NR		
		Months Since - 12 Aircraft Type - UNK	/NR Instrume	nt- 82		Last 9	O Days-	311		
			Multi-En	g - 8						
Instrument Rating(s) -	AIRPLANE									
·-Narrative										
RING AERIAL PHOTO MISSION ENGIN	F REGAN TO RUN PO	UGH. PILOT HÉADED H	OME BUT WAS FORC	ED TO LAND	ENROUT	E. AIRCR	AFT			
ERVED AND NOSED OVER. EXAM OF E				,						

File No 16	77 7/03/82	SANTISGO, MN	A/C Reg. No. N63183	Time (Lc1) - 1815 CDT
Occurrence #1 Phase of Operation	•	RTIAL) - MECH FAILU	RE/MALF	
Finding(s) 1. ENGINE ASSEMBLY	,VALVE - MOVEMENT	RESTRICTED		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this acci-	dent

is/are finding(s) 1

Basic Information							
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -APPLYING SE	EEDS. CHEMICALS. ET		Crew	0	0 /		1
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng Make/	Model - P&W R-905 gines - 1		ELT	Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	gines - 1		Stal	1 Warning S	System -	YES
Max Gross Wt - 4500 No. of Seats - 1	Engine Typ Rated Powe	be - RECIPROCATI er - 450 HP	NG-CARBURE	IOR Weat	her Radar -	· NO	
-Environment/Operations Information					·		
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRIF		
Method - TELEPHONE Completeness - UNK/NR	PRIVATE S Destination			Airport D	-+-		
Basic Weather - VMC	Destination		,	Airbort D	ata		
Wind Dir/Speed- 140/008 KTS				Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 2500 FT SCA					Surface -		
Cloud Conditions(2nd) - NONE	Type of Cle	earance - NONE		Runway	Status -	N/A	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type Approa	ach Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 25	Medical	Certificat	e - VALID	MEDICAL-NO	) WAIVERS	s/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Fligh				.,
COMMERCIAL	Current	- YES Tota	11 -	1140	Last 24		
SE LAND	Months Since	- 18 Make - UNK/NR Inst	Model-	660	Last 30	Days- l	JNK/NR
GLIDER	Aircraft Type	e - UNK/NR Inst	rument-	0	Last 90	Days-	235
Instrument Rating(s) - NONE							

File No 16	76 7/20/82	EAST GRAND FORKS, MN	A/C Reg. No. N8272K	Time (Lc1) - 1500 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRSPEED - NOT 2. STALL - INADVER				
Occurrence #2 Phase of Operation		RIAL APPLICATION		
Occurrence #3 Phase of Operation		RIAL APPLICATION		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the I	Probable Cause(s) of this accid	ent

File No 1791 8/05/82 BRAINE	RD,MN	A/C Reg. No.	N43745	Т	ime (Lc1)	- 1530 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL	Ś	rcraft Damage		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING		re IN GROUND	Crew Pass	0	<b>o</b> 0	0	1
Aircraft Information							
Make/Model - PIPER PA-28-161	Eng Make/Model					Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines		TING-CARBURETO			System - Y	ES .
Max Gross Wt - 2325 No. of Seats - 4	Engine Type Rated Power		IING-CARBURE IC	к weat	ner kadar	- NU	
			·				
Weather Data	Itinerary		Δ	irport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure MINNEAPOLIS,M			ON AIR			
Completeness - N/A	Destination		Δi	rport D	ata		
Basic Weather - VMC	BRAINARD, MN			EAST G			
Wind Dir/Speed- CALMABLE	- ,	ر		Runway	Ident	- 09	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2600/	50
Cloud Conditions(1st) - 4000 FT SCATT	ERED Type of Flight	Plan - NONE		Runway	Surface	- GRASS/TU	RF
Cloud Conditions(2nd) - NONE	Type of Clearar	ice - NONE				- DRY	
Obstructions to Vision- NONE	Type Approach F		CT .				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 61	Medica	l Certificate			AIVERS/LIM	ΙT
	Biennial Flight Revie		Flight		•		_
PRIVATE	Current - Y	ES To	tal - 14		Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since - Aircraft Type - P	1 Mal	ke/Mode1- 9	00	Last 3	O Days- UNI	K/NR
	Aircraft Type - P				Last 9	O Days-	3
		Mu	lti-Eng - 2	20			
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE 							
ILE ON THE LANDING ROLL, THE ENGINE QUIT OPE RESTART THE HOT ENGINE. DURING THIS TIME, S ITED FROM THE AIRCRAFT AND NOTED A SMALL FIR S READILY AVAILABLE, SO THE FIRE JUST BURNED VEALED FIRE DAMAGE ON THE RIGHT SIDE NEAR TH E POSSIBILITY OF FLOODING THE CARBURETOR WAS DAT LEVEL WAS FOUND TO BE 1/64 OF AN INCH LO	MOKE BEGAN COMING FRO E (FLAMES) IN THE LOW ITSELF OUT, BUT SUBS E EXHAUST MANIFOLD, B CONSIDERED, BUT THIS	M UNDER THE E ER PART OF TH TANTIAL DAMAG UT NO LEAKS (	ENGINE COWLING HE ENGINE. NO GE OCCURRED. A DR BROKEN FUEL	. THE P FIRE EX ND INVE LINES	ILOT TINGUISHER STIGATION WERE FOUND		

File No 17	91 8/05/82 BRAINERD, MN	A/C Reg. No. N43745	Time (Lc1) - 1530 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER LANDING - ROLL		
Finding(s) 1. FUEL SYSTEM,CAR 2. ADJUSTMENT -	BURETOR - OTHER IMPROPER - OTHER MAINTENANCE PSNL		
	FIRE STANDING - STARTING ENGINE(S)		
Finding(s) 3. UNDETERMINED			
Probable Cause			
The National Transpois/are finding(s) 3	rtation Safety Board determines tha	at the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1	.2	

Type Operating Certificate-NONE (GENER	AL AVIATION)	ATION) Aircraft Damage				ies	
T was a C Outstand Law COOR CONTROL		SUBSTANTIAL Fire		Fatal	Serious		
Type of Operation -CROP CONTRO Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	L RELATED FLIGHT	NONE		Ö		0	0
-Aircraft Information							
Make/Model - TEXAS HELICOPTER CORP. Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 1	Number Engir	nes - 1 - RECIPROCATI		Stal	l Warning S	ystem - N	
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary G Last Departur SAME AS ACC		Δ		Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination	.,	Αi	rport Da	ata		
Wind Dir/Speed- VARIABLE-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 Approach	nt Plan - NONE rance - NONE n Flown - NONE		Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
-Personnel Information	,						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Rev	Medical Medical	Certificate Flight			WAIVERS/	LIMIT
COMMERCIAL SE LAND, ME LAND, SE SEA HELICOPTER	Biennial Flight Rev Current - Months Since - Aircraft Type -	· 269C Inst	1 - 31 /Model- 2 rument- UNK/ i-Eng - UNK/	45 26 NR	Last 24 Last 30 Last 90	Hrs - Days- Days- aft -	10 95 200 480
Instrument Rating(s) - AIRPLANE							
-Narrative PLT HAD REDUCED THE SPRAY LOAD FROM 90 TO BLOWING LIGHTLY DURING PREVIOUS TAKEOFF! ING THE TAKEOFF IT FAILED TO OBTAIN TRANS	S BUT WERE CALM DURIN	IG THIS TAKEOFF.					

File No. - 1672 7/20/82 10 SW OF MILAN,MO A/C Reg. No. N38117 Time (Lc1) - 1700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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

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

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

File No 1640 8/09/82 SPI	RINGFIELD, MO	A/C Reg. No. N7904C			Time (Lc1) - 1910 CDT			
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage	Damage		Injuries			
·		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	DNAL - DUAL	Fire	Crew	0	0 .	0	2	
Accident Occurred During -LANDING	•	NONE	Pass	0	0	0	0	
Aircraft Information								
Make/Model - PIPER PA-28-235		/Model - LYCOMING 0-54						
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning Sy		ES `	
Max Gross Wt - 2900 No. of Seats - 4	Engine I Rated Po	ype - RECIPROCATING wer - 235 HP	G-CARBURE	TOR Weat	her Radar -	NO		
Environment/Operations Information								
Weather Data	Itinerary				Proximity ·			
<pre>Wx Briefing - NO RECORD OF BRIEF Method - N/A</pre>		rture Point		ON AIR	PURI			
Completeness - N/A	Destination	ACC/INC		Airport D	a+a			
Basic Weather - VMC	Destination	· ·			ata FIELD DOWNTO	ואאו		
Wind Dir/Speed- 310/005 KTS						28		
Visibility - 15.0 SM	ATC/Airspace	e			Lth/Wid -		35	
Cloud Conditions(1st) - 25000 FT B	ROKEN Type of F	light Plan - NONE		Runway	Surface -	ASPHALT		
Cloud Conditions(2nd) - NONE		learance - NONE			Status -	DRY		
Obstructions to Vision- NONE	Type Appro	oach Flown - VISUAL Fl	ULL CIRCU	ΙΤ				
Precipitation - NONE								
Condition of Light - DAYLIGHT			· 					
Personnel Information								
Pilot-In-Command	Age - 34	Medical Ce			MEDÍCAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Current			t Time (H 3125	ours) Last 24	Una -	2	
COMMERCIAL,CFI SE LAND.ME LAND	Months Since		Mode1-	3125 665	Last 24 Last 30		25 ·	
SE LAND, ME LAND	Aircraft Tvi			128	Last 90		70	
	A	Multi	-Eng -	370	2401 00	Suy S	. •	
Instrument Rating(s) - AIRPLANE								
Narrative							<b></b>	
TER PASSING OVER AN IMAGINARY OBSTACLE DU	RING A SHORT FIFID	LANDING. THE STUDENT	FLARED H	IGH WITHO	UT ADDING SE	JEFICIENT		
WER CAUSING THE ACFT TO INCREASE THE DESC								

File No. - 1640 8/09/82 SPRINGFIELD,MO A/C Reg. No. N7904C Time (Lc1) - 1910 CDT

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

Finding(s)
1. FLARE - IMPROPER - DUAL STUDENT
2. PROPER DESCENT RATE - NOT ATTAINED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----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 1739 8	3/20/82 KANS	SAS CITY, MO	A/C Reg	. No. N237A	м .	Т	ime (Lc1)	- 1443 CD	T
Basic Information Type Operating Certifica Type of Operation Flight Conducted Under Accident Occurred During	COMMUTER -SCHEDULED,D -14 CFR 135	R DOMESTIC,PAX/CARGO	Aircraft SUBSTANT Fire NONE		Crew Pass	Fatal O O	Inju Serious O O	ries Minor O O	None 2 10
Aircraft Information Make/Model - SWEARING Landing Gear - TRICYCLE Max Gross Wt - 12500 No. of Seats - 22	GEN SA226TC E-RETRACTABLE	Eng Make/Mo Number Eng Engine Type Rated Power	ines - 2 e - TURB			Stal	Installed/ l Warning her Radar	System -	and the second s
Environment/Operations Inf Weather Data  Wx Briefing - COMPAN Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 6.0 Cloud Conditions(1st) Cloud Conditions (2nd) Obstructions to Vision Precipitation Condition of Light	NY R R S S M - NONE - NONE D- HAZE - NONE	Itinerary Last Departo WICHITA,KS Destination TOPEKA,KS  ATC/Airspace Type of Flig Type of Clea	ght Plan - arance -	TOWER	Δ	ON AIR irport D DOWNTO Runway Runway Runway Runway Runway	ata WN Ident Lth/Wid Surface		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s ATP SE LAND,ME LAND		Age - 45 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - UNK/NR	edical Cert Total Make/Mod Instrume Multi-En	Flight - 9 el- 3 nt-UNK	: Time (H 1273 8456 :/NR	ours)	4 Hrs - O Days- U	3
Instrument Rating(s)	- AIRPLANE								
DURING THE APPROACH TO TOPEKA MANY UNSUCCESSFUL ATTEMPTS TO DOORS. THE AFT HINGE BOLT WAS JAM THE GEAR AS IT STARTED TO COMPANY MAINTENANCE WAS UNABLE BEING CARRIED AS A DELAYED DISALMOST IMPOSSIBLE TO INSPECT, MAJOR UNDERTAKING THE MANFACTUTHE GEAR DOORS. THIS EMERGENCY	LOWER THE LEFT MISSING FROM TEXTEND. 17 DAYE TO RETORQUE TEXTED THES REMOVE, LUBRIC JRER STATED THA	GEAR ELECTED TO LANCHE LEFT INBOARD GEAF S PRIOR TO THE ACCIE HE BOLT DUE TO THE N E PARTS CAN ONLY BE CATE, INSTALL, TORQUE T "SHORT CYCLING" TH	ND WHEELS-U DOOR, ALL DENT THE LO NUTPLATE AT LUBRICATED E & SAFETY HE GEAR AS	P. THE LEFT OWING THE G OSE AFT HIN TACHMENT RI BEFORE INS REPLACEMENT MANY AS 18	MAIN GEAR DOOGE WAS VETS BETALLATIOF THE	EAR WAS IR TO SHI NOTED DU ING STRI ON. THE NUTPLAT	JAMMED INT FT JUST EN RING PREFL PPED. THIS ENTIRE ASS E IS CONSI NTUALLY BR	O THE GEA OUGH TO IGHT. ITEM WAS EMBLY IS DERED A	R

File No. - 1739 8/20/82 KANSAS CITY, MO A/C Reg. No. N237AM Time (Lc1) - 1443 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED 2. LANDING GEAR, MAIN GEAR - MOVEMENT RESTRICTED 3. DOOR, LANDING GEAR - ASSEMBLY 4. DOOR, LANDING GEAR - LOOSE 5. DOOR, LANDING GEAR - DISCONNECTED 6. REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL 7. AIRCRAFT/EQUIPMENT.INADEQUATE DESIGN(STANDARD/REQUIREMENT).AIRFRAME - MANUFACTURER Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INFORMATION INSUFFICIENT - MANUFACTURER 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) 1,2,3,4,5,6

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aii	craft Damage			Injur	ies	
type operating continued to the terminal		STROYED		Fatal	Serious		None
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	. RELATED FLIGHT Fil NO		Crew Pass	0	0	0	1 0
Aircraft Information	F M. I /M						NO N
Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED	Number Engines	- LYCOMING 0-540			nstalled/A Warning S		
Max Gross Wt - 2900		- RECIPROCATING-	CARBURETO				1013/1013
No. of Seats - 1	Rated Power	- 235 HP					
Environment/Operations Information							
Weather Data	Itinerary		,		roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure F SAME AS ACC/IN			ON AIRS	TRIP		
Completeness - N/A	Destination		Δ.	irport Da	ta		
Basic Weather - VMC	2000111.001011		,.	, , <b>,</b> , , , , , , , , , , , , , , , ,			
Wind Dir/Speed- 225/010 KTS						UNK/NR	
Visibility - 10.0 SM	ATC/Airspace	A. MONE			Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight F Type of Clearand				Surface - Status -	UNK/NR UNK/NR	
Obstructions to Vision- NONE	Type Approach F			Karmay	Status	Oran, ran	
Precipitation - NONE							
Condition of Light - DAYLIGHT			- <b></b>				
Personnel Information	A	Maddani Onn		VAL TO	MEDICAL WA	TVEDC /L TN	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Cer		Time (Ho		IVERS/LIM	11 1
COMMERCIAL	Current - YI	S Total		000		Hrs - UN	K/NR
SE LAND	Months Since - ' Aircraft Type - UN		de1- 32	250	Last 30	Days- UN	K/NR
	Aircraft Type - UN	WK/NR Instrum	ent-	0	Last 90	Days- UN	IK/NR
Instrument Rating(s) - NONE							
 Narrative							
NAMMATIVE PILOT WAS TAKING OFF FROM A SMALL AG STRI	P WHEN HIS LEFT WING WE	NT INTO MILO GRO	VING BEST	DE THE S	TRIP.		
EQUENTLY, THE AIRCRAFT SPUN AROUND AND FL							

File No. - 1747 8/20/82 FISK,MO A/C Reg. No. N8787L Time (Lc1) - 1300 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
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

File No 1741 8/22/82 OZA	RK,MO A/C Re	j. No. N922	Τi	me (Lc1) -	- 1615 CDT	
Basic Information Type Operating Certificate-NONE (GENE				Injur		
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	O	0	O .
Accident Occurred During -TAKEOFF	·	Other	0	2		0
Aircraft Information						
Make/Model - LAWSON SPECIAL DG-1	Eng Make/Mode1 - CON	INENTAL C85-8FJ			Activated -	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stall	Warning S	System - NO	١ ,
Max Gross Wt - 839	Engine Type - REC	PROCATING-CARBURE	TOR Weath	er Radar -	- NO	
No. of Seats - 1	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
'Wx Briefing - NO RECORD OF BRIEFI			ON AIRP			
Method - N/A	OZARK.MO		011 A2111	0111		
Completeness - N/A	Destination		Airport Da	t a		
Basic Weather - VMC	CARTHAGE, MO	,		K SOUTH		
Wind Dir/Speed- 220/010 KTS	CARTHAGE, MO			-	- 17	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		40
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface -		40
Cloud Conditions(2nd) - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Approach Flown -		Ruiway	Status	DKI	
	Type Approach Flown -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DATLIGHT						
Personnel Information						
Pilot-In-Command	3	ledical Certificat			) WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (Ho			
PRIVATE	Current - YES	Total -	184	Last 24	Hrs -	, 1
SE LAND	Current - YES Months Since - 1	Make/Model-			Days- UNK	
	Aircraft Type - C-150	Instrument-	2	Last 90	Days-	9
Instrument Rating(s) - NONE						
This trument kating(s) - None						
Narrative						
THE ACCIDENT OCCURRED DURING A FLY-IN. SEVE	RAL HUNDRED SPECTATORS WERE AT	THE ARPT. THE ACF	T LIFTED O	FF RWY 18	IN A	
NOSE-HIGH ATTITUDE, THE LEFT WING DIPPED DO	WN & THE ACFT SETTLED BACK TO	HE GROUND IN A NO	SE-HIGH AT	TITUDE. TH	IE ACFT	
IMPACTED ABOUT 50 FT EAST OF THE RWY HEADIN	G SE & THEN SLID ABOUT 200 FT A	CROSS THE GRASS B	EFORE HITT	ING THREE		
SPECTATORS WHO WERE POSITIONED ALONG A LINE	200 FT EAST OF THE NORTH RWY.	THE PLT STATED TH	AT A RADIO	CONTROLLE	D	
MODEL AIRPLANE APPEARED IN FRONT OF HIM JUS						
SAID HE SAW R/C'S OPERATING IN THE VICINITY						
JALE THE STATE OF CONTRACT AND THE PROPERTY	o, itte time der one o at the tal		-			

File No 17	41 8/22/82	OZARK,MO	A/C Reg. N	o. N922	Time (Lc1) - 1615 CDT
Occurrence #1 Phase of Operation					
	IES - INADEQUATE FIONS - INADEQUATE S CONDITION - NOT C DUS CONDITION - PER DRMED - PILOT IN CO MAINTAINED - PILOT	MMAND IN COMMAND MAND			
Occurrence #2 Phase of Operation	TAKEOFF - INITIAL	ON WITH TERRAIN CLIMB			
Occurrence #3 Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH OBJECT			•
Finding(s) 10. OBJECT - OTHER I					
Probable Cause					
The National Transports/are finding(s) 2,3		d determines that th	e Probable Cause(s	) of this	accident
Factor(s) relating to	this accident is/	are finding(s) 1,5			

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Injur	ries	
, , , , , , , , , , , , , , , , , , ,	_ ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTANTIA		Fatal	-		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	Ο,	0	0	1
Make/Model - PIPER PA-22-150			NG 0-320-A1A				
Landing Gear - TRICYCLE-FIXED							0
Max Gross Wt - 1950	<u> </u>		DCATING-CARBURE	TOR Weat	her Radar -	- NO	
No. of Seats - 4	Rated Power	er - 150	HP 				
-Environment/Operations Information Weather Data	Itinerary			Ainmon+	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ure Point			RPORT/STRIF	•	
Method - N/A	SAME AS A			011 71	KI OK 17 51 KI		
Completeness - N/A	Destination	, 2.110		Airport D	ata		
Basic Weather - VMC				HARBET			
Wind Dir/Speed- CALM				Runway	Ident -	- 28	
Visibility - 10.0 SM	ATC/Airspace		,	Runway	Lth/Wid -	- 2300/	100
Cloud Conditions(1st) - NONE		ght Plan - NO			Surface -		RF
Cloud Conditions(2nd) - NONE		earance - NO			Status -	- DRY	
Obstructions to Vision- NONE	Type Approa	ich Flown - VI	SUAL FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 44	Mod	ical Certificat	o - VALTO	MEDICAL -W/	TVFDS/ITM	тт
Certificate(s)/Rating(s)	Biennial Flight F			t Time (H		TVENS/ LIM	
PRIVATE	Current	- YES	Total -		Last 24	1 Hrs -	0
SE LAND	Months Since	- 11	Make/Model-		Last 30		K/NR
	Aircraft Type		Instrument-	51	Last 90	Days-	1
Instrument Rating(s) - NONE							
-Narrative	VATE ATDOTDED #115	. DILOT ADDED	DOLUED FOR 4 00	ADOUND			
LE ATTEMPTING A POWER-OFF LANDING AT A PRI					AD COLLADES	D AND	
ENGINE SPUTTERED, LOST POWER AND THE PILO AIRCRAFT NOSED OVER. WATER WAS FOUND IN T							
MINCRMII NUSED UVEK. WAIEK WAS FUUND IN II	HE LOSE IN THE FEL	I TAINN AINU IIN	THE FUEL GASCO	LAIUR. WIT	FIA THE MATE	-N WM3	

File No 16	16 8/30/82	HIGGINSVILLE,MO	A/C Reg.	No. N6914D	Time (Lc1) - 1930 CDT
Occurrence #1 Phase of Operation					
3. FLUID, FUEL - WA	ELAYED - PILOT IN C TER	OMMAND T CORRECTED - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation		OUCHDOWN .	~		
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI	ON - UPHILL				
Occurrence #4 Phase of Operation	LANDING - ROLL				
Probable Cause					
The National Transpois/are finding(s) 2,		d determines that the	Probable Cause	(s) of this acci	dent
Factor(s) relating t	o this accident is/a	are finding(s) 1,3,5			

-Basic Information	I AVIATION) Aimo	noft Demeso			Ini	inios	
Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL		Fatal	Serious	uries Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0		1
Flight Conducted Under -14 CFR 91	NON	E	Pass	0	0	0	3
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BEECH 90	Eng Make/Model -					/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -					System -	YES
Max Gross Wt - 9300	Engine Type -			Weat	her Radar	- UNK/NR	
No. of Seats - 10	Rated Power -	500 HP					
-Environment/Operations Information							
Weather Data	Itinerary	J		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po CALGARY.CD	ınt		ON AIR	PURI		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	BILLINGS, MT			•	GS LOGAN		
Wind Dir/Speed- 330/004 KTS	3333233,				Ident	- 22	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid	- 5704/	150
Cloud Conditions(1st) - NONE	Type of Flight Pl	an - VFR		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance				Status	- DRY	
Obstructions to Vision- NONE	Type Approach Flo	wn - VISUAL STR	AIGHT-II	N			
Precipitation - NONE							
Condition of Light - DAYLIGHT	·						
-Personnel Information							
Pilot-In-Command	Age - 29					WAIVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review Current - UNK	/NR Total		t Time (H 4000		24 Hrs -	4
SE LAND, ME LAND	Months Since - UNK			1280		30 Days- U	
SE EAND, ME EAND	Aircraft Type - UNK			420	Last	30 Days - 0. 30 Days-	84
	Arrorare Type Sin	Multi-E		2800			
Instrument Rating(s) - AIRPLANE							
-narrative PLT MISJUDGED ALTITUDE & AIRSPEED RESULTI	NG TN A HAPD LANDNG THE	DIGHT MAIN GEAL	D ASSEMI	RIV RROKE	THROUGH :	THE	
ER SURFACE OF THE WING. THE RWY IS ABOUT 3				SEL BROKE	TIROUGH		

File No 165	51 8/05/82	BILLINGS, MT	A/C Reg. No. N895K	Time (Lc1) - 1045 MDT	
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN			
Finding(s) 1. AIRSPEED - MISJU 2. ALTITUDE - MISJU					
	GEAR COLLAPSED LANDING - FLARE/	TOUCHDOWN		·	
Finding(s) 3. LANDING GEAR,MAI	N GEAR ATTACHMENT	- OVERLOAD			
Probable Cause					
The National Transporis/are finding(s) 1,2		rd determines that th	ne Probable Cause(s) of this accid	dent	

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Basic Information Type Operating Certificate-NONE (GENERA		craft Damage			Injur		
		BSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		e NE	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NO	NE ,	Pass	O	0	0	0
Aircraft Information	,						
Make/Model - EVANS VP-1	Eng Make/Model Number Engines Engine Type	- VW 1700.		ELT	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900	Engine Type	- 1 - DECIDENCATING	-CADDIIDET	Stai Healt	ı warnıng s	system - N	Ų
No. of Seats - 1		- 65 HP	CARBORE	UK Weat	lei kadai	140	
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	nint			Proximity RPORT/STRIP	,	
Method - N/A	SAME AS ACC/IN			OFF AT	KPUKI/ SIKIP		
Completeness - N/A	Destination	•	1	Airport D	ata		
Basic Weather - VMC				SOUTHE	AST		
Wind Dir/Speed- CALM			-		Ident -		
Visibility - 8.0 SM	ATC/Airspace			Runway	Lth/Wid -	3000/	100
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight P Type of Clearanc				Surface - Status -		
Obstructions to Vision- NONE	Type Approach F1			Runway	status -	DRI	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - UNK/NR	Medical Cer	rtificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (H		-•	
STUDENT	Current - N/	A Total	-	51	Last 24	Hrs - UN	K/NR
	Months Since - N/ Aircraft Type - N/	A Make/Mo	ode1-	1	Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - N/	A Instrum	ment-	2	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
Nonnativa							
Narrative	F THE ACET STRUCK THE	CONTINU ADDOCATMA	ATELY SO	DEG NOSE	DOWN INSE	PECTION	
ENG QUIT AT ABOUT 100 FT AGL AFTER TAKEOF		GROUND APPROXIMA					

File No 16	87 7/20/82 GRÈENSBORO,NC	A/C Reg. No. N2260K	Time (Lc1) - 1945 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/M TAKEOFF - INITIAL CLIMB	ALFUNCTION	
Finding(s) 1. FUEL SYSTEM,STR 2. FLUID,FUEL - CO	NTAMINATION		
Occurrence #2 Phase of Operation	APPROACH		
Occurrence #3 Phase of Operation	LOSS OF CONTROL - IN FLIGHT APPROACH		
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,3	e Probable Cause(s) of this accide	ent

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft	Damage		Inju	ıries	
Type operating out throate none (at	ALIA TON,		IAL	Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9		Fire	Cre	w O	0	1	0
	1	NONE	Pas	s 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172			MING 0-320-H2AD				
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1	PROCATING-CARBU	Sta	ll Warning	System - Y	ES
Max Gross Wt - 2400 No. of Seats - 4	Engine i Rated Po	ype - RECI wer - 1	60 HP	RETUR Wea	ther Radar	- NU	
Environment/Operations Information							
Manthau Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depa				IRPORT/STRI	Р	
Method - RADIO	DILLON,						
Completeness - PARTIAL,LMTD BY P	ILOT Destinatio			Airport (	Data		
Basic Weather - VMC	BENNETT	SVILLE, NC		_			
Wind Dir/Speed- 250/010 KTS	470/4		,		/ Ident		
Visibility - 5.0 SM Cloud Conditions(1st) - 2000 FT	ATC/Airspac	e light Dlan -	NONE		/ Lth/Wid / Surface		
Cloud Conditions(1st) - 2000 FI	Type of C	learance -	NONE		y Status		
Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE	Type Of C	oach Flown -	NONE	Kariwa,	, status	117.5	
Precipitation - RAIN							
Condition of Light - NIGHT (DA	RK)						
Personnel Information						_	
Pilot-In-Command	Age - 49 Biennial Flight	M	edical Certific			AIVERS/LIM	IT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight	Review	Flig Total -	gnt lime ()	Hours) Last 2	A Une -	1.4
SE LAND	Months Sinc	- 1ES	Make/Model-	450	Last 2	O Davs- UN	K/NR
SE EARD	Aircraft Tv	pe - C-172	Make/Model- Instrument-	525	Last 9	O Days-	139
			Multi-Eng -	39		<b>,</b>	
Instrument Rating(s) - NONE							
Narrative							
WEATHER BRIEFING FORECAST THUNDERSTOR	MS HOWEVER THE BILOT	TOOK OFF ON	A CDOSS COLINTOV	AND CIRCUI	MNAVIGATED	TWO CELLS	
			DOWNDRAFT CAUG				

File No 165	7/28/82	LAURINBURG,NC	A/C Reg. No. N733JU	Time (Lc1) - 1900 EDT	
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s)  1. WEATHER CONDITION 2. WEATHER CONDITION 3. FLIGHT INTO KN	N - TURBULENCE (TH	UNDERSTORMS) ER - CONTINUED - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation					
Finding(s) 4. WEATHER CONDITIO 5. FLARE - IMPROP		MAND			
Occurrence #3 Phase of Operation		TOUCHDOWN			
Finding(s) 6. TERRAIN CONDITIO	N - SOFT				
Probable Cause	-				
The National Transporis/are finding(s) 5	tation Safety Boa	rd determines that the	Probable Cause(s) of this acci	dent	
Factor(s) relating to	this accident is,	/are finding(s) 1,2,3,	4,6		

File No 1702 8/01/82 MT	AIRY,NC A/C F	Reg. No. N61856	T	ime (Lc1) -	1410 EI	OT - <i></i> -
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320-E2D	ELT	Installed/A	ctivate	d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	ystem -	YES
Max Gross Wt - 2300	Engine Type - RE		TOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE UM		:	ON AIR	PORT		
Method - TELEPHONE	ROCKINGHAM, NC					
Completeness - UNK/NR	Destination		Airport D		v	
Basic Weather - VMC	MT. AIRY,NC			RY-SURRY CT		
Wind Dir/Speed- 270/007 KTS Visibility - 6.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -	36 3500/	75
Cloud Conditions(1st) - 5000 FT SC		- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		•
Obstructions to Vision- HAZE	Type Approach Flown			514145	2	
Precipitation - NONE	()	***************************************	- '			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 0	Medical Certificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - O Biennial Flight Review	Fligh	t Time (F	lours)		
PRIVATE	Current - YES	Total -	70	Last 24	Hrs -	0
SE LAND	Months Since - 6 Aircraft Type - UNK/NR	Make/Mode1-	16	Last 30	Days- 1	JNK/NR
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	Days- 1	JNK/NR
Inchryment Poting(a) NONE						
Instrument Rating(s) - NONE						
Narrative						
R ARRIVING AT THE DESTINATION, THE PILOT						
R TOUCHDOWN, THE PLANE VEERED TO THE RIC REPANCIES WITH THE BRAKING SYSTEM OR NO		GED. A POST CRASH	EXAMINATI	ON REVEALED	NO	

File No 17	02 8/01/82	MT AIRY,NC	A/C Reg. No. N61856	Time (Lc1) - 1410 EDT
Occurrence #1 Phase of Operation		- ON GROUND		
4. DIRECTIONAL CON	ON - GUSTS R WIND CONDITIONS TROL - NOT MAINTA	G - IMPROPER - PILOT : INED - PILOT IN COMMA - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI	ON - DITCH			
Probable Cause				·
The National Transpois/are finding(s) 3,		pard determines that	the Probable Cause(s) of this accid	lent

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

File No 1712 8/28/82 ANGIER,NC 		A/C Reg. No. N9	Time (Lcl) - 1100 EDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION)	Aircraft Damage	·		Inju		
Type of Operation -APPLYING SEER Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	DS, CHEMICALS, ETC	SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - HUGHES 269B Landing Gear - SKID Max Gross Wt - 1670 No. of Seats - 3	Number Engi: Engine Type	del - LYCOMING HIO nes - 1 - RECIP - FUEL - 180 HP	-360-A1A	ELT 1 Stall Weath	nstalled/ Warning ber Radar	Activated System - N - NO	- NO -N/
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departu SAME AS ACC Destination			Airport F OFF AIF	RPORT/STŔII	<b>.</b>	
Basic Weather - VMC Wind Dir/Speed- 330/007 KTS Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Fligh Type of Clean	nt Plan - NONE rance - NONE n Flown - NONE		Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI ME LAND HELICOPTER	Age - 42 Biennial Flight Rev Current Months Since Aircraft Type	view - YES Total - 3 Make/ - UNK/NR Instr	- 7 Model- ument-	: Time (Ho 7900 450 210	ours) Last 24 Last 30 Last 90	4 Hrs - Days- UN Days-	10 K/NR 76
Instrument Rating(s) - AIRPLANE,HE	LICOPTER		-Eng - UNK	V) INK	KUTUPC	rari -	450
-Narrative LE SPAYING SOY BEANS, THE PILOT OBSERVED 3 LE ON A SWATH RUN, THE HELICOPTER STRUCK THAN FORCED LANDING.	POWER LINES BORDER	ING THE FIELD, BUT					

File No. - 1712 8/28/82 ANGIER,NC A/C Reg. No. N9374F Time (Lc1) - 1100 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

File No 1736 5/1	16/82 MARMAT	H,ND	A/C R	eg. No. N8617J		T	ime (Lc1)	- 1830 MDT	
-Basic Information						<b>-</b>			
Type Operating Certificate	3-NONE (GENERAL	. AVIATION)		t Damage			Inju		
<b>.</b>			SUBSTA			Fatal	Serious		None
	-INSTRUCTIONAL	SOLO	Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During	-LANDING								
-Aircraft Information									
Make/Model - ENSTROM F-	-28C	Eng Make/	Model - LY	COMING HIO-360	-E1BD	ELT	Installed/	Activated -	NO -N/
Landing Gear - SKID			aines - 1					System - NO	
Max Gross Wt - 2350				CIP - FUEL INJ	ECTED		her Radar		
No. of Seats - 3		Rated Pow		205 HP				· -	
-Environment/Operations Infor	·								
Weather Data	111a t 1011	Itinerary			٨	irport !	Proximity		
	RD OF BRIEFING	Last Depar	ture Point		^		RPORT/STRI	D	
Method - N/A	.D OI BRILLING	BAKER,MT				OII AI	RPURI/ SIRI	Г	
Completeness - N/A		Destination			Λi	rport Da	a+a		
Basic Weather - VMC		MARMATH.			A 1	i poi t bi	ala		
Wind Dir/Speed- UNK/NR		MARMAIII,	NU			Pupway	Ident	- UNK/NR	
Visibility - 25.0	CM	ATC/Airspace		J			Lth/Wid		
Cloud Conditions(1st) -		Type of F1		- NONE				- GRASS/TUR	E
Cloud Conditions(2nd) -		Type of C1					Status		1
Obstructions to Vision-		Type Appro				Ranway	Jtatus	DKI	
Precipitation -		Type Appro	acii i iowii	NONE					
Condition of Light -									
Pilot-In-Command		Age - 33		Medical Certi	ficato	- VALTD	MEDICAL -NI	O WATVEDS/I	TMTT
Certificate(s)/Rating(s)		Biennial Flight	Peviou		Flight			O WAIVENS/ L	11111
STUDENT		Current	- N/A	T-4-1	LINUZ /	ND.	1+ 0	4 Hrs - UNK	/ND
STODENT		Months Since		Make/Mode	1-	- 4	1 1 0	0 0	/ND
HELICOPTER						ND	Last 9	O Days - UNK	/NP
TILL TOOL TEN		All Craft Typ	C 117 A	Multi-Eng		NR	Rotorc	raft -	51
Instrument Pating(s)	- NONE								
HELICOPTER  Instrument Rating(s)	- NONE	Aircraft Typ	e - N/A	Instrumen	t- UNK/I	NR	Last 9	O Days- UNK O Days- UNK raft -	/NR 51

File No 173	6 5/16/82 MARMATH,I	ND A/C Reg.	. No. N8617J	Time (Lc1) - 1830 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECI CRUISE	H FAILURE/MALFUNCTION		
Finding(s) 1. ENGINE ASSEMBLY, 2. POWERPLANT CON	VALVE - FATIGUE TROLS - IMPROPER USE OF -			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN			
Finding(s) 3. AUTOROTATION - N	OT PERFORMED - PILOT IN COM	- MAND		
Probable Cause	-			
The National Transporis/are finding(s) 1,2	tation Safety Board determin	nes that the Probable Cause	e(s) of this accident	

		LEONARD, ND		A/C Reg	. No. N4461Y		Time (Lcl)	- 0800 CL	)T
-Basic Information Type Operating Certifica	ate-NONE (	GENERAL AVIA	TION)	Aircraft	Damage		Inj	uries	
				SUBSTANT		Fatal	Serious		None
Type of Operation		NG SEEDS, CH	EMICALS, ETO		Cre	-	0	0	1
Flight Conducted Under Accident Occurred During				NONE	Pas	s 0	0	0	0
Make/Model - PIPER PA	-25-235		Eng Make/N	Model - LYCO	MING 0-540-B2B5	ELT	Installed	/Activated	1 - NO -N,
Landing Gear - TAILWHEE	L-ALL FIX	ED	Number Eng	gines - 1		Sta	11 Warning	System -	YES
Max Gross Wt - 2900					PROCATING-CARBU	RETOR Wea	ther Radar	- NO	
No. of Seats - 1			Rated Powe	er - 2	35 HP				
-Environment/Operations Inf	ormation-								
Weather Data		I	tinerary				Proximity		
Wx Briefing - UNK/NR			Last Depart			OFF A	IRPORT/ST	IP	
Method - UNK/NR		ı	GWINNER, N				D - 1 -		
Completeness - UNK/NR Basic Weather - VMC	•		Destination			Airport	Data RD MUNICIF	A.1	
Wind Dir/Speed- 010/00	7 KTC		LEONARD, N	עט			ND MUNICIF	- UNK/NR	
Visibility - 15.0		Α.	TC/Airspace				y Lth/Wid		
Cloud Conditions(1st)				ight Plan - I	NUNE		y Surface		URF
Cloud Conditions(2nd)							y Status		
Obstructions to Vision				ach Flown - I			,		
Precipitation	- NONE		,, .,						
Condition of Light	- DAYLIGH	Т							
-Personnel Information									
Pilot-In-Command			27		edical Certific			WAIVERS/LI	MIT
Certificate(s)/Rating(s	;)		ial Flight F			ght Time (			_
COMMERCIAL, CFI		-	urrent	- YES	Total -			24 Hrs -	3
SE LAND			onths Since		Make/Model-			30 Days-	100
		А	ircraft Type	e - PA-32RT	Instrument-	63	Last	90 Days-	150
Instrument Rating(s)	- AIRPL	ANE							
-Narrative PILOT STATED THE ENGINE LO							CONTACTED	A TREE AND	)
DRCED LANDING WAS MADE IN A	BARLEY	IELD. PUSI FI	LIGHI EXAM >	AMUNED NO KEY	ASUN FUR INF PU	WER LUSS			

File No 16	44 7/26/82	LEONARD, ND	A/C Reg. No. N4461Y	Time (Lc1) - 0800 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AE	RIAL APPLICATION		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		

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

----Probable Cause----

Type Operating Certificate-NONE (GENERA	L AVIATION) ATECE MINO	aft Damage	Fatal	Injur Serious		None
Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	RELATED FLIGHT Fire NONE	Crei Pass	w 0 s 0	0	0	1 0
-Aircraft Information Make/Model - GRUMMAN G164B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Eng Make/Model - Number Engines -	P&W R1340 1 - RECIPROCATING-CARBUI	ELT Stal	Installed/A l Wanning S her Radar -	ystem - Y	
-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	Itinerary Last Departure Poi SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Pla Type of Clearance Type Approach Flow	n - NONE - NONE	ON AIR Airport D GRAFTO Runway Runway Runway	ata N MUNICIPAL	17 3900/ ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 43 Biennial Flight Review Current - UNK/ Months Since - UNK/ Aircraft Type - UNK/	NR lotal - NR Make/Model-	ght Time (F 13326 10000 300	ours) Last 24	Hrs -	8
Instrument Rating(s) - AIRPLANE						
	E NOTICED A CESSNA 172 WI ING HIS TAXI, THE PILOT'S	TH ITS ENGINE RUNNING ATTENTION WAS DIVE	NG IN FRONT RTED BY AN	OF A HANGA		

File No 161	8/06/82	GRAFTON, ND	A/C Reg. No. N6509K	Time (Lc1) - 1900 CDT	
	ON GROUND COLLIS		`		
Finding(s) 1. VISUAL LOOKOUT -	INADEQUATE - PIL	OT IN COMMAND			
Probable Cause					

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

File No 1615 8/06/82 GRAFT	DN, ND A/	/C Reg. No. N8909\	<i>!</i>	Time (Lcl) ·	- 1900 CDT	Ī
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	craft Damage		Injur	ries	
		BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L - DUAL Fire	9	Crew O	0	0	2
Flight Conducted Under -14 CFR 91	ИОИ	NE	Pass 0	0	0	0
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model -	- LYCOMING 0-320-E				
Landing Gear - TRICYCLE-FIXED		- 1		all Warning S		'ES
Max Gross Wt - 2300	Engine Type -	<ul> <li>RECIPROCATING-CA</li> </ul>	RBURETOR We	ather Radar -	- NO	
No. of Seats - 4	Rated Power -	- 150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON A	IRPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC				TON MUNICIPAL	-	
Wind Dir/Speed- 180/005 KTS				- ,	- 17	
Visibility - 15.0 SM	ATC/Airspace	,		ay Lth/Wid -		75
Cloud Conditions(1st) - NONE	Type of Flight Pl			ay Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runw	ay Status -	- DRY	
Obstructions to Vision- NONE	Type Approach Flo	own - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 22				) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time			
COMMERCIAL, CFI	Current - YES	S Total	- 297	Last 24	l Hrs -	, 0
SE LAND	Months Since - 2		1- 159	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK	K/NR Instrumer	nt- 64	Last 90	Days-	36
Instrument Rating(s) - AIRPLANE						
E PILOT STATED THAT AFTER STARTING THE ENGI	WE THE STUDENT DILOT TAY	CIED TO THE DUNIED	ADEA HE ALS	N STATED THE		
					IΤ	
CINE DINID TOOK SEVEDAL MINITES AFTED THE I		, DELITION LITE WIKE	MAC ONN I THE	TITL MU CAL DO		
GINE RUNUP TOOK SEVERAL MINUTES. AFTER THE I ULD NOT TAKE EVASIVE ACTION IN TIME.						

File No 161	5 8/06/82	GRAFTON, ND	A/C Reg. No. N8909V	Time (Lc1) - 1900 CDT	
Occurrence Phase of Operation	ON GROUND COLLIS TAXI - TO TAKEOF				
Finding(s) 1. VISUAL LOOKOUT -	INADEQUATE - PIL	OT 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 1603 8/21/82	ARTHUR, ND	A/C Reg. No. N	19066V	T	ime (Lc1)	- 1600 CD	Т
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Inju	ries	
type speciality section teach mana (		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINE	SS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	1	2
Accident Occurred During -LANDIN	G						
Aircraft Information							
Make/Model - MOONEY M-20F	Eng Make	e/Model - LYCOMING IO	)-360-A1D		Installed/		
Landing Gear - TRICYCLE-RETRACTA		ngines - 1			1 Warning S		YES
Max Gross Wt - 2740		ype - RECIP - FUE	L INJECTED	Weat	her Radar	- NO	
No. of Seats - 4	Rated Po	wer - 200 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		rture Point		ON AIR	PORT		
Method - UNK/NR	GRAND F	•					
Completeness - UNK/NR	Destinatio			Airport D			
Basic Weather - VMC	ARTHUR,	ND			MUNICIPAL		
Wind Dir/Speed- 180/010 KTS						- 17	
Visibility - 6.0 SM	ATC/Airspac				Lth/Wid -		
Cloud Conditions(1st) - 2500 F	<b>,</b>	light Plan - NONE		,	Surface -	•	JRF
Cloud Conditions(2nd) - NONE				,	Status ·	· WET	
Obstructions to Vision- NONE	Type Appr	oach Flown - VISUAL	FULL CIRCU	ΙΤ			
Precipitation - NONE	_						
Condition of Light - DAYLIGH	Г 						
-Personnel Information							
Pilot-In-Command	Age - O	Medical	Certificate			) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Medical Review - YES Tota	Fligh	t Time (H			_
PRIVATE	Current			990	Last 24	Hrs -	3
SE LAND			e/Model-		Last 30		0
	Aircraft ly	pe - UNK/NR Inst	rument-	19	Last 90	Days-	35
Instrument Rating(s) - NONE						•	
Instrument Rating(s) - NONE							

File No 16	03 8/21/82 ARTHUR,ND	A/C Reg. No. N9066V	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation			
2. PROPER TOUCHDOW	H - IMPROPER - PILOT IN COMMAND N POINT - EXCEEDED - PILOT IN COMMAND SSIVE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI 5. TERRAIN CONDITI	ON - DIRT BANK		
Occurrence #3 Phase of Operation	COMPLETE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. LANDING GEAR -			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,3	Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is/are finding(s) 4,5,6		

File No 1602 8/20/82 HOLDF		A/C Reg. No. N8				- 1300 CDT	
-Basic Information Type Operating Certificate-NONE (GENER <i>I</i>		ircraft Damage		5.4.1	Inju		Nana
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	. RELATED FLIGHT F	SUBSTANTIAL ire NONE	Crew Pass	0		Minor O O	None 1 0
-Aircraft Information Make/Model - EAGLE DW-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5400 No. of Seats - 1	Eng Make/Mode Number Engine	1 - LYCOMING IO- s - 1 - RECIP - FUEL	540-M1B5D	ELT Stal		Activated - System - YE - NO	
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/004 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Itinerary Last Departure SAME AS ACC/ Destination  ATC/Airspace Type of Flight Type of Cleara	INC Plan - NONE		OFF AI Airport D BREWST Runway Runway Runway	ER Ident Lth/Wid Surface	P - UNK/NR	F
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Approach			Runway	Status	301 1	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 28 Biennial Flight Revi Current - Months Since - Aircraft Type - U	YES Total	Flight -	t Time (H 2303	ours) Last 2		4
Instrument Rating(s) - AIRPLANE							
-Narrative AIRCRAFT NOSED OVER DURING A FORCED LANDI ISHED SPRAYING AND WAS ON HIS WAY TO REFUE THE TAILWHEEL AIRCRAFT NOSED OVER DUE TO	L WHEN THE LOSS OF PO	WER OCCURRED. HE	PICKED O	JT A SHOR	T FIELD FO		

A/C Reg. No. N8809J File No. - 1602 8/20/82 HOLDREGE, NE Time (Lc1) - 1300 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operating Certificate -NONE (GENERAL AVIATION)  Type of Operating -PERSONAL  Type of Operation -PERSONAL  Accident Occurred During -MANEUVERING Aircraft Information Make/Model - CESSNA 172  Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2150  Max Gross Wt - 2150  No. of Seats - 4  Was Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 140/006 KTS  Visibility - 15.0 SM  Cloud Conditions(1st) - 25000 FT BROKEN  Obstructions to Vision- UNK/NR  Operations Information - 10/NEILL, NE  Obstructions to Vision- UNK/NR  Operations Information - 10/NEILL, NE  Obstructions to Vision- UNK/NR  Operations Information - NONE  Cloud Conditions(2nd) - NONE  Condition of Light - NIGHT (DARK)  -Personnel Information - NONE  PRIVATE  SE LAND  Age - 34  Medical Certificate - VALID MEDICAL-NO MAIVERS/L  Eng Make/Model - LYCOMING 0-320-H2AD  ELT Installed/Activated - NUNE Mumber Engines - 1  Stall Warning System - UN  Number Eng	
SUBSTANTIAL   Fatal   Serious   Minor   Flight   Conducted   Under   -14   CFR 91   NONE   Pass   O   O   1	
Type of Operation	None
Flight Conducted Under	0
Accident Occurred During -MANEUVERING  -Aircraft Information Make/Model - CESSNA 172	ī
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4  Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4  Rated Power - 160 HP  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/006 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Max Gross Wt - 2150 Number Engines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Stall Warning System - UN Number Engines - 1 Stall Warning System - UN Number Engines - 1 Stall Warning System - UN Number Engines - 1 Stall Warning System - UN Number Engines - 1 Stall Warning System - UN Stall Warning System - UN Weather Radar - NO Airport Data Theory Condition Of Airport Data Thomas COUNTY Runway Ident - 26 Runway Ident - 26 Runway Ident - 26 Runway Ident - 26 Runway Surface - CONCRETE Type of Clearance - NONE Runway Surface - CONCRETE Runway Status - UNK/NR Type Approach Flown - NONE Personnel Information Pilot-In-Command Age - 34 Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 201 Last 24 Hrs - Months Since - 20 Make/Model - 124 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - 0 Last 90 Days-  Narrative	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150  Max Gross Wt - 2150  No. of Seats - 4  Environment/Operations Information Weather Data Itinerary Last Departure Point Off AIRPORT/STRIP Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 140/006 KTS Visibility - 15.0 SM ATC/Airspace Runway Ith/Wid - 2800/ Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision - UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/I Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - Months Since - 20 Make/Model - 124 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument Rating(s) - NONE  -Narrative	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150  Max Gross Wt - 2150  No. of Seats - 4  Environment/Operations Information Weather Data Itinerary Last Departure Point Off AIRPORT/STRIP Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 140/006 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 26 Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions to Vision- UNK/NR Precipitation - NONE Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 140/006 KTS Usibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2800/ Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - Months Since - 20 Make/Model - 124 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument O Last 90 Days - Narrative	- YES/Y
No. of Seats - 4  Rated Power - 160 HP  -Environment/Operations Information Weather Data  We striefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Completeness - N/A Basic Weather - VMC Visibility - 15.0 SM Visibility - 15.0 SM Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- UNK/NR Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Airport Proximity Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/	NK/NR
-Environment/Operations Information Weather Data W Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- 140/006 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- UNK/NR Destination Type of Clearance - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination O'NEILL,NE O'NE	
Weather Data Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed 140/006 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 25000 FT BROKEN Cloud Conditions(2nd) - NONE Cloud Conditions to Vision - UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Itinerary Last Departure Point SAME AS ACC/INC Destination O'NEILL,NE Destination O'NEILL,NE O'NEILL O'NEILL,NE O'NEILL,NE O'NEILL O'NEILL O'NEILL,NE O'N	
Wx Briefing - NO RECORD OF BRIEFING	
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC O'NEILL,NE THOMAS COUNTY Wind Dir/Speed- 140/006 KTS Runway Ident - 26 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2800/ Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - NONE Runway Surface - CONCRETE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- UNK/NR Type Approach Flown - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model - 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 0 Last 90 Days-  Instrument Rating(s) - NONE	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/006 KTS Visibility - 15.0 SM ATC/Airspace Cloud Conditions(1st) - 25000 FT BROKEN Obstructions to Vision- UNK/NR Precipitation Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Aircraft Type - UNK/NR Destination O'NEILL,NE O'NEILL,NE THOMAS COUNTY THOMAS CUTY THOMAS COUNTY THOMAS CUTY THOMAS COUNTY THOMAS	
Basic Weather - VMC	
Wind Dir/Speed- 140/006 KTS  Visibility - 15.0 SM  ATC/Airspace Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Obstructions to Vision- Precipitation - NONE Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 34  Medical Certificate - VALID MEDICAL-NO WAIVERS/L Current - YES Total - 201  Months Since - 20 Make/Model- 124  Last 30 Days- UNK/NR  Instrument Rating(s) - NONE Narrative	
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 2800/ Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - NONE Runway Surface - CONCRETE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision - UNK/NR Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model- 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 0 Last 90 Days-  Instrument Rating(s) - NONE	
Cloud Conditions(1st) - 25000 FT BROKEN Type of Flight Plan - NONE Runway Surface - CONCRETE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- UNK/NR Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - Months Since - 20 Make/Model - 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - O Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- UNK/NR Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model - 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument - 0 Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	50
Obstructions to Vision- UNK/NR Type Approach Flown - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model- 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 0 Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	
Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model- 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 0 Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	
Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model- 124 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 0 Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	
-Personnel Information Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) · PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model - 124 Last 30 Days- UNW Aircraft Type - UNK/NR Instrument - 0 Last 90 Days-  Instrument Rating(s) - NONE  -Narrative	
Pilot-In-Command Age - 34 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model - 124 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument - 0 Last 90 Days -  Instrument Rating(s) - NONE  -Narrative	
Certificate(s)/Rating(s)  Biennial Flight Review  Flight Time (Hours)  PRIVATE  Current - YES  Total - 201  Last 24 Hrs -  SE LAND  Months Since - 20  Make/Model - 124  Last 30 Days - UNK/NR  Instrument - 0  Last 90 Days -  Instrument Rating(s) - NONE  -Narrative	
PRIVATE Current - YES Total - 201 Last 24 Hrs - SE LAND Months Since - 20 Make/Model - 124 Last 30 Days - UNK Aircraft Type - UNK/NR Instrument - 0 Last 90 Days -  Instrument Rating(s) - NONE  -Narrative	_IMIT
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE -Narrative	
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- Instrument Rating(s) - NONE -Narrative	. 3
Instrument Rating(s) - NONE -Narrative	
	17
PILOT REPORTED THAT AFTER HE TOOK OFF ON A DARK NIGHT. HE REMEMBERED THERE WERE OBSTACLES IN THAT AREA	
HE REVERSED HIS DIRECTION OF TURN. HE STATED THAT AFTER REVERSING THE TURN, HE BECAME DISORIENTED AND THE	
CRAFT DOVE INTO THE GROUND.	

File No. - 1746 8/21/82 THEDFORD,NE A/C Reg. No. N3419E Time (Lc1) - 2310 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. LIGHT CONDITION - DARK NIGHT PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 4. MANEUVER - PERFORMED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ...... Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

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

### Brief of Accident

File No 1787 8/24/82 SIDNE	Y,NE A/C	Reg. No. N5464E	Τi	me (Lc1) -	1830 MDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ft Damage ANTIAL Crew Pass	_	Injur Serious O O		None 1 0
Accident Occurred During -LANDING				_	O	O
Aircraft Information Make/Model - SKYBOLT Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900 No. of Seats - 2	Eng Make/Model - L' Number Engines - Engine Type - Ri Rated Power -	1 ECIPROCATING-CARBUR	ELT I Stall	nstalled/A	vstem - U	•
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/004 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point OBERLIN,KS Destination SIDNEY,NE  ATC/Airspace Type of Flight Plan Type of Clearance Type Approach Flown	- VFR - NONE	Runway Runway Runway	PORT	UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 50 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/NF	Total -	ht Time (Ho 2022	ours) Last 24	Hrs -	1
Instrument Rating(s) - AIRPLANE						
Narrative WHILE EN ROUTE, THE PILOT USED HIS 1981 ISSUE AT SIDNEY, NE. THE DIRECTORY SHOWED THAT THER (12/30). THE PILOT ELECTED TO LAND ON THE SOD AIRCRAFT STRUCK A DRAINAGE DITCH THAT HAD BEE HIS FORWARD VISIBILITY WAS POOR AND HE DID NO STATED THAT THE SOD RUNWAY HAD BEEN CLOSED FO ALSO, HE SAID THAT RECENTLY, WHEAT HAD BEEN H DITCH HAD BEEN DUG.	E WAS A 3800 FT SOD RUNWAY RUNWAY, NOT KNOWING IT HAD N DUG ACROSS THE AREA. THE IT SEE THE DITCH UNTIL JUST IR OVER A YEAR AND THE RUNWA	(08/26) AND A 6600 D BEEN CLOSED. DURING PILOT STATED THAT E PRIOR TO IMPACT. TH AY BOUNDARY MARKERS	FT CONCRET NG THE LAND DURING LAND HE AIRPORT HAD BEEN R	E RUNWAY PING, THE PING, MANAGER PEMOVED.		

\_\_\_\_\_\_

File No. - 1787 8/24/82 SIDNEY, NE A/C Reg. No. N5464E Time (Lc1) - 1830 MDT

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

#### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 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

File No 1610 7/25/82 MOULT	ONBORO, NH A/C	A/C Reg. No. N64BC		Time (Lc1) - 1645 EDT			
-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur			
T of Garantina DERCOMA		ANTIAL	Fatal		Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas		0 0	0	1	
Accident Occurred During -TAKEOFF	NUNE	Pas	5 0	O	O	U	
-Aircraft Information							
Make/Model - PIPER PA-18S	Eng Make/Model - L			Installed/A			
Landing Gear - FLOAT	Number Engines -			1 Warning S		0	
Max Gross Wt - 1500	Engine Type - R		RETUR Weat	her Radar -	NO	•	
No. of Seats - 2	Rated Power -	125 HP					
-Environment/Operations Information	Thimpson		A	Donaldada			
Weather Data . Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	_		Proximity RPORT/STRIP			
Method - N/A	SAME AS ACC/INC	L	OFF AI	KPUKI/ŞIKIP			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	FORGE VILLAGE, MA		All point b	ata			
Wind Dir/Speed- UNK/NR	TORGE VILLAGE, MA		Runway	Ident -	UNK/NR		
Visibility - 25.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR		
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		Surface -			
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		CHOPPY	
Obstructions to Vision- NONE	Type Approach Flown		•				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 63				IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F				
PRIVATE	Current - YES	Total -				0	
SE LAND, SE SEA	Months Since - 1 Aircraft Type - UNK/N	Make/Model-	150	Last 30	Days- UN	K/NR	
	Aircraft Type - UNK/N	? Instrument-	10	Last 90	Days-	20	
Instrument Rating(s) - NONE							
ORDING TO THE PILOT, HE TAXIED TO A TAKEOF	F POINT FARTHER OUT THAN N	DRMAL AND IT TOOK	LONGER TO G	ET THE PLAN	E "ON		
STEP" DUE TO VERY HEAVY AIR. WHEN THE PIL							
WATER. HOWEVER, HE WAS UNABLE TO CLEAR TH	E TREES DURING THE CLIMB-0	JT. THE TEMPERATUR	E WAS ESTIM	ATED TO BE	78		
REES.							

File No 16	7/25/82	MOULTONBORO,NH	A/C Reg. No. N64BC	Time (Lc1) - 1645 EDT
Occurrence #1 Phase of Operation				
Finding(s)  1. OBJECT - TREE(S)  2. LIFT-OFF - PRE  3. CLIMB - MISJUDGE	MATURE - PILOT IN			
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITIO	ON - HIGH OBSTRUCT	ION(S)		
Probable Cause				
The National Transporis/are finding(s) 2,3	-	rd determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is,	are finding(s) 1		

							DT 
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft				uries	
		SUBSTANT		Fatal			None
Type of Operation -PERSONAL		Fire		ew 0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pa	iss O	0	0	1
-Aircraft Information							
Make/Model - PIPER PA-22-160			MING 0-320-B2A		Installed		
Landing Gear - TRICYCLE-FIXED					all Warning		NO
Max Gross Wt - 1840 No. of Seats - 4	Engine Ty Rated Pov		PROCATING-CARB 60 HP	SURETOR Wea	ather Radar	- NU	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		rture Point		ON A	RPORT		
Method - N/A	LACONIA	•					
Completeness - N/A	Destination	n		Airport			
Basic Weather - VMC	UNK/NR				LAKE		
Wind Dir/Speed- UNK/NR			1		y Ident	- 15	
Visibility - 20.0 SM	ATC/Airspace				y Lth/Wid		
Cloud Conditions(1st) - NONE		light Plan -			y Surface		TURF
Cloud Conditions(2nd) - NONE		learance -		Runwa	ay Status		
Obstructions to Vision- NONE	Type Appro	oach Flown -	NONE			HIGH V	EGETATION
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 39	м	edical Certifi	cate - VAL	D MEDICAL-	NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F1	ight Time	(Hours)		
PRIVATE	Current	- YES	Total -		Last		
SE LAND	Months Since	e - 15		16	Last	30 Days-	UNK/NR
	Aircraft Ty	oe - UNK/NR	Instrument-	8	Last	90 Days-	5
Instrument Rating(s) - NONE							
-Narrative							
PILOT STATED HE LOST POWER DURING TAKED	IFF AND LANDED IN T	REES OFF THE	END OF THE RUN	IWAY.			

Time (Lc1) - 1230 EDT 8/08/82 BARNSTEAD, NH A/C Reg. No. N3627Z File No. - 1633 Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB 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

File No 1628 8/02/82 LONG	BRANCH, NJ	A/C Reg. No. N27	05 <b>M</b>	T	ime (Lc1)	- 1700 ED	Γ
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Iniu	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-	DESTROYED		Fatai	Serious		None
Type of Operation -AERIAL ADVE	RTISING	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 - PIPER PA-12	Eng Make/Mod	el - LYCOMING 0-32	O-A2B	ELT :	[nstalled/	Activated	- NO -N,
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin	es - 1		Stal'	Warning	System - N	10
Max Gross Wt - 1625		- RECIPROCATING	-CARBURETO	R Weath	ner Radar	- NO	
No. of Seats - 3	Rated Power	- 150 HP					
Environment/Operations Information	_						
Weather Data	Itinerary		Α		Proximity	_	
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIR	RPORT/STRI	Р	
Method - N/A	COLTS NECK, Destination	NU	A .3	+ D			
Completeness - N/A Basic Weather - VMC	Destination		A1	rport Da	ata		
Wind Dir/Speed- 165/005 KTS				Punway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight	t Plan - NONF			Surface		
Cloud Conditions(2nd) - NONE	Type of Clear				Status		
Obstructions to Vision- NONE	Type Approach					•	
Precipitation - NONE	,,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26 Biennial Flight Rev	Medical Ce				AIVERS/LIM	ΛΙΤ
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	Time (Ho	ours)		_
COMMERCIAL	Current -	YES Total	- 9	00	Last 2	4 Hrs -	3
SE LAND	Months Since -	YES Total 5 Make/M UNK/NR Instru	odel-	30	Last 3	O Days- Ur	NK/NR
	Aircraft Type -	UNK/NK Instru	ment-	/8	Last 9	o Days-	125
Instrument Rating(s) - NONE							
Narrative							
I THOUGH HE HAD PERFORMED SEVERAL BANNER							
S OF TOWING BANNERS THE ENGINE QUIT. THE		GES READ 1/3 FULL (	OF FUEL. T	HE PILOT	DITCHED	THE	
RAFT WHICH SANK AND HAS NOT BEEN RECOVER							

File No 16	28 8/02/82	LONG BRANCH, NJ	A/C Reg. No. N2705M	Time (Lc1) - 1700 EDT
Occurrence #1 Phase of Operation		L		
Finding(s) 1. UNDETERMINED 2. REFUELING - NOT	PERFORMED - PIL	OT IN COMMAND		
Occurrence #2 Phase of Operation		E/TOUCHDOWN		•
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety B	oard determines that the	Probable Cause(s) of this accide	∍nt

	nor None 0 1 0 1
Installed/Activa 1 Warning.System her Radar - NO	
Proximity PORT  ata R Ident - 27 Lth/Wid - 200 Surface - ASPH Status - DRY	
ours) Last 24 Hrs	- 8 - UNK/NR
	Last 30 Days

File No. - 1753 8/07/82 HANOVER.NJ A/C Reg. No. N2502Z Time (Lc1) - 2030 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

File No 1719 4/15/82	RUIDOSO MUNI,NM	A/C Reg.	No. N4026Q	Т	ime (Lc1) -	1740 MST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft DESTROYED		Fatal	Injur Serious	ries Minor	None
Type of Operation -BUSINES Flight Conducted Under -14 CFR ' Accident Occurred During -LANDING	91	Fire ON GROUND	Cre	ew 2	0	0	0
Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 3400 No. of Seats - 7	LE Number E Engine T	ngines - 1	ING TIO-540 - FUEL INJECT O HP	Stal ED Weat	Installed/A I Warning S her Radar -	System - Y · NO	ES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 210/008 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 15000 FT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa SAME AS Destinatio AMARILL  ATC/Airspac  OVERCAST Type of F Type of C	0,TX e	, IONE ONE	Airport OFF AI Airport D RUIDOS Runway Runway Runway	Proximity RPORT/STRIP Data O MUNICIPAL	18 5500/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND		Review - YES e - 6	Total -	ght Time (F 260 UNK/NR UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR
Instrument Rating(s) - AIRPLAM	NE		-				
Narrative HE AIRCRAFT TOOK OFF FROM RUNWAY 18 WITH 10 DEG AT 8, GUSTING 20 KTS, THE PRESSUNG CCORDING TO WITNESSES, THE AIRCRAFT MADN EFT TURN WAS MADE JUST SOUTH OF THE RUNN LEAR THE TREES IN A WOODED AREA. ABOUT (3) N INVESTIGATION REVEALED NO PREIMPACT MAN NDICATIONS OF A RICH MIXTURE AND THE MIXINFORT ELEVATION WAS 6911 FT, THE ELEVATION/MOUNTAINOUS TERRAIN. THE CONFIGURATION/MOUNTAINOUS TERRAIN. THE CONFIGURATION/MOUNTAINOUS TERRAIN.	RE ALTITUDE WAS ABOUT E A LONGER THAN NORMA WAY WHILE STILL AT A ' B65 FT PAST THE FIRST ALFUNCTION OR FAILURE KTURE CONTROL WAS FOUL FION OF THE CRASH SIT	8900 FT AND M L TAKEOFF ROLL VERY LOW ALTIT CONTACT WITH . A VISUAL OBS ND IN THE FULL E WAS REPORTED	ODERATE TURBUL AND NEVER GAI UDE AND THE AI THE TREES, THE EVATION OF THE RICH POSITION TO BE 7133 FT	ENCE WAS RE NED MUCH AL RCRAFT WAS PLANE IMPA SPARK PLUG THE IN THE VIC	PORTED. TITUDE. A UNABLE TO CTED THE GR S REVEALED	COUND .	

File No. - 1719 4/15/82 RUIDOSO MUNI,NM A/C Reg. No. N4026Q Time (Lc1) - 1740 MST IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND 4. WEATHER CONDITION - TURBULENCE, CLEAR AIR 5. WEATHER CONDITION - GUSTS 6. OBJECT - TREE(S) 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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	age		Ini	uries	
Type operating out the foate none (denter	L AVIA (1014)	SUBSTANTIAL	.gc	Fatal	Serious		n None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	_	0	0	
Accident Occurred During -LANDING			Othe	r 1 	0	0	0
Aircraft Information							
Make/Model - BLANIK L-13	Eng Make/M						ed - NO -N
Landing Gear - N/A	Number Eng				1 Warning		- UNK/NR
Max Gross Wt - 1102	Engine Typ			Weat	her Radar	- NO	
No. of Seats - 2	Rated Powe	r - N/A 					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				ON AIF	PORT		
Method - N/A Completeness - N/A	SAME AS A Destination	CC/INC		Airport D	2+2		
Basic Weather - VMC	Destination			MID VA			•
Wind Dir/Speed- UNK/NR					Ident	- 17	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid		/ 50
Cloud Conditions(1st) - UNK/NR	Type of Fli	ght Plan - NONE			Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Cle	arance - NONE	•	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Approa	ch Flown - NONE	•				
Precipitation - NONE	•						
Condition of Light - DAYLIGHT							
Personnel Information						<u>-</u>	
Pilot-In-Command			al Certifica			WAIVERS/	_IMIT
Certificate(s)/Rating(s)	Biennial Flight R		otal -	nt Time (F 788		24 Hrs -	LINIZ /NID
COMMERCIAL,CFI SE LAND,ME LAND	Current Months Since		ota:  ake/Model-	788 250		24 Hrs - 30 Davs-	
SE LAND, ME LAND	Aircraft Type	_	nstrument-	250		90 Days-	
GLIDER	An crare Type		lulti-Eng -	6	Last	30 Days	ONN, NN
Instrument Rating(s) - AIRPLANE							
Narrative							
NG LANDING THE LEFT WING STRUCK A BYSTAND	ED WIND WANDEDED ON	TO THE EDGE OF	THE ACDUALT (	WEDDIN TA	KING BUOT	O C D A D L I C	

File No 1727	5/08/82 LOS LUNAS,NM	A/C Reg. No. N48032	Time (Lc1) - 1200 MDT
	ROUND COLLISION WITH OBJECT ING - FLARE/TOUCHDOWN		
Finding(s) 1. UNSAFE/HAZARDOUS COND	ITION WARNING - DISREGARDED - S	PECTATOR	
Probable Cause			•

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

-Basic Information					<b>.</b>			
Type Operating Certificate-NONE (GENER	L AVIATION)	Aircraft Damage SUBSTANTIAL			Injur Serious		None	
Type of Operation -INSTRUCTIONA	L - SOLO	Fire	Crew	Fatal O	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	- CESSNA 152 Eng Make/Mod			lode  - LYCOMING 0-235-L2C   ELT Installed/Activated - Note:   Stall Warning System - YES				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1750	Number Eng	ines - 1 e - RECIPROCATI	NO CARRURE	Stal			15	
No. of Seats - 2	Rated Powe		.NG-CARBURE	iok weati	ier kadar -	NU		
-Environment/Operations Information								
Weather Data	ther Data Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT			
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination		Airport Da					
Basic Weather - VMC	, NM			, -	E MUNICIPA	_		
Wind Dir/Speed- 360/009 KTS	ATC/Airspace				Ident - Lth/Wid -	02	100	
Visibility - 40.0 SM Cloud Conditions(1st) - NONE		ght Plan - NONE			Surface -		100	
Cloud Conditions(2nd) - NONE						DRY		
Obstructions to Vision- NONE		ch Flown - VISUAL			514145	5111		
Precipitation - NONE	. , po	on troun.	, 522 5255					
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age26		Certificate			) WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight R			t Time (Ho			•	
STUDENT SE LAND	Current Months Since		ll -		Last 24		3 8	
SE LAND	Aircraft Type	- N/A Make	e/Model- rument-	Ô	Last 30 Last 90	Days-	8	
·	All Clair Type	1113	.i dillerit	Ū	Last st	Days	J	
Instrument Rating(s) - NONE								
-Narrative								
STUDENT PILOT WAS ON HIS FIRST SUPERVISED	SOLO FLIGHT DUDI	NG A TOUCH-AND-GO	LANDING W	HEN POWER	WAS ADDED	FOR		

File No. - 1800 8/15/82 SANTA FE,NM A/C Reg. No. N67834 Time (Lc1) - 0915 MDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH AND GO LANDING - INITIATED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 5

		A/C Reg. No. N540								
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage SUBSTANTIAL			Fatal	Injuries al Serious Minor No					
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SOLO Fi	re IONE	Crew Pass	0 0	0 0	0 0	None 1 0			
-Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines	- LYCOMING 0-320 - 1 - RECIPROCATING - 160 HP		Stal '	Warning S	ystem -				
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Last Departure Point				Airport F ON AIRF						
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE	SAME AS ACC/INC Destination			Airport Data ALAMEDA Runway Ident - 17						
Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Type of Clearan Type Approach F	ce - NONE		Runway Runway	Lth/Wid - Surface -	6080 -				
-Personnel Information Pilot-In-Command	Age - 46	Modden Co.	ntificato	N - WALTO	MEDICAL -NO	WATVEDS	/  TMTT			
Certificate(s)/Rating(s)	Biennial Flight Revie	Review Fligh			te - VALID MEDICAL-NO WAIVERS/LIMIT nt Time (Hours)					
STUDENT SE LAND	Current - N Months Since - N Aircraft Type - N	/A Make/Mo	- odel- ment-		· Last 24 Last 30 Last 90					
Instrument Rating(s) - NONE										
-Narrative STUDENT PILOT LOST CONTROL OF THE AIRCRAF WAY, ENCOUNTERED SANDY TERRAIN, AND WAS DA				THE SIDE	OF THE					

File No. - 1723 8/15/82 ALBUQUERQUE.NM A/C Reg. No. N5404K Time (Lc1) - 1030 MDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. LEVEL OFF - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - LOOSE GRAVEL/SANDY ----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) 1.7

File No 1725 9/26/82 I	LOS LUNAS,NM	A/C Reg. No. N33FN			Time (Lc1) - 1515 MST					
Basic Information Type Operating Certificate-NONE (GI	ENERAL AVIATION)	Aircraft Damage	ımage		Injuries					
T C. O		SUBSTANTIAL		Fatal			None			
Type of Operation -INSTRUC Flight Conducted Under -14 CFR 9	TIONAL - SOLO	Fire NONE	Crew Pass	0 0	0	0	1			
Accident Occurred During -LANDING	3 I	NONE	Pass	U	U	U	U			
Aircraft Information										
Make/Model - SAVILLE HUMMER FALC		Model - CUYUNA 430				Activated				
Landing Gear - UNK/NR	Number Engines - 1									
Max Gross Wt - UNK/NR		pe - RECIPROCATIO	NG~CARBURETO	R Weath	er Radar ·	- NO				
No. of Seats - 1	Rated Pow	er - UNK/NR								
Environment/Operations Information Weather Data	 Itinerary			in-ont D						
Wx Briefing - NO RECORD OF BRIE	ture Point	Д		roximity	<b>.</b>					
Method - N/A	LOS LUNA	OFF AIRPORT/STRIP								
Completeness - N/A	Destination			rport Da	ta					
Basic Weather - VMC	ALBUQUER		,,,							
Wind Dir/Speed- 180/005 KTS				Runway	Ident -	- UNK/NR				
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid -	- UNK/NR				
Cloud Conditions(1st) - 10000 FT						- GRASS/TU	RF			
Cloud Conditions(2nd) - NONE		earance - NONE		Runway	Status -	- DRY				
Obstructions to Vision- NONE	Type Appro	ach Flown - VISUAL S	STRAIGHT-IN							
Precipitation - NONE	•									
Condition of Light - DAYLIGHT										
Personnel Information Pilot-In-Command	Age - UNK/NR	84441 /		VAL 7D	MEDICAL NA	TVEDS /L TM				
Certificate(s)/Rating(s)	Biennial Flight	Medical Certificate - VALID MEDICAL-WAIVERS/LIMI t Review Flight Time (Hours)					11			
STUDENT				58		Hrs -	2			
SE LAND	Months Since				Last 30	Days- UN	k/NR			
	Aircraft Typ		rument-			Days-				
	,		i-Eng -	1		,				
Instrument Rating(s) - NONE										
Narrative E STUDENT PILOT WAS FLYING A HOME BUILT	. III TOAL TOUT ATBODAET	WHITCH HAD BEEN TOO	IED AN ATRIO	DTUINECC						
RTIFICATE. THE AIRCRAFT WAS ABOUT 1100										
CRAFT STRUCK A FENCE AND FLIPPED OVER.										
VITION SYSTEM HAD RENDERED IT INOPERATI										
	· · · · · · · · · · · · · · · · · ·			,						
RNESS SYSTEM PREVENTED PERSONAL INJURY	DURING THE ACCIDENT									

File No 17	25 9/26/82 LOS LUNAS,NM	A/C Reg. No. N33FN	Time (Lc1) - 1515 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE CRUISE - NORMAL	/MALFUNCTION	
Finding(s) 1. IGNITION SYSTEM	- SHORTED		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 2. OBJECT - FENCE			
Occurrence #4 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft D	amage		Injur	ies	
		·	DESTROYED		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-AERIAL MAPPIN	G/PHOTOGRAPHY	Fire NONE	Cre		0	0 1	1
Accident Occurred During			NUNE	Pas	s 0	O	1	O
Aircraft Information								
Make/Model - HUGHES 269 Landing Gear - SKID	В	Eng Make/M	Model - LYCUM	IING HIO-360-A1	A ELI S+a1	Installed/A l Warning S		
Max Gross Wt - 1670		Engine Tyr	pe - RECIP	- FUEL INJECT	ED Weat	her Radar -	NO NO	
No. of Seats - 2		Rated Powe						
Environment/Operations Infor	mation							
Weather Data		Itinerary	boom a Dadood			Proximity		
Wx Briefing - UNK/NR Method - UNK/NR		Last Depart SAME AS A			OFF AT	RPORT/STRIP		
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		•						
Wind Dir/Speed- 240/020						Ident -		
Visibility - 50.0 Cloud Conditions(1st) -		ATC/Airspace		IONE		Lth/Wid -		
Cloud Conditions(1st) -		Type of Flo	ignt Plan - N earance			Surface - Status -		
Obstructions to Vision-				ISUAL STRAIGHT		514143	14/ 5	
Precipitation -		,, ,, ,,						
Condition of Light -	DAYLIGHT 							
Personnel Information Pilot-In-Command		Ago - 04	Ma	dical Certific	oto MON-M	ALID MEDICA		
Certificate(s)/Rating(s)		Age - 24 Biennial Flight F	Review		ght Time (H		<b>L</b>	
COMMERCIAL, PRIVATE		Current	- YES	Total -	664	Last 24	Hrs -	3
SE LAND		Months Since	- 11	Make/Model- Instrument-	178	Last 30	Days- U	NK/NR
HELICOPTER		Aircraft Type	e - UNK/NR	Instrument-	0	Last 90	Days-	13
						Rotorcr	aft -	247
Instrument Rating(s)	- NONE							
Narrative							<b></b>	
PILOT RAN OUT OF FUEL AND AU	TOROTATED TO A	HARD LANDING. H	HE STATED THE	LOW FUEL WARN	ING LIGHT N	EVER CAME O	N. HE	
GOING TO USE THIS AS A SIGNA	L TO REFUEL. T	HIS WOULD GIVE AE	BOUT 15 MINUT	ES OF CRUISE F	LIGHT. THE	LOW LEVEL W	ARNING	

File No. - 1649 5/01/82 NORTH LAS VEGAS, NV A/C Reg. No. N9336F Time (Lc1) - 1145 PDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLUID.FUEL - EXHAUSTION 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND 4. ELECTRICAL SYSTEM, ELECTRIC WIRING - DISCONNECTED 5. JUDGEMENT - POOR - PILOT IN COMMAND 6. WARNING SYSTEM(OTHER) - INOPERATIVE FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. AUTOROTATION - PERFORMED - PILOT IN COMMAND 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) 1,2,3,5 Factor(s) relating to this accident is/are finding(s) 4,6

-Basic Information Type Operating Certificate-NONE (GENER.	ΔΙ ΔΥΙΔΤΙΠΝ)	Aircraft Dama	ane		Injur	ries	
Type operating continued to the (united	al Atlation,	DESTROYED	-gc	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	<i>i</i> 1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - CESSNA 195		e/Model - JACOBS I			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1			1 Warning S		'ES
Max Gross Wt - 3350		ype - RECIPRO		RETOR Weat	her Radar -	- NO	
No. of Seats - 5	Rated Po	ower - 330 l	⊣P 			<b></b>	. <b></b>
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - FSS		rture Point		OFF AI	RPORT/STRIF	•	
Method - TELEPHONE		ACC/INC					
Completeness - FULL Basic Weather - VMC	Destinatio			Airport D	ata   AIRPORT		
Wind Dir/Speed- UNK/NR	TACOMA,	WA				- 27	
Visibility - 40.0 SM	ATC/Airspac		j		Lth/Wid -		75
Cloud Conditions(1st) - NONE	•	light Plan - VFR			Surface -		75
Cloud Conditions(2nd) - NONE		learance - NONI				DRY	
Obstructions to Vision- NONE		oach Flown - VIS					
Precipitation - NONE	31 111		CH AND GO				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51		cal Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			jht Time (H	•		
COMMERCIAL	Current		「otal -		Last 24		0
SE LAND	Months Sinc		Make/Model-	316	Last 30		0
	Aircraft Ty	pe - C-195	Instrument-	2	Last 90	Days-	0
Instrument Rating(s) - NONE							
-Narrative							
WAS REPORTED THE PLT WAS GOING TO MAKE SO							
RD APPROACH THE ACFT WAS OBSERVED ON FINAL							
A LOW ALTITUDE. AT THIS TIME ANOTHER ACFT			WHILE IN THE NATTITUDE.	TUKN & CU	MING RACK O	IN FINAL	

File No. - 1685 7/14/82 CARSON CITY,NV A/C Reg. No. N301M Time (Lc1) - 0740 PDT

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

Finding(s)

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

2. MANEUVER - INITIATED - PILOT IN COMMAND

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

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

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

File No 1703 4/2	29/82 NEW Y	DRK CITY,NY	TY,NY A/C Reg. No. N16959 Time (Lc1) - 1145 EDT				т		
Basic Information									
Type Operating Certificate	e-NONE (GENERA	L AVIATION)	Aircraft				Injur		
			SUBSTANT			tal		Minor	None
	-SIGHTSEEING(	NOT PART 135)	Fire		Crew	0	0	0	1
Flight Conducted Under Accident Occurred During	-14 CFR 91 -LANDING		NONE		Pass	0	0	0	5
Make/Mode1 - BELL 206L		Eng Make	/Model - ALLI	SON 250-C20B		ELT	Installed/A	ctivated	- NO -N/
Landing Gear - FLOAT			naines - 1				1 Warning S		•
Max Gross Wt - 4000		Engine T	_	OSHAFT			her Radar -		
No. of Seats - 7		Rated Po		20 HP					
Environment/Operations Infor	mation								
Weather Data		Itinerary					Proximity		
Wx Briefing - NO RECOR Method - N/A	RD OF BRIEFING		rture Point ACC/INC		0	FF AII	RPORT/STRIP		
Completeness - N/A		Destinatio	•		Airp	ort Da	ata		
Basic Weather - VMC Wind Dir/Speed- 350/017	VTC				п		Idant	N/A	
Visibility - 15.0		ATC/Airspac	. =				Ident - Lth/Wid -		
Cloud Conditions(1st) -				NONE				N/A N/A	
Cloud Conditions(1st) -			light Plan - :learance -			-		N/A N/A	
Obstructions to Vision-		, .			ĸ	unway	Status ~	N/A	
	NONE	Type Appr	oach Flown -	NONE					
Condition of Light -									
Pilot-In-Command		Age - 24	M	ledical Certi	ficate -	VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight	Review	ı	Flight Ti	me (Ho	ours)		
COMMERCIAL, CFI		Current	- YES	Total	- 1339		Last 24	Hrs -	3
SE LAND		Months Sinc	e - 2	Make/Mode			Last 30		30
HELICOPTER		Aircraft Tv	pe - UNK/NR	Instrumen	t- 119		Last 90	-	136
	#	,	•	Multi-Eng	- 17		Rotorcr	•	917
Instrument Rating(s)	- HELICOPTER								
	LUCITOODT ON	A LOCAL STOUTSEE	THE FLT TO TH	IE CTATUE OF I	IDEDIV 0	DETI	DN AC THE	E	
IE FLT DEPARTED THE 34TH STREET OSSED LOWER MANHATTAN, ABOUT 1									
LLECTIVE & ROTOR RPM RETURNED	•								
LUMINATED. THE FLOATS WERE INF									
HE WATER & THE CHIN BUBBLE BROK									
SCLOSED THAT THE FILTER LINE E								SITGALIO	N
ND. A VISUAL EXAMINATION OF THE								OUTPOAR	n
ND. A VISUAL EXAMINATION OF THE ND OF THE FERRUL.	. TAILED PO LI	אנ מ וחב ב־ווטו ד	TILING DISCED	SED THAT THE	RACTURE	UCCUI	KED AT THE	JUIDUARI	J
D OF INE PERKUL.									

File No. - 1703 4/29/82 NEW YORK CITY, NY A/C Reg. No. N16959 Time (Lc1) - 1145 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - FAILURE, PARTIAL Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WINDOW FLIGHT COMPARTMENT WINDOW/WINDSHIELD - FAILURE PARTIAL 4. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injuries		
, , , , , , , , , , , , , , , , , , ,		ANTIAL				None
Type of Operation -PERSONAL	Fire				0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	3
Accident occurred buring "Landing"						
Aircraft Information						
Make/Model - CESSNA 182P	Eng Make/Model - Co	ONTINENTAL 0-470-S	ELT	Installed/	Activated	- YES/Y
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950	Number Engines - Engine Type - RI	TOTAL CARRIES	Stai	l warning	System -	res .
No. of Seats - 4	Rated Power -		ciuk weat	ilei kauai	- 110	
Environment/Operations Information	• • • • • • • • • • • • • • • • • • • •			D.,		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	_	ON AIR	Proximity		
Method - N/A	BROOKHAVEN, NY	· ·	ON AIR	FUKT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	HUNTER, NY		•	MOUNTAIN		
Wind Dir/Speed- UNK/NR			Runway	Ident	- 18	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		150
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Approach Flown		Runway	Status	- DRY	
Precipitation - NONE	Type Approach Frown	- NOINE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES	iotai -	128	Last 2	4 Hrs	0
SE LAND	Months Since - 9 Aircraft Type - UNK/NI	Make/Model-	37	Last 3	O Days- U	NK/NR
	Aircraft Type - UNK/NI	R Instrument	4	Last 9	O Days-	30
Instrument Rating(s) - NONE						
Nemetive						
Narrative BRAKES WERE INEFFECTIVE DURING LANDING &	THE ACET RAN OFF THE SIDE (	OF THE RWY & CAME T	O REST INV	FRTED IN R	USHES	
NST A SMALL HILL. THE BRAKE LININGS WERE						

File No 16	38 7/25/82 	HUNTER, NY	A/C Reg. No.	. N8493M	Time (Lc1) - 1915 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
	AIRCRAFT - INADEQ	UATE - OTHER MAINTE E - PILOT IN COMMAN	0		
Occurrence #2 Phase of Operation	NOSE GEAR COLLAP LANDING - ROLL	SED			
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD				
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI					
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s)	of this accid	dent
Factor(s) relating t	o this accident is,	are finding(s) 4,5			

-Basic Information							
Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor			
Type of Operation -PERSONAL		ire	Crew	0	0	0	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	Ô	O
Accident Occurred During -LANDING				ŭ	ŭ	· ·	· ·
-Aircraft Information							
Make/Model - CESSNA 150M		1 - CONTINENTAL C			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engine				1 Warning S		ES
Max Gross Wt - 1600		- RECIPROCATING	-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information	T t i manan.				D.,		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Doint			Proximity RPORT/STRIP		
Method - N/A	MCLISTER, NY	POTITE		OFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		٨	irport D	2+2		
Basic Weather - VMC	WATERTOWN, NY			•	OWN INTERNA	TIONAL	
Wind Dir/Speed- 210/007 KTS	WATER TOWN, IT					UNK/NR	
Visibility - UNK/NR	ATC/Airspace	J			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight	Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Cleara			•		DRY	
Obstructions to Vision- NONE	Type Approach	Flown - VISUAL ST	RAIGHT-IN	•			
Precipitation - NONE							
Condition of Light - NIGHT (BRIGHT	) 						. <b></b> .
-Personnel Information							
Pilot-In-Command	Age - 47				MEDÍCAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Revi			Time (H	•	11	
COMMERCIAL SE LAND.ME LAND.SE SEA	Current - ' Months Since -	YES Total	- 5 <sup>.</sup>  lode1-	642	Last 24		4 / ND
SE LAND, ME LAND, SE SEA	Aircraft Type -			22 593	Last 30 Last 90	Days- UNK	21
	All'Chart Type -		Eng - 1:		Last 90	Days-	21
		Marci	Liig i	252			
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE EN ROUTE ON A NIGHT FLIGHT, THE ENGINE							
E WHILE ON FINAL APPROACH. THE POWER LINE							
NNER, NOSE COWLING, LIFT STRUT, AND WING W	RE DAMAGED. THE PILO AFTER THE FUEL TANKS I		RFLIFAFD 1	ALL USAB	LE FUEL		

File No 17	35 7/29/82	WATERTOWN,NY	A/C Reg. No. N9169U	Time (Lc1) - 2224 EDT
Occurrence #1 Phase of Operation				
		MPROPER - PILOT IN COP	MMAND	
Occurrence #2 Phase of Operation		NCY 		
Occurrence #3 Phase of Operation		ION WITH OBJECT ATTERN - FINAL APPROAC	сн	
Finding(s) 3. LIGHT CONDITION 4. OBJECT - WIRE,T				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accide	ent

File No 1637 7/31/82 WILL:	AMSON,NY A/C R	eg. No. N6924G 	T	Time (Lcl) - 1045 EDT			
Basic Information Type Operating Certificate-NONE (GENERA		t Damage			Injuries		
T C. O	SUBSTA		Fatal	-	Minor	None	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	L - DUAL Fire NONE		0	0	1 0	1	
Accident Occurred During -LANDING	NUNE	Pass	0	O	U	U	
Aircraft Information							
Make/Model - CESSNA 150L	Eng Make/Model - CO						
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning Sy	stem - YE	ES	
Max Gross Wt - 1600	Engine Type - RE		ETOR Weat	her Radar -	NO		
No. of Seats - 2	Rated Power -	100 HP					
Environment/Operations Information	***						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP			
Method - N/A	PALMYRA,NY		UFF AI	KPUKI/SIKIP			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	WILLIAMSON.NY		Amport	ata			
Wind Dir/Speed- 220/007 KTS			Runwav	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Cloud Conditions(1st) - 3000 FT	Type of Flight Plan			Surface -			
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Approach Flown	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	'						
Pilot-In-Command	Age - 49	Medical Certifica			VERS/LIMI	ΙΤ .	
<pre>Certificate(s)/Rating(s)     COMMERCIAL,CFI</pre>	Biennial Flight Review Current - YES		ht Time (H	ours) Last 24	Una -	0	
SE LAND, ME LAND	Current - YES Months Since - 19	Make/Model-		Last 30		-	
SE LAND, ME LAND	Aircraft Type - UNK/NR		128	last 90	Days ON	5	
	ATTOTAL CTYPE CHANTAN	Multi-Eng -			ft - UNF		
		Marti 21.g				.,	
Instrument Rating(s) - NONE							
Narrative							
RING A DUAL INSTRUCTIONAL FLIGHT THE PILOT	EXPERIENCED A POWER LOSS DU	RING TAKEOFF WHILF	PRACTICIN	G TOUCH AND	GO		
NDINGS. THE AIRCRAFT WAS FORCED TO LAND IN				000 /			
	· · · · · · · · · · · · · · · · · · ·						

File No. - 1637 7/31/82 WILLIAMSON, NY A/C Reg. No. N6924G Time (Lc1) - 1045 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. TOUCH AND GO LANDING - PERFORMED - DUAL STUDENT FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 3

Basic Information Type Operating Certificate-NONE (GENERA	ΔΥΙΔΤΙΠΝ)	Aircraft Da	amade		Inju	ries		
Type operating our tri reate none (denema	2 411411011)	SUBSTANTI		Fatal	•		None	
Type of Operation -FERRY		Fire	Cre		0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	0	
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - CESSNA 310C			NENTAL 10-470-1		Installed/			
Landing Gear - TRICYCLE-RETRACTABLE					1 Warning		YES	
Max Gross Wt - 4830 No. of Seats - 5	Engine Typ Rated Powe		- FUEL INJECT	ED Weather Raɗar - NO .				
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	ure Point		ON AIR	PORT .				
Method - N/A	BUTLER-RO	E,PA						
Completeness - N/A Basic Weather - VMC	Destination	ALCE NIV		Airport D				
Wind Dir/Speed- UNK/NR	SCHROON L	AKE, NY			N LAKE Ident	- 16		
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		50	
Cloud Conditions(1st) - NONE		ght Plan - No	ONE		Surface			
Cloud Conditions(2nd) - NONE		arance - No				- DRY		
Obstructions to Vision- NONE	Type Approa	ch Flown - N	ONE	-				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight R		dical Certifica Flia	ate - VALID ght Time (H		AIVERS/L	IMII	
PRIVATE	Current	- YES	Total -		•	4 Hrs -	3	
SE LAND, ME LAND	Months Since		Make/Model-		Last 2			
	Aircraft Type		Instrument-			O Days-	6	
		·	Multi-Eng -	220		•		
Instrument Rating(s) - NONE								
-Narrative			THE RUNWAY DAM					

File No. - 1629 8/03/82 SCHROON LAKE,NY A/C Reg. No. N6676B Time (Lc1) - 1615 EDT

Occurrence OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
2. INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

----Probable Cause----

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

File No 1631 8/06/82 POES	STENKILL,NY	A/C Reg. No.	N2361K	Time (Lc1) - 1830 EDT				
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage	<u> </u>		Inje	uries		
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation - INSTRUCTION	NAL - SOLO	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0	
Accident Occurred During -TAKEOFF							<del>.</del> .	
-Aircraft Information								
Make/Model - PIPER PA-38-112		e/Model - LYCOMING (						
Landing Gear - TRICYCLE-FIXED		Engines - 1				System - \	/ES	
Max Gross Wt - 3600		Type - RECIPROCAT	ING-CARBURETO	R Weath	ner Radar	- NO		
No. of Seats - 2	Rated P	ower - 112 HP						
-Environment/Operations Information								
Weather Data	Itinerary		Α		roximity			
Wx Briefing - NO RECORD OF BRIEFIN		arture Point		ON AIRE	PORT			
Method - N/A		S ACC/INC						
Completeness - N/A	Destinati	on	Αi	rport Da				
Basic Weather - VMC			1	RENSSEL				
Wind Dir/Speed- 360/005 KTS					Ident	- 36		
Visibility - 7.0 SM	ATC/Airspa					- 2800/	60	
Cloud Conditions(1st) - NONE		Flight Plan - NONE				- ASPHALT		
Cloud Conditions(2nd) - NONE		Clearance - NONE		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type App	roach Flown - NONE	÷					
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 26	Medical	Certificate	- VALTD	MEDICAL -	WATVEDS/LIA	ATT	
Certificate(s)/Rating(s)	Biennial Fligh		Flight			WAITENS, EIN		
STUDENT	Current	- N/A Tot	al -	27	Last :	24 Hrs -	0	
5 · 55 = · · ·	Months Sin	ce - N/A Mal	al - ce/Model- strument-	_ · 27	Last	30 Days- UN	IK/NR	
	Aircraft T	pe - N/A Ins	trument-	0	Last 9	90 Days-	2	
						·		
Instrument Rating(s) - NONE								
-Narrative		<i>a</i>						
ING A TOUCH & GO THE PLT RETRACTED THE FL	APS & APPLIED FU	L POWER. BUT THE AC	FT SEEMED SLU	GGISH IN	GAINING	SPEED.		
PLT APPLIED BRAKES & CUT THE THROTTLE, E								
MP.		- · · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·					

File No. - 1631 8/06/82 POESTENKILL,NY A/C Reg. No. N2361K Time (Lc1) - 1830 EDT

Occurrence OVERRUN Phase of Operation TAKEOFF

Finding(s)

- 1. TOUCH AND GO LANDING PERFORMED PILOT IN COMMAND
- 2. AIRSPEED MISJUDGED PILOT IN COMMAND
- 3. DISTANCE MISJUDGED PILOT IN COMMAND
- 4. ABORTED TAKEOFF DELAYED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, 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) 4

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

Basic Information Type Operating Certificate-NONE (GEN)	FRAL AVIATION)	Aircraft Damage			• Inju	ries	
Type operating out thireate none (den	ENAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - AERONCA 11BC		lodel - CONTINENTAL				Activated	
Landing Gear - FLOAT	Number Eng	ines - 1		Stal	Warning	System - N	0
Max Gross Wt - 1250	Engine Typ	e - RECIPROCATI	NG-CARBURET	OR Weath	ner Radar	- NO	
No. of Seats - 2	Rated Powe	er - 85 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity	<b>.</b>	
Wx Briefing - NO RECORD OF BRIEF				OFF AIR	RPORT/STRI	P	
Method - N/A Completeness - N/A	SAME AS A Destination	CC/ INC	^	irport Da	.+-		
Basic Weather - VMC	Destination		A	ii por c ba	ala		
Wind Dir/Speed- UNK/NR				Runway	Ident	- UNK/NR	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 7000 FT SC				Runway	Surface	- WATER	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Cle	arance - NONE		Runway	Status	- N/A	
	Type Approa	ch Flown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 20	Medical	Certificate	- VALID		J WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Bienniai Flight R	Medical eview - YES Tota	Flight	Time (Ho	Last 2	4 Unc -	0
SE LAND	Months Since	- UNK/NR Make	/Model-	42			
SE EARD	Aircraft Type	- UNK/NR Inst	rument-	0	Last 9	Davs-	12
	жи от от сттуро					, -	
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS MAKING A 360 DEGREE TURN TO	SUDVEY A LAKE LANDING	ADEA WHEN HE LOST	ATDSPEED A	ND STALLE	EN AS HE SI	POTTED A	

File No 16	30 8/06/82 LONG LAKE,NY	A/C Reg. No. N4011E	Time (Lc1) - 1715 EDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROAC	н	
	MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROAC	н	·
Finding(s) 3. TERRAIN CONDITI	ON - WATER,GLASSY		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

ft Damage ANTIAL  YCOMING IO-540 4 ECIP - FUEL IN NK/NR t	Crew Pass 	Stall Weath irport F ON AIRF rport Da SIDNEY Runway	Serious  O  O  Installed/ I Warning ner Radar  Proximity PORT  ata  Ident	O O Activate System - - NO	2 0 ed - UNK/N NO
ANTIAL  YCOMING IO-540 4 ECIP - FUEL IN NK/NR	Crew Pass 	O O ELT I Stall Weath  irport F ON AIRF rport Da SIDNEY Runway	Serious  O  O  Installed/ I Warning ner Radar  Proximity PORT  ata  Ident	Minor O O  Activate System NO	2 0 ed - UNK/N NO
4 ECIP - FUEL IN NK/NR 	Pass  O-K1D5  NJECTED	ELT I Stall Weath irport F ON AIRF rport Da SIDNEY Runway	O Installed/ I Warning ner Radar Proximity PORT ata Ident	Activate System NO	O ed - UNK/N NÖ
4 ECIP - FUEL IN NK/NR 	0-K1D5 NJECTED	ELT I Stall Weath irport F ON AIRF rport Da SIDNEY Runway	Installed/ I Warning her Radar  Proximity PORT  ata Ident	Activate System NO	ed - UNK/N
4 ECIP - FUEL IN NK/NR 	NJECTED	Stall Weath irport F ON AIRF rport Da SIDNEY Runway	Narning ner Radar Proximity PORT ata Ident	System - - NO 	NÖ
4 ECIP - FUEL IN NK/NR 	NJECTED	Stall Weath irport F ON AIRF rport Da SIDNEY Runway	Narning ner Radar Proximity PORT ata Ident	System - - NO 	NÖ
4 ECIP - FUEL IN NK/NR 	NJECTED	Stall Weath irport F ON AIRF rport Da SIDNEY Runway	Narning ner Radar Proximity PORT ata Ident	System - - NO	NÖ
ECIP - FUEL IN NK/NR 	Α	Weath irport F ON AIRF rport Da SIDNEY Runway	ner Radar Proximity PORT ata Ident	- NO - UNK/NR	
NK/NR  t	Α	irport F ON AIRF rport Da SIDNEY Runway	Proximity PORT ata Ident	- UNK/NR	
t		ON AIRF rport Da SIDNEY Runway	PORT ata Ident		
		ON AIRF rport Da SIDNEY Runway	PORT ata Ident		
		ON AIRF rport Da SIDNEY Runway	PORT ata Ident		
	Aiı	rport Da SIDNEY Runway	ata Ident		
- VFR	Aiı	SIDNEY Runway	Ident		
- VFR	Aiı	SIDNEY Runway	Ident		
- VFR	•	Runway			
- VFR					
- VFR					
- VFR			Lth/Wid		
- NONE			Surface Status	- UNK/NR	
- NONE		Runway	Status	- UNK/NK	1
- NONE					
	•				
Medical Cert	tificate :	- VALTD	MEDICAL -N	IN WATVER	S/LIMIT
					3) 211111
Total	- UNK/I	NR	Last 2	4 Hrs -	UNK/NR
Make/Mod	del- 20	00	Last 3	80 Davs-	UNK/NR
R Instrume	ent- UNK/N	NR	Last 9	O Days-	UNK/NR
	•			,	·
	Total Make/Mod R Instrum	Flight Total - UNK/ Make/Model- 2 R Instrument- UNK/  TOTAL	Flight Time (Ho Total - UNK/NR Make/Model- 200 R Instrument- UNK/NR	Flight Time (Hours) Total - UNK/NR Last 2 Make/Model- 200 Last 3 R Instrument- UNK/NR Last 9 T COLLIDED WITH SEVERAL PARKED ACFT. TH	Flight Time (Hours) Total - UNK/NR Last 24 Hrs - Make/Model- 200 Last 30 Days-

File No. - 1634 8/10/82 SIDNEY,NY A/C Reg. No. N507FW Time (Lc1) - 2030 EDT

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

Finding(s)
1. OBJECT - AIRCRAFT PARKED
2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

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

----Probable Cause----

File No 1732 8/15/82 ENDI	COTT,NY A/C Re	g. No. N9083C	Time	e (Lc1) -	1415 EDT	
Basic Information Type Operating Certificate-NONE (GENER	SUBSTAN	TIAL		Injuri Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire UNK/NR	Crew Pass	0	0	o o	1 3
Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4	3 11 131	DMING 0-540-J3C5D PROCATING-CARBURET 235 HP	Stall V	stalled/Ac Warning Sy Radar -	stem - Y	
Weather Data  Wx Briefing - NO RECORD OF BRIEFIN  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - 30.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary  G Last Departure Point     SAME AS ACC/INC     Destination  ATC/Airspace     Type of Flight Plan -     Type of Clearance -     Type Approach Flown -	, NONE TOWER	Runway St Runway S	a ES dent - th/Wid - urface -		100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - O I Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model <i>-</i>	Time (Hour 476 50	rs) Last 24 Last 30	Hrs - UN Days- UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANE						
Narrative FTER MAKING AN APPROACH AND GO-AROUND, THE DWN POSITION. HOWEVER, THE GEAR WOULD NOT E JBSEQUENTLY, THE AIRCRAFT WAS LANDED ON A G EVEALED THAT A HYDRAULIC, GEAR DOWN, HOSE A YDRAULIC FLUID. REPORTEDLY, THIS WAS AN ORI	XTEND BY USING EITHER THE NOR! RASS STRIP WITH THE GEAR IN A! SSEMBLY, PN S2178-4-0102, HAD	MAL SYSTEM OR EMERG N INTERMEDIATE POSI FAILED. THIS RESUL	ENCY HAND F FION. AN IN	PUMP. NVESTIGATI	ON	

File No. - 1732 8/15/82 ENDICOTT, NY A/C Reg. No. N9083C Time (Lc1) - 1415 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. HYDRAULIC SYSTEM, LINE - BURST 2. FLUID. HYDRAULIC - EXHAUSTION 3. LANDING GEAR - INOPERATIVE IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

F/ile No 1675 7/15/82 ZANES	SVILLE, OH	A/C Reg	. No. N93444	Т	ime (Lc1)	- 1530 EDT	
-Basic Information			_				
Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft ( SUBSTANT)		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire			0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	··· -	ŏ	Ö	Ö
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 152II			MING 0-235 L2C				
Landing Gear - TRICYCLE-FIXED							ES
Max Gross Wt - 1670 No. of Seats - 2	Engine Ty Rated Pow		PROCATING-CARBU 10 HP	RETOR Weat	her Radar -	- NO	
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		ON AIR	PORT		
Method - N/A	SAME AS	•					
Completeness - N/A	Destination	1		Airport D	ata		
Basic Weather - VMC				PARR			
Wind Dir/Speed- 150/005 KTS Visibility - 3.0 SM	ATC /Airanaa				Ident - Lth/Wid -		100
Cloud Conditions(1st) - 4000 FT SCAT	ATC/Airspace		NONE		Surface -		
Cloud Conditions(2nd) - NONE						- DRY	NI
Obstructions to Vision- HAZE	Type Appro			Karinay	3 (2 (25	DICT	
Precipitation - NONE	, ypc App. c		CONTACT				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 23 Biennial Flight	Me	edical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total -	83	Last 24	1 Hrs -	0
SE LAND	Months Since	· - UNK/NR	Total - Make/Model- Instrument-	56	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR	Instrument-	2	Last 90	Days-	10
Instrument Rating(s) - NONE							
Narrative CRAFT SWERVED OFF RUNWAY INTO TIRE CASINGS							

File No 16	75 7/15/82	ZANESVILLE, OH	A/C Reg. No	. N93444	Time (Lcl) - 1530 EDT
Occurrence #1 Phase of Operation		- ON GROUND			
Finding(s) 1. DIRECTIONAL CON 2. GROUND LOOP/SWE		NED - PILOT IN COMMAN - PILOT IN COMMAND	ND		· .
Occurrence #2 Phase of Operation		ION WITH OBJECT			
Occurrence #3 Phase of Operation					
Probable Cause					

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

-Basic Information							
Type Operating Certificate-NONE (G		Aircraft Damage			Injur		
_		SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		NONE	Pass	0	0	0	2
-Aircraft Information		•					
Make/Model - BEECH C35	Eng Make/Mod	le1 - CONTINENTAL les - 1	E-185-11	ELT 1	nstalled/A	Activated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABL	LE Number Engin	es - 1		Stall	Warning S	System - Y	'ES
Max Gross Wt - 2700		- RECIPROCATII	NG-CARBURET	OR Weath	er Radar -	- NO	
No. of Seats - 4	Rated Power	- 205 HP	•				
-Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - FSS	Last Departur	e Point		ON AIRF	ORT		
Method ' - TELEPHONE	WILMINGTON,	NC					
Completeness - FULL	Destination		A	Airport Da	ıta		
Basic Weather - VMC	HAMILTON, OH	ı		HAMILTO	IN		
Wind Dir/Speed- 190/009 KTS				Runway	Ident -	- 29	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	- 5480/	80
Cloud Conditions(1st) - 3500 FT					Surface -		
Cloud Conditions(2nd) - 25000 FT			DVISORIES	Runway	Status -	- WET	
Obstructions to Vision- NONE	Type Approach						
Precipitation - NONE		CONTACT	•				
Condition of Light - DAYLIGHT							
					MEDICAL MA	. T.V.E.D.C. / L. T.N.	
	4.0	Madiant				ATAEK2\ FIN	11 1
Pilot-In-Command	Age - 49		Certificate				
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	: Time (Ho	ours)	1 Une -	0
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Rev Current -	iew YES Tota	Flight 1 - 1	: Time (Ho 1706	ours) Last 24		0 IV /ND
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Rev Current - Months Since -	iew YES Tota 6 Make,	Flight 1 - 1 /Model-	: Time (Ho 1706 672	ours) Last 24 Last 30	Days- UN	IK/NR
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Rev Current -	lew YES Tota 6 Make, UNK/NR Inst	Flight 1 - 1 /Model-	: Time (Ho 1706 672 500	ours) Last 24	Days- UN	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Rev Current - Months Since - Aircraft Type -	lew YES Tota 6 Make, UNK/NR Inst	Flight 1 - 1 /Model- rument-	: Time (Ho 1706 672 500	ours) Last 24 Last 30	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - AIRPLAN	Biennial Flight Rev Current - Months Since - Aircraft Type -	lew YES Tota 6 Make, UNK/NR Inst	Flight 1 - 1 /Model- rument-	: Time (Ho 1706 672 500	ours) Last 24 Last 30	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Instrument Rating(s) - AIRPLAN	Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tota 6 Make, UNK/NR Inst Mult	Flight  1 - 1 /Model- rument- i-Eng -	: Time (Hc 1706 672 500 6	Last 24 Last 30 Last 90	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Instrument Rating(s) - AIRPLAN	Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tota 6 Make, UNK/NR Inst Mult	Flight  1 - 1 /Model- rument- i-Eng	: Time (Ho 1706 672 500 6	Last 24 Last 30 Last 90 Last 90	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Instrument Rating(s) - AIRPLAN	Biennial Flight Rev Current - Months Since - Aircraft Type - NE NDERSTORM JUST SOUTHOF TH 9, HE NOTICED THAT THE WI	iew YES Tota 6 Make, UNK/NR Inst: Mult  E AIRPORT WITH VI	Flight  1 - 1  /Model- rument- i-Eng -  ISIBLE LIGH KED UP. DUR	: Time (Ho 1706 672 500 6 :	Last 24 Last 30 Last 90 Last 90 THE	Days- UN	IK/NR
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - AIRPLAN	Biennial Flight Rev Current - Months Since - Aircraft Type - NE NDERSTORM JUST SOUTHOF TH G, HE NOTICED THAT THE WIN	iew YES Tota 6 Make, UNK/NR Insti Mult  E AIRPORT WITH VI ND GUSTS HAD PICH T TWO FEET RIGHT	Flight  I - 1 /Model- rument- i-Eng -  ISIBLE LIGH KED UP. DUR OF THE RUN	: Time (Ho 1706 672 500 6 :	Last 24 Last 30 Last 90 Last 90 THE LARE, A EQUENTLY,	Days- UN	IK/NR

File No 17	7/18/82	HAMILTON, OH	A/C Reg.	No. N1978D	Time (Lc1) - 1415 EDT
Occurrence #1 Phase of Operation				·	
	ON - RAIN ON - CROSSWIND ON - GUSTS ING/DECISION - IMP	ROPER - PILOT IN COM - NOT POSSIBLE - PIL			
Occurrence #2 Phase of Operation					
Finding(s) 7. GROUND LOOP/SWE	RVE - UNCONTROLLED	- PILOT IN COMMAND			
Occurrence #3 Phase of Operation		TOUCHDOWN			
Finding(s) 8. LANDING GEAR -					
Probable Cause					
The National Transpois/are finding(s) 5	rtation Safety Boa	rd determines that t	the Probable Cause	(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,2,	3,4		

Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	C	rew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pa	ass O	0	0	1
Aircraft Information Make/Model - CESSNA 206G	Eng Make/Model - C	ONTINENTAL TO-E24	. ELT	Installed/	Not typtod -	VEC/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			1 Warning S		
Max Gross Wt - 3600	Engine Type - R	ECIP - FUEL INJE	CTED Weat	her Radar		
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	-· · · · · · · · · · · · · · · · · · ·	t	ON AIF	PORT		
Method - N/A	MIDDLEFIELD,OH		A			
Completeness - N/A Basic Weather - VMC	Destination WARREN,OH	j	Airport D WARREN			
Wind Dir/Speed- 020/015 KTS	WARREN, OF				- 09	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid	-	4
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface		₹F
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status ·	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Flown	- NONE CONTACT				
Condition of Light - DAYLIGHT		CONTACT				
Personnel Information						
Pilot-In-Command	Age - 49	Medical Certif			AIVERS/LIMI	ſΤ
Certificate(s)/Rating(s)	Age - 49 Biennial Flight Review	F	light Time (F	lours)		
PRIVATE	Current - UNK/N	R Total ·	- 2150	Last 24	1 Hrs -	0
SE LAND, SE SEA	Months Since - UNK/N Aircraft Type - UNK/N	R Make/Model	- 1200 - 252	Last 30	Days- UNK	(/NR
	ATTCTATE Type - UNK/N	k Instrument	252	Last st	Days-	41
Instrument Rating(s) - AIRPLANE						
PILOT WAS LANDING ON RUNWAY OP AT A PRIVA	TE STRIP WITH THE WIND FRO	M 020 AT 12 TO 19	KTS. HE STA	TED THAT		
HE WAS PASSING OVER A TREE LINE ON A SHO			AFT AND WAS L	NABLE TO FL	ARE	
RE CONTACTING THE RUNWAY. THE AIRCRAFT TO	JCHED DOWN HARD AND WAS DA	MAGED.				

File No. - 1767 7/23/82 WARREN,OH A/C Reg. No. N2O6BA Time (Lc1) - 1945 EDT

Occurrence
Phase of Operation

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. WEATHER CONDITION DOWNDRAFT
- 3. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

File No 1792 8/03/82 GENEV	A,OH A/C Reg	. No. N693RB	Time	(Lc1) - 1510	O EDT
Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTANT			Injuries rious Mir	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0 1 1
Aircraft Information					
Make/Model - THORP T-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURET	Stall Wa	rning Syster	ated - YES/YES n - NO
Environment/Operations Information					
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A	Itinerary Last Departure Point DANSVILLE,NY	•	Airport Prox ON AIRSTRI		
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 4.0 SM  Cloud Conditions(1st) - 4000 FT SCATT  Cloud Conditions(2nd) - NONE  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - DAYLIGHT	Destination TRUMBULL, GENEVA,OH ATC/Airspace	NONE NONE		nt - 36 /Wid - 250 face - GRAS	
Personnel Information					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 61 M Biennial Flight Review	edical Certificate Flight	- VALID MED Time (Hours		S/LIMI1
CDMMERCIAL SE LAND	Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total - 10 Make/Model- Instrument-	020 124	Last 24 Hrs Last 30 Days Last 90 Days	s- UNK/NR
Instrument Rating(s) - NONE					
OURING LANDING, THE AIRCRAFT TOUCHED DOWN ABOUT TOUCHDOWN, HE APPLIED THE BRAKES INTERMITTENTLY WHEN IT BECAME APPARENT THAT HE WOULD BE UNABL TO INTENTIONALLY GROUND LOOP THE PLANE. HE CLA THROUGH A BARBED WIRE FENCE, CROSSED A NARROW BECAME ENTANGLED AND THE AIRCRAFT TURNED OVER.	LY, BUT THERE WAS LITTLE EFFE LE TO STOP ON THE RUNWAY BY U AIMED THAT THE RIGHT BRAKE LI ROAD AND WENT INTO A FIELD O	CT ON THE DRY, HARI SING NORMAL BRAKINO NE BURST. THE AIRCI	D, GRASSY SU G, HE ATTEMP RAFT CONTINU	RFACE. TED ED	

File No 17	92 8/03/82 	GENEVA, OH	A/C Reg. No. N693RB	Time (Lc1) - 1510 EDT
Occurrence #1 Phase of Operation				
2. AIRSPEED - MISJ	UDGED - PILOT IN COM UDGED - PILOT IN COM PERFORMED - PILOT I	MAND N COMMAND		
Occurrence #2 Phase of Operation		N WITH OBJECT		
Finding(s) 4. OBJECT - FENCE				
Occurrence #3 Phase of Operation	ON GROUND COLLISIO LANDING - ROLL	N WITH TERRAIN		
Finding(s) 5. TERRAIN CONDITION	ON - HIGH VEGETATION			
Probable Cause				
The National Transpois/are finding(s) 1,3		determines that the	Probable Cause(s) of this acc	ident
Factor(s) relating to	o this accident is/a	re finding(s) 4,5		

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft [	Jamade		т,	njuries	
	L AVIATION)	SUBSTANT		Fat			None
Type of Operation -PERSONAL		Fire			0 0		1
Flight Conducted Under -14 CFR 91		NONE	P	ass	0 0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information						_	
Make/Model - QUICKIE QUICKIE		/Mode1 - ONAN			ELT Installe		
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1			Stall Warnir		NO
Max Gross Wt - 480	Engine T		PROCATING-CAR	BURETOR	Weather Rada	ar - NO	
No. of Seats - 1	Rated Po	wer -	18 HP				
Environment/Operations Information							
Weather Data	Itinerary				ort Proximit	ty	
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON	AIRPORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination				rt Data		
Basic Weather - VMC	CAMP HI	LL,PA			NSDOWN	00	
Wind Dir/Speed- 315/005 KTS Visibility - 15.0 SM	ATC /A image	_			nway Ident		F0
Cloud Conditions(1st) - 4000 FT SCAT	.ATC/Airspac		IONE		nway Lth/Wic nway Surface		
Cloud Conditions(1st) - 4000 FI SCAT	Type of C	light Plan - P	NONE		nway Surface nway Status		l
Obstructions to Vision- NONE	Type Or C	oach Flown - N	NONE	Ru	ilway status	- 081	
Precipitation - NONE	Type Appin	Oach Flown - 1	NOINE				
Condition of Light - DAYLIGHT			•				
Personnel Information Pilot-In-Command	Age - 65	84.	edical Certif	:	AL ID MEDICAL	WATVEDC /LT	MTT
Certificate(s)/Rating(s)	Age - 65 Biennial Flight				e (Hours)	-WAIVERS/LI	MII
COMMERCIAL	Current	- YES	Total			t 24 Hrs -	0
SE LAND	Months Since		Make/Model			: 30 Days- U	-
SE EARD		pe - UNK/NR				: 90 Days -	14
	A. 1 3 1 4 1 7 1 7 1	pe offic, the	Multi-Eng		245	. So bays	• •
			than the Eng				
Instrument Rating(s) - NONE							
Narrative							
NG TAKEOFF, THE HOME BUILT AIRCRAFT STRUC							
	TMPED VEDV CLOWLY	V AND WAS DADE	IV ABLE TO C	LIMB AT A	GREATER RAT	E.	
AY. THE PILOT STATED THAT THE AIRCRAFT CL THE UPSLOPE OF THE RUNWAY. THE ELEVATION							

8/10/82 YOUNGSTOWN, OH A/C Reg. No. N336RM Time (Lcl) - 1500 EDT File No. - 1785

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. TERRAIN CONDITION RISING
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

File No 1794 8/25/82 STR	ONGSVILLE, OH	A/C Reg.	No. N20374		Time (Lc1) -	1730 ED1	Г
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da			Injur		
		DESTROYED		Fatal	Serious		None
Type of Operation -INSTRUCTIO	NAL - DUAL	Fire	Crew	-	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	0
Accident Occurred During -LANDING			0the	r 0	0	0	
Aircraft Information							
Make/Model - CESSNA 172M			ING 0-320-E20		Installed/A		
Landing Gear - TRICYCLE-FIXED					ll Warning S		/ES
Max Gross Wt - 2300	Engine_Ty		ROCATING-CARBUR	ETOR Wea	ther Radar -	NO	
No. of Seats - 4	Rated Pov	wer - 150	) HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI				ON AI	RPORT		
Method - N/A		ACC/INC					
Completeness - N/A	Destination	า		Airport			
Basic Weather - VMC					GSVILLE		
Wind Dir/Speed- 320/011 KTS	4.T.O. / 4.1				,	27	2.0
Visibility - 20.0 SM	ATC/Airspace				y Lth/Wid -		36
Cloud Conditions(1st) - 3800 FT SC					y Surface -		
Cloud Conditions(2nd) - NONE		learance - NO		Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Appro	oach Flown - NO	JINE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							<del>-</del>
Pilot-In-Command	Age - 39	Med	dical Certifica			IVERS/LIM	111
Certificate(s)/Rating(s)	Biennial Flight			ht Time (		11	
ATP, CFI	Current	- YES	Total -			–	1
SE LAND, ME LAND	Months Since	e - 6 oe - UNK/NR	Make/Model-		Last 30		20 54
	Aircraft lyp	be - UNK/NR			Last 90	· Days~	
			Multi-Eng -	6490	Rotorcr	атт -	100
Instrument Rating(s) - AIRPLANE							
E AIRCRAFT WAS ON A LOCAL TRAINING FLIGHT	EDOM AN UNCONTROLL	ED ATBRORT TH	JE WIND WAS EDO	M 220 DEC	AT 11 LTS		
TER RETURNING, THE STUDENT AND INSTRUCTOR							
STRUCTOR STATED THAT A RADIO CALL WAS MAD							
ABOUT THE SAME TIME, A MOONEY MOOF, N343							
NDING ROLLS, THE TWO AIRCRAFT COLLIDED AT				. DOKING	HILIK		
NOTING ROLLS, THE TWO ATROPATE COLLIDED AT	THE INTERSECTION (	JE KUNWATS 2/ A	יסכ מאוא.				
							<b></b>

File No 1794	8/25/82	STRONGSVILLE, OH	A/C Reg. No. N20374	Time (Lc1) - 1730 EDT	
	GROUND COLLIS	SION WITH OBJECT		·	
Finding(s) 1. VISUAL LOOKOUT - IN 2. VISUAL LOOKOUT - IN 3. VISUAL LOOKOUT - IN	ADEQUATE - PIL	OT IN COMMAND(CFI)			

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

----Probable Cause----

File No 1794 8/25/82 STRONGSVILLE, OH		A/C Reg.	No. N3438N	Time (Lc1) - 1730 EDT				
Basic Information								
Type Operating Certificate-NONE (GEN	Aircraft Da	-		Inju				
		SUBSTANTIA		Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	_	0	O	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	O	
Accident Occurred During -LANDING			Other	` 0	0	0	2 	
Aircraft Information								
Make/Model - MOONEY M2OF	Eng Make/N	/Model - LYCOMING IO-360-A1A · ELT Installed/Activated - YES/YES						
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	Engines - 1 Stall Warning System - YES				YES		
Max Gross Wt - 2740	Engine Tyr	Type - RECIP - FUEL INJECTED						
No. of Seats - 4	er - 200 HP							
Environment/Operations Information	•							
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEF		Last Departure Point			ON AIRPORT			
Method - N/A	SAME AS A			ON AIN	N OK I			
Completeness - N/A	Destination	•		Airport D	12+2			
Basic Weather - VMC	Destination				SVILLE			
Wind Dir/Speed- 320/011 KTS					Ident ·	26		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		36	
Cloud Conditions(1st) - 3800 FT Se		Salat Diam . NO	NE				30	
					Surface			
Cloud Conditions(2nd) - NONE				Runway	Status -	- DRY		
Obstructions to Vision- NONE	Type Approa	ach Flown - NO	NE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 67		ical Certificat			AIVERS/LI	MIT	
Certificate(s)/Rating(s)	Biennial Flight F			nt Time (F				
PRIVATE	Current	- YES	Total -	502	Last 24	4 Hrs -	1	
SE LAND	Months Since	- 12	Make/Model-	351	Last 30	Days-	2	
	Aircraft Type	- 12 - MOONEY	Make/Model- Instrument-	30	Last 90	Days-	6	
Instrument Rating(s) - NONE								
Narrative								
HE AIRCRAFT WAS ON A LOCAL FLIGHT FROM AN	LINCONTROLLED ATREODS	THE WIND WA	S EDOM 220 DEG	AT 14 LTS	DUDING			
RRIVAL, THE PILOT ELECTED TO MAKE A STRAIG								
20374, WAS LANDING FROM A NORMAL PATTERN (								
						JE		
T THE INTERSECTION OF RUNWAYS 36 AND 27. H		CEW OF THE CES	SINA 1/2 MAU MAL	E A KADIL	CALL UN IF	16		
NICOM FREQUENCY TO ANNOUNCE THEIR POSITION	ON DOWNWIND.							

File No. - 1794 8/25/82 STRONGSVILLE,OH A/C Reg. No. N3438N Time (Lc1) - 1730 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Aircra	ft Damage		Inju	ries	
Type operating berin toate home (deliena	DESTR		Fatal	-		None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING -						
-Aircraft Information						
Make/Model - CESSNA 182M	Eng Make/Model - C	ONTINENTAL 0-470-R	ELT	Installed/ <i>l</i>	lctivated	d - YES/N
Landing Gear - TRICYCLE-FIXED		1		l Warning S		YES
Max Gross Wt - 2800		ECIPROCATING-CARBURI	TOR Weat	ner Radar -	- NO	
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin BEAVER,OK	τ	ON AIR	SIRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	CALUMET.OK		MOBERL			
Wind Dir/Speed- 170/011 KTS	, , , , , , , , , , , , , , , , , , , ,				- 35	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -		TURF
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Flown	- UNK/NR				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 42	Medical Certifica	te ~ VALID	MEDICAL-NO	O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fliah	nt Time (H	ours)		•
PRIVATE	Current - YES	Total -	189	Last 24	4 Hrs - l	UNK/NR
SE LAND	Months Since - 18 Aircraft Type - UNK/N	Make/Model- R Instrument-	68	Last 30	) Days- I	UNK/NR
HELICOPTER	Aircraft Type - UNK/N	R Instrument-	0	Last 90	) Days-	20
				Rotorci	raft -	39
Instrument Rating(s) - NONE						
N THE PILOT LANDED ON A 2000 FT PRIVATE ST	RIP. THE LEFT WING OF THE	AIRCRAFT STRUCK A TE	REE THAT W	AS LOCATED		
IDE THE LANDING AREA. AFTER IMPACT THE AIR					INGS	

File No. - 1783 8/02/82 CALUMET, OK A/C Reg. No. N70802 Time (Lc1) - 1500 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

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

File No 1714 8/13/82 FORGA	N, 0K	A/C Reg. No. N882	27F	Τi	ime (Lc1)	- 1915 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage UBSTANTIAL	F:	atal	Inju Serious	ries Minor	None
Type of Operation -SEARCH AND R		re	Crew	0	0	0	· 1
Flight Conducted Under -14 CFR 91		ONE	Pass	ŏ	ő	ŏ	i
Accident Occurred During -LANDING	···		, 400	Ŭ		v	•
Aircraft Information							
Make/Mode1 - HUGHES 269A		- LYCOMING HIO-3				Activated	
Landing Gear - SKID		- 1				System - N	כ
Max Gross Wt - 1575		- RECIPROCATING-	CARBURETOR	Weath	ner Radar	- NO	
No. of Seats - 2	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point	(	OFF AIR	RPORT/STRI	P	
Method - N/A	BEAVER, OK						
Completeness - N/A	Destination		Air	port Da	ata		
Basic Weather - VMC							
Wind Dir/Speed- 180/005 KTS	/	J			Ident		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight				Surface		
Cloud Conditions(2nd) - NONE	Type of Clearan		ŧ	Runway	Status	- SOFT	
Obstructions to Vision- NONE	Type Approach F	lown - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 46	Medical Cer				O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	w	Flight T	ime (Ho	ours)		
PRIVATE	Current - Y	ES Total		8	Last 2	4 Hrs -	1
SE LAND	Months Since -				Last S	U DAVS - UNI	
HELICOPTER	Aircraft Type - U	NK/NR Instrum	ent-	5	Last 9	o bays-	20
					Rotorc	raft -	67
Instrument Rating(s) - NONE							
Narrative							
THE PURPOSE OF THE FLIGHT WAS TO LOOK FOR A M							
LAND, HE LOST TAIL ROTOR CONTROL AND THE HELIC							
WHILE IT WAS TURNING, BUT THE RIGHT SKID HIT							
THE PILOT REPORTED THAT THE PASSENGER WAS UNFA	AMILIAR WITH THE HELIC	OPTER CONTROLS AN	D PROBABLY	BRACED	вотн		
FEET ON THE TAIL ROTOR PEDALS.							

File No. - 1714 8/13/82 FORGAN, OK A/C Reg. No. N8827F Time (Lcl) - 1915 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND 2. POWER ON LANDING - PERFORMED - PILOT IN COMMAND 3. CONTROL INTERFERENCE - INADVERTENT - PASSENGER 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 OTHER GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. LANDING GEAR, SKID ASSEMBLY - OVERLOAD Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 5

File No 1773 8/21/82 OKL	AHOMA CITY,OK	A/C Reg. No. N1	5373	T 	ime (Lc1) -	1340 CDT	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur		
Time of Original law INSTRUCTION		SUBSTANTIAL	0	Fatal	_		None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	NAL - SULU	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NUNE	Pass	O	U	O	U
Aircraft Information							
Make/Model - PIPER PA-28-140		ke/Model - LYCOMING 0-3	120	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED		Engines - 1		Stai	I warning S	/stem - Y	ES
Max Gross Wt - 2050 No. of Seats - 2		Type - RECIPROCATIN Power - 150 HP	IG-CARBURE	iuk weat	ner kadar -	NU	
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		parture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	Destinat	AS ACC/INC	,	Airport D	2+2		
Basic Weather - VMC	Destinat	1011	•	EXPRES			
Wind Dir/Speed- 160/010 KTS					-	20	
Visibility - 20.0 SM	ATC/Airspa	ace			Lth/Wid -		70
Cloud Conditions(1st) - NONE		Flight Plan - NONE		Runway	Surface -		
Cloud Conditions(2nd) - NONE		Clearance - NONE			Status -	DRY	
Obstructions to Vision- NONE	Type Apı	proach Flown - VISUAL F	ULL CIRCUI	ΙΤ			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 19				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flig			: Time (H			4
STUDENT		- N/A Total	- M 1	39	Last 24	Hrs - UN	IK/NR
		nce - N/A Make/ Type - N/A Instr	Mode!-	39 4	Last 30	Days- UN	IK/NK IV/ND
	Ancialt	THE IT A THEFT	americ.	,	2431 30	Days ON	1157 1415
Instrument Rating(s) - NONE							
Narrative							
STUDENT PILOT REPORTED THAT DURING A LAN							
MBLY WAS DAMAGED DURING TOUCHDOWN AND TH	IE RUDDER PEDALS	BECAME INOPERATIVE. TH	E STUDENT	LOST DIR	ECTIONAL CO	NTROL AND	)
IDED WITH A PARKED AIRCRAFT.							

File No 17	73 8/21/82	OKLAHOMA CITY,OK	A/C Reg. No. N15373	Time (Lc1) - 1340 CDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE,	/TOUCHDOWN		
Finding(s)  1. LEVEL OFF - IMP  2. RECOVERY FROM BO  3. FLT CONTROL SYS  4. LANDING GEAR, NO	DUNCED LANDING - : T,RUDDER CONTROL -	[MPROPER - PILOT IN COMM/ - JAMMED - INOPERATIVE		
Occurrence #2 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
		LE - PILOT IN COMMAND ) - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	ON GROUND COLLIS	SION WITH OBJECT		
Finding(s) 7. OBJECT - AIRCRAI				
Probable Cause				
The National Transports/are finding(s) 1,2		ard determines that the F	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is	/are finding(s) 7		

File No 1624 7/17/82 HOC	D RIVER,OR	RIVER,OR A/C Reg. No. N756XW		Time (Lc1) - 1335 PDT			
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	e .	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	2
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - CESSNA TU206G		odel - CONTINENT	AL TSI0-520		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				1 Warning S		ES ·
Max Gross Wt - 3600		e - RECIP - FI		Weat	her Radar -	NO	
No. of Seats - 6	Rated Powe	r - 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity .		
Wx Briefing - FSS	Last Depart			OFF AI	RPORT/STRIP		
Method - IN PERSON Completeness - FULL	HILLSBORO	, UR		Ainmant D	•		
Basic Weather - VMC	Destination HOOD RIVE	p np		Airport D HOOD R			
Wind Dir/Speed- VARIABLE-UNK/NR	HOOD RIVE	K,UK				25	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		150
Cloud Conditions(1st) - NONE		ght Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE		arance - NONE				DRY	
Obstructions to Vision- NONE	Type Approa	ch Flown - VISUA	L FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGHT			·				
Personnel Information							
Pilot-In-Command	Age - 31		1 Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			t Time (H		11	•
ATP,CFI SE LAND.ME LAND	Current Months Since		tal - ke/Model-	3157	Last 24 Last 30	Hrs -	3
SE LAND, ME LAND	Months Since Aircraft Type		ke/Model- strument-	105	Last 30 Last 90	Days- UN	112
GLIDER	All Chart Type		lti-Eng -		Last 90	Days	112
GEZDEN		, i, G	rer Eng	.,0			
Instrument Rating(s) - AIRPLANE							
Narrative HE ENG FAILED AS THE PLT SWITCHED FROM THE NG DID NOT START. HE SWITCHED BACK TO THE RASHED INTO AN APPLE ORCHARD. THE PASSENGE #ROTTLE, FULL MIXTURE & BOOST PUMP ON. IN WITCH IS PLACED IN THE ON POSITION, AN EXC	LEFT TANK & TURNED O R (ALSO A PLT) STATE THIS MODEL ACFT, IF	N THE HIGH BOOST D THAT THE PLT A THE ENG-DRIVEN FO	. THE ENG FA TTEMPTED TO UEL PUMP IS	ILED TO S START THE FUNCTIONI	TART & THE . ENG WITH FE NG & THE AU.	ACFT ULL X PUMP	

File No 16	24 7/17/82	HOOD RİVER,OR	A/C Reg. No. N756	XW Time (Lcl) - 1335 PDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL ATTERN - BASE TURN		
	CEDURE - IMPROPER (	JSE OF - PILOT IN COMM	MAND AIRCRAFT - PILOT IN COMM	AND
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	rouchdown		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S	)			·
Probable Cause				
The National Transports/are finding(s) 2	tation Safety Boar	rd determines that the	e Probable Cause(s) of th	is accident
Factor(s) relating to	this accident is,	are finding(s) 1,4		

File No 1798 7/24/82 ENTER	PRISE,OR	A/C Reg. N	lo. N55492	Т	ime (Lcl) -	2220 PDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL	L AVIATION)	Aircraft Dam DESTROYED Fire	age Crew	Fatal	_	ies Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		ON GROUND	Pass	2	0	0	0
Aircraft Information Make/Model - PIPER 24-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 2	Number Eng		CATING-CARBURET HP	Stai OR Weat	Installed/A l Warning S her Radar -	ystem - Y NO	ES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Depart JOSEPH,OR Destination			Airport	Proximity RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	Type of Cle	ght Plan - NON arance - NON ch Flown - NON	E	Runway Runway	Lth/Wid - Surface -	•	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight R Current Months Since Aircraft Type	eview - YES		: Time (F 334 :/NR :/NR	lours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1 K/NR 28
Instrument Rating(s) - NONE			Multi-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Narrative ITNESSES OBSERVED AN AIRCRAFT FLY OVER THE C EPORTEDLY, THE AIRCRAFT WAS FLYING VERY ERRA IREBALL WERE OBSERVED WHERE IT DISAPPEARED. ND THEN DROP DOWN BEFORE IT CRASHED. THE PLA TTITUDE. THE PLANE SLID ABOUT 100 FT DOWN HI URING IMPACT AND SHOWED EVIDENCE OF POWER; I ONTROL CABLES WERE COMPLETE AND UNBROKEN TO AD SEPARATED. A TOXICOLOGICAL CHECK OF THE P F THE CRASH SITE WAS ABOUT 3900 FT MSL.	TIC; AND JUST AS I ACCORDIMG TO ONE W NE CRASHED ON DOWN LL AND THE WRECKAG T WAS BADLY BENT A THE TAIL AND WERE	T DISAPPEARED ITNESS, THE AI SLOPING TERRA E WAS DESTROYE ND HAD LARGE G CONTINUOUS TO	FROM THE WITNES RCRAFT APPEARED IN IN A NOSE LOD BY FIRE. THE OUGE MARKS ON TBOTH WINGS EXCE	SES' SIG TO MANE DW, RIGHT PROPELLE THE TIPS.	HT, AN EXPL UVER UP WING DOWN R SEPARATED THE FLIGHT THE WINGS	OSION AND	

File No. - 1798 7/24/82 ENTERPRISE,OR A/C Reg. No. N55492 Time (Lc1) - 2220 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND 3. LIGHT CONDITION - NIGHT 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. 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

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

is/are finding(s) 1,6,7

Type Operating Certificate-NONE (G		raft Damage		Injur		
Type of Operation -INSTRUC	SUB TIONAL - DUAL · Fire	STANTIAL Crew	Fatal O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91 NON		-	ő	ó	0
-Aircraft Information						
Make/Model - CESSNA 152-II	Eng Make/Model -	LYCOMING 0-235-L2C	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning S		'ES
Max Gross Wt - 1670		RECIPROCATING-CARBUR	ETOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po	int	ON AIF	PORT		
Method - UNK/NR	ROSENBURG, OR					
Completeness - UNK/NR	Destination		Airport [			
Basic Weather - VMC	GRANTS PASS,OR			IINE CO.		
Wind Dir/Speed- UNK/NR	/				30	
Visibility - 30.0 SM	ATC/Airspace	VED		Lth/Wid -		75
Cloud Conditions(1st) - NONE	Type of Flight Pla			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Approach Fro	wn - VISUAL FULL CIRC	011			
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 29	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	'I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL, CFI	Current - YES			Ĺast 24	Hrs -	6
SE LAND, ME LAND, ME SEA	Months Since - 9			Last 30	Days- UN	IK/NR
	Aircraft Type - UNK,	/NR Instrument-	464	Last 90	Days-	300
		Multi-Eng -	1000			
Instrument Rating(s) - AIRPLA	NE					
-Narrative						
INSTRUCTOR PILOT STATED THAT THE STUI						
LANDING APPROACH. AS THEY APPROACHED	THE RUNWAY HE INSTRUCTED THE PUSHED THE CONTROLS FULL FOR					

File No. - 1601 8/17/82 GRANTS PASS, OR A/C Reg. No. N6139M Time (Lc1) - 1100 PDT

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT

- 2. CREW/GROUP COORDINATION INADEQUATE PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION DUAL STUDENT
- 4. ELEVATOR IMPROPER USE OF DUAL STUDENT
- 5. PROPER ASSISTANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircraft	Damage		Injur	ies	
· · · · · ·	SUBSTAN	TIAL _	Fatal	Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE		w 0 s 0	0	0	1
Accident Occurred During -LANDING		ras		O	0	
-Aircraft Information				T	_ 1 1 1	V55 /N
Make/Model - CESSNA 180J Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mode1 - CON Number Engines - 1	IIINENFAL U-470	Stal	1 Warning S		
Max Gross Wt - 2800	Engine Type - REC					
No. of Seats - 6	Rated Power -	230 HP				
-Environment/Operations Information	Thimpson		A 4 mm mm *	Daniel de		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		ON AIR	Proximity PORT		
Method - N/A	SAME AS ACC/INC		J. 7.2.1			
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 310/006 KTS	ALTOONA, PA		EBENSB	URG Ident -	0.0	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		200
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		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 - 51	Medical Certific			IVERS/LIM	ΙT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	Fli Total -	ght Time (H 10680		Hrs -	4
SE LAND, ME LAND	Biennial Flight Review Current - YES Months Since - 20	Total - Make/Model-	3033	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	1251	Last 90	Days-	123
Instrument Rating(s) - AIRPLANE						
ACCIDENT FLIGHT WAS THE LAST LEG OF A SER	IES OF FLIGHTS THAT DAY, WHI	CH INCLUDED OTHE	R REFUELING	OF THE AIR	CRAFT,	
ING THIS REFUELING THE FUEL PUMP FOR THE G						
OMPLISHED. THE PILOT STATED THAT HE PREFLIC	GHTED THE AIRCRAFT BEFORE TA EET FROM THE DEPARTURE END.					

File No 16	08 7/12/82	EBENSBURG, PA		No. N52192	Time (Lc1) - 1905 EC	)T 
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL CLIMB				
4. AIRCRAFT PREFLI	TER RCRAFT - IMPROPER - GHT - IMPROPER - PI	LOT IN COMMAND	·			
Occurrence #2 Phase of Operation	LANDING - FLARE/T	OUCHDOWN				
Occurrence #3 Phase of Operation		·	·			
Occurrence #4 Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH TERRAIN				
Finding(s) 5. TERRAIN CONDITI						
Occurrence #5 Phase of Operation	LANDING - ROLL					
Probable Cause						
The National Transpois/are finding(s) 4	rtation Safety Boar	d determines that the	Probable Cause	(s) of this acc	cident	

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

-Basic Information	NEDAL AVIATION)			*		
Type Operating Certificate-NONE (GE	NERAL AVIATIUN) Aircraf SUBSTA	t Damage	Fata1	Injur Serious		None
Type of Operation -PERSONAL		Crew		0	0	1
Flight Conducted Under -14 CFR 9		Pass	-	ŏ	ŏ	1
Accident Occurred During -TAXI						
-Aircraft Information						
Make/Model - NORTH AMERICAN T-6G		W 1340	ELT	Installed/A	ctivated	YES/N
Landing Gear - TAILWHEEL FIXED-MAI Max Gross Wt - 5300	NS REIRACT Number Engines - 1 Engine Type - RE			ll Warning S		J
No. of Seats - 2	Rated Power -		LIOK Wea		NO	
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIE	• • • • • • • • • • • • • • • • • • • •		ON AIF	RPORT		
Method - N/A	SAME AS ACC/INC		A	2-4-		
Completeness - N/A Basic Weather - VMC	Destination		Airport [	Data RSITY PARK		
Wind Dir/Speed- 270/005 KTS		,		/ Ident -	24	
Visibility - 10.0 SM	ATC/Airspace			/ Lth/Wid -		100
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	A 50	Maddan 1 0 - 1 10 1		NEDIOAL WA	TV500 / TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight Review	Medical Certifica	te - VALIL nt Time (H		IAEK2/ CIW	. 1
PRIVATE	Current - YES	Total -			Hrs -	0
SE LAND, ME LAND	Months Since - 14	Make/Model-	170	Last 30		
	Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -		Last 90	Days-	10
Instrument Rating(s) - AIRPLAN	E					
LE TAXIING IN FROM LANDING THE RIGHT L	ANDING GEAR COLLAPSED RESULTING	IN SUBSTANTIAL DAL	MAGE TO TH	HE AIRCRAFT.		
ESTIGATION REVEALED THE RIGHT LANDING		Jebs   All IAC DA				

File No 1609	7/25/82	STATE COLLEGE, PA	A/C Reg. No. N6253C	Time (Lc1) - 1320 EDT	
	N GEAR COLLAP: I - FROM LAND				
Finding(s) 1. LANDING GEAR,NORMAL F	RETRACTION/EX	TENSION ASSEMBLY - FAIL	LURE, TOTAL		
Probable Cause					

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

	/31/82 EIGHT	Y FOUR, PA A/C	Reg. No. N7774S		Τ.	ime (Lc1)	) - 130	O EDT	
Basic Information Type Operating Certifica	te-NONE (GENERA		aft Damage				juries		
			TANTIAL		Fatal	Serious	s Mi	nor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0		0	1
Flight Conducted Under Accident Occurred During		NONE		Pass	0	0		0	0
Aircraft Information									
	R SGS-2-33A	Eng Make/Model - N		,		Installed			
Landing Gear - N/A		Number Engines - N				l Warning		m - NO	
Max Gross Wt - 1040		Engine Type - N			Weath	ner Radar	- NO		
No. of Seats - 2		Rated Power - N	N/A 						
Environment/Operations Inf	ormation								
Weather Data		Itinerary		Α		roximity	/		
	ORD OF BRIEFING		nt		ON AIRE	PORT			
Method - N/A		SAME AS ACC/INC							
Completeness ~ N/A		Destination		Αí	rport Da				
Basic Weather - VMC						AIRPORT			
Wind Dir/Speed- UNK/NR					,	Ident	- UNK		
Visibility - 10.0		ATC/Airspace				Lth/Wid			
Cloud Conditions(1st)		Type of Flight Plar				Surface			
Cloud Conditions(2nd)		Type of Clearance			Runway	Status	- DRY		
Obstructions to Vision		Type Approach Flown	n - NONE						
	- NONE								
Condition of Light	- DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 59	Medical Certi						
Certificate(s)/Rating(s	)	Biennial Flight Review			Time (Ho	•			
PRIVATE		Current - UNK/N			70		24 Hrs		. 0
		Months Since - UNK/N			70		30 Day		
		Aircraft Type - UNK/N	IR Instrumen	t-	0	Last	90 Day	s-	18
GLIDER									

File No 16	41 7/31/82	EIGHTY FOUR, PA	A/C Reg. No. N7774S	Time (Lc1) - 1300 EDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALF L CLIMB	FUNCTION	
Finding(s) 1. GLIDER LAUNCH/T 2. GLIDER LAUNCH/T		LURE, PARTIAL		
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is	/are finding(s) 3		

Basic Information	AL AVITATION	Administ Dam			T		
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTION	AL - DUAL	Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 170		e/Model - CONTINE			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050		Engines - 1 Type - RECIPRO			1 Warning S		E5
No. of Seats - 4	Rated Po	ower - 145		ETUR Weat	ner kadar -	NU	
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		arture Point		ON AIR	PORT		
Method - N/A		S ACC/INC			_		
Completeness - N/A	Destinatio	on		Airport D			
Basic Weather - VMC					NT AIRPORT	25	
Wind Dir/Speed- 230/005 KTS Visibility - 10.0 SM	ATC/Airspa	66			Ident - Lth/Wid -		200
Cloud Conditions(1st) - NONE		ce Flight Plan - NON	F		Surface -	•	
Cloud Conditions(2nd) - NONE		Clearance - NON				DRY	
Obstructions to Vision- NONE		roach Flown - NON		_			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					MEDICAL NO		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30	Medi:	cal Certifica	te - VALIU	MEDICAL-NO	WAIVERS/	LIMII
COMMERCIAL.CFI	Current	t Review - YES	Filgi Total -	1410	las+ 24	Hrs -	0
SE LAND, ME LAND	Months Sin	ce - 13	Make/Model-	100	Last 30		
*		ype - UNK/NR	Instrument- Multi-Eng -	216	Last 90	Days-	4
GLIDER			Multi-Eng ~	15	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
larrative							
RIGHT AXLE OF THE LANDING GEAR SEPARATED	AFTER A NORMAL I	LANDING. THE GEAR	DUG INTO THE	GROUND AN	D THE		

File No 16	8/01/82	ERWINNA, PA	A/C Reg. No. N3988V	Time (Lc1) - 1240 EDT
Occurrence #1 Phase of Operation	MAIN GEAR COLLAP LANDING - ROLL	SED	•	
Finding(s) 1. LANDING GEAR,AX 2. LANDING GEAR,AX	LE - FAILURE,TOTAL LE - SEPARATION			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				

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

File No 1627 8	/01/82	DUB01S,	PA	A/C Reg.	No. N2852E		Τi	me (Lc1)	- 1650	EDT	
	ite-NONE (	GENERAL A	AVIATION)	Aircraft Da	amage			Inj	uries		
, ,			,	SUBSTANTI		Fat	ai	Serious	Mino	or	None
Type of Operation	-PERSON			Fire	Cr	ew	0	0	(	)	1
Flight Conducted Under				NONE	Pa	SS	0	0	(	)	2
Accident Occurred During	-LANDIN	IG								- <del>-</del>	
Aircraft Information											
Make/Model - PIPER PA					ING 0-360-A4M						
Landing Gear - TRICYCLE	-FIXED							Warning		- YE	:S
Max Gross Wt - 2450					ROCATING-CARB	URETOR	Weath	ner Radar	- NO		
No. of Seats - 4			Rated Power	- 180	) HP						
Environment/Operations Inf	ormation-		,								
Weather Data			Itinerary					roximity			
₩x Briefing - FSS			Last Departu			00	I AIRP	ORT			
Method - RADIO			SAME AS AC	C/INC							
Completeness - FULL			Destination			Airpo		ıta			
Basic Weather - VMC					J		BOIS		_		
Wind Dir/Speed- 310/01			.== /					Ident	- 25	- /	
Visibility - 7.0			ATC/Airspace					Lth/Wid			100
Cloud Conditions(1st)			Type of Flig					Surface		4 L I	
Cloud Conditions(2nd)			Type of Clea			RU	inway	Status	- DRY		
Obstructions to Vision			Type Approac	n Flown - No	INE						
	- NONE	ı <del></del>									
Condition of Light	- DAYLIGH	 								- <del></del>	
Personnel Information								MED TO 4 1			<del></del>
Pilot-In-Command	`		ge - 45		dical Certifi				NO WAIVE	-K2/L	TMTI
Certificate(s)/Rating(s		В	iennial Flight Re			ight Tim			0.4 11==		^
PRIVATE				- YES	Total -				24 Hrs -		O (AID
SE LAND			Months Since					Last			
			Aircraft Type	- UNK/NR	Instrument-	41		Last	90 Days	-	13
	- NONE										

File No 16	8/01/82	DUBOIS,PA	A/C Reg.	No. N2852E	Time (Lcl) - 1650 EDT
Occurrence #1 Phase of Operation				•	
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/T	OUCHDOWN			
Occurrence #3 Phase of Operation	COMPLETE GEAR COL LANDING - FLARE/T				
Probable Cause					

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

File No 1760 8/06/82 UNION	VILLE, PA A/O	C Reg. No.	20KG	Т	ime (Lc1) -	- 1630 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage			Injur	ries	
· , , p = - p = / a = /		TROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NON	E	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - SCHLEICHER ASW-20	Eng Make/Model -	N/A		ELT	Installed/	Activated	- NO -N/A
Landing Gear - N/A	Number Engines -	N/A		Stal	1 Warning S	System - Y	ES
Max Gross Wt - 660	Engine Type -	N/A		Weat	her Radar -	- NO	
No. of Seats - 1	Rated Power -	N/A					
Environment/Operations Information						<b>-</b>	
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int		ON AIR	RPORT		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC					SOARING GLI	DERPORT	
Wind Dir/Speed- VARIABLE						- 23	
Visibility - 15.0 SM	ATC/Airspace				/ Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Pla	an - NONE		Runway	/ Surface -	- GRASS/TU	RF .
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		Runway	/ Status -	- DRY	
Obstructions to Vision- NONE	Type Approach Flor	vn - NONE					
Precipitation - NONE					*		
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49	Medical	Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		Fligh	nt Time (H	lours)		
PRIVATE, COMMERCIAL, CFI	Current - YES	Tot	:a1 -	2932	Last 24	Hrs -	3
SE LAND	Months Since - 1	Mak	e/Model-	30	Last 30	Days- UN	K/NR
	Aircraft Type - UNK,	/NR Ins	trument-	8	Last 90	Days-	271
GLIDER							
Instrument Rating(s) - NONE							
Narrative							
WHILE BEING TOWED DURING TAKEOFF, THE PILOT M	OVED THE FLAPS FROM THE I	NEUTRAL #3	TO THE POST	TIVE #4 S	ETTING AND	THE	
NOSE OF THE GLIDER PITCHED UP. THE PILOT REAL							
(NEGATIVE) SETTING AND THE TWO CABLE WAS RELE							
AHEAD AND COLLIDED WITH TREES AND UNDERBRUSH.							
THE ELEVATOR. THE PILOT INDICATED THAT DURING							
STICK WAS MOVED FORWARD AND AFT.				.=			
The state of the s							

File No 170	8/06/82	UNIONVILLE, PA	A/C Reg. No.	20KG	Time (Lc1) - 1630 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. FLT CONTROL SYS 2. ABORTED TAKEO	•				:. 
Occurrence #2 Phase of Operation		ION WITH OBJECT			
Finding(s) 3. OBJECT - TREE(S	)				
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines that th	ne Probable Cause(s) c	of this accident	
Factor(s) relating to	this accident is,	/are finding(s) 3			

Basic Information Type Operating Certificate-NONE	(GENERAL A	/IATION)	Aircraf	t Damage			Ini	uries	
	•	•	SUBSTA			Fatal			None
Type of Operation -INSTR Flight Conducted Under -14 CF	RUCTIONAL -	SOLO	Fire		Crew	0	0		1
	R 91		NONE		Pass	0	0	0	0
Accident Occurred During -TAXI									
Aircraft Information	·								
Make/Model - PIPER PA-28-161		Eng Mak	e/Model - LY	COMING 0-	324-D3G	ELT	Installed	/Activated	- UNK/N
Landing Gear - TRICYCLE-FIXED		Number	Engines - 1	<b>.</b>		Stal	1 Warning	System - Y	ΈŞ
Max Gross Wt - 2150			Type - RE		NG-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 4		Rated F	ower -	160 HP					
-Environment/Operations Information	)								
Weather Data		Itinerary					Proximity		
Wx Briefing - NO RECORD OF E	RIEFING		arture Point			ON AIR	PORT		
. Method - N/A Completeness - N/A		SAME A Destinati			•	Airport D	2+2		
Basic Weather - VMC		Destinati	,				G VALLEY		
Wind Dir/Speed- UNK/NR							Ident	- UNK/NR	
Visibility - 20.0 SM		ATC/Airspa	.ce				Lth/Wid	- N/A	
Cloud Conditions(1st) - NONE			Flight Plan					- ASPHALT	
Cloud Conditions(2nd) - NONE			Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	*	Type App	roach Flown	- NONE					
Precipitation - NONE Condition of Light - DAYLIG	LUT								
Personnel Information Pilot-In-Command	A ~	e - 55		Modical	Contificat	o - VALTO	MEDICAL -	WAIVERS/LIM	ITT .
Certificate(s)/Rating(s)		ennial Fligh	t Review	Medicai		t Time (H		WAIVERS/ LIN	111
STUDENT	5.	Current		Tota	1 -			24 Hrs -	0
SE LAND				Make	/Model-	62	Last	30 Days- UN 90 Days-	IK/NR
		Aircraft T	ype - N/A	Inst	rument-	0	Last	90 Days-	19
Instrument Rating(s) - NONE	:								
-Narrative									
STUDENT PILOT STATED THAT AS HE BE	GAN TO TAX	. HE PROCEE	DED ABOUT 35	FT AND T	HEN THE AT	RCRAFT SU	DDENLY		
RED TO THE LEFT AS IF THE WHEEL HAD								FT	

File No. - 1751 8/13/82 WILKES BARRE, PA A/C Reg. No. N2962Q Time (Lc1) - 1000 EDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND

OBJECT - BUILDING(NONRESIDENTIAL)

3. OBJECT - VEHICLE

----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 1779 8/16/82 TUNKH	IANNOCK,PA A/C Reg	. No. N3732Z	Т	ime (Lc1) -	- 1830 ED	Τ
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ries	
	SUBSTANT		Fata1	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass		0	0	1
Aircraft Information						
Make/Model - PIPER PA-22-160	Eng Make/Model - LYCC	MING 0-320-A1A	ELT	Installed/A	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	System - I	NO
Max Gross Wt - 1840	Engine Type - RECI		ETOR Weat	her Radar -	- NO	
No. of Seats - 4	Rated Power - 1	50 HP				
Environment/Operations Information				,		
Weather Data	Itinerary		Airmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	READING, PA		ON AIR	FUNI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	TUNKHANNOCK, PA		SKYHAV			
Wind Dir/Speed- CALM	TOTAL MATERIAL PARTY	,	_		- 36	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		300
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 -		,			
Precipitation - NONE	21					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 71 M	edical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H		,	
PRIVATE	Current - YES	Total -		Ĺast 24	Hrs -	1
SE LAND	Months Since - 12	Make/Model-	3300	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	470	Last 90	Days-	64
Instrument Rating(s) - AIRPLANE						
Narrative						
DURING A LANDING IN CALM WIND CONDITIONS, THE	AIRCRAFT WAS HIGH ON FINAL A	PPROACH. SO THE	PILOT ADDE	D		
FLAPS AND SLIPPED THE PLANE TO LOSE ALTITUDE.						
REPORTED THAT AFTER LANDING, HE APPLIED THE B	RAKES, BUT THEY SEEMED TO FAI	L. HE INTENTIONA	LLY GROUND	LOOPED		
THE PLANE AT THE END OF THE RUNWAY TO KEEP IT	FROM GOING OVER A BANK AND I	NTO A TRAILER PA	RK. DURING	THE		
MANEUVER, THE AIRCRAFT FLIPPED OVER.						

File No. - 1779 8/16/82 TUNKHANNOCK, PA A/C Reg. No. N3732Z Time (Lc1) - 1830 EDT Occurrence NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - MISJUDGED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

----Probable Cause----

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

File No 1743 8/01/82 G	REER, SC	A/C Reg. No. N	1831F	Time (Lcl	) - 1335 ED	Γ
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		In atal Seriou	juries s Minor	None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	IONAL - SOLO 1	Fire NONE	Crew Pass	0 1 0	0	0
Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Eng	odel - LYCOMING O- ines - 1 e - RECIPROCATI r - 180 HP			g System - '	
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Cloud Conditions(1st) - 3000 FT Cloud Conditions(2nd) - 17000 FT Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart SAME AS A Destination  ATC/Airspace SCATTERED Type of Fli	CC/INC ght Plan - NONE	Air	rport Proximity ON AIRPORT  port Data GREENVILLE-SPAI Runway Ident Runway Lth/Wid Runway Surface Runway Status	RTANBURG - 03 - 7600/ - ASPHALT	, 150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 35 Biennial Flight R Current Months Since Aircraft Type	eview - N/A Tota - N/A Make	Flight T l - 1 /Model-	3 Last	-NO WAIVERS, 24 Hrs - 30 Days- 90 Days-	/LIMIT 1 8 18
Instrument Rating(s) - NONE						
THE STUDENT PILOT HAD RECEIVED ABOUT THRE OF DUAL INSTRUCTION, HE WAS INDORSED FOR FLY LOCALLY. ABOUT 25 MINUTES LATER, THE HE ELECTED TO CHANGE THE FUEL SELECTOR POROTATED THE FUEL SELECTOR HANDLE TO THE R 300 FT AGL. SUBSEQUENTLY, THE AIRCRAFT CR REPORTEDLY, THE PILOT HAD TURNED TO AVOID "OFF" POSITION (NEAR THE RIGHT TANK POSIT	SOLO FLIGHT, THE INSTR STUDENT RETURNED FOR T SITION. HE SAID THAT H IGHT. DURING THE GO-AR ASHED DURING A FORCED LARGER TREES DURING T	UCTOR DEPLANED, AN OUCH-AND-GO LANDIN E REACHED DOWN, DE OUND AFTER THE LAN LANDING IN AN AREA HE LANDING. THE FU	D THE STUDENT GS. HE STATED PRESSED THE S DING, THE ENG OF SCRUB PIN EL SELECTOR W	TOOK OFF TO THAT ON DOWNW PRING CLIP, ANI INE QUIT AT ABO E AND OAK. AS FOUND IN THO	D DUT E	

GREER, SC File No. - 1743 8/01/82 A/C Reg. No. N1831F Time (Lc1) - 1335 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 6. MANEUVER - PERFORMED - PILOT IN COMMAND 7. 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) 5,7

File No 1754 8/29/82 CLEM	SON, SC	A/C Reg.	No. N15225	٦	Time (Lc1)	- 1440 EDT	
Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft C SUBSTANTI Fire NONE		-	Inju Serious O O		None 2 1
Aircraft Information Make/Model - BEECH V35B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Nimber En	gines - 1 pe - RECIF	ENTAL IO-520-BA - FUEL INJECTE 5 HP	C+a1	Installed/ Il Warning : ther Radar	System - V	
	Itinerary Last Depar WILLIAMS			Airport ON AIF	Proximity RPORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/O15 KTS Visibility - 5.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Destination CLEMSON, ATC/Airspace Type of F1 Type of C1	SC ight Plan - I earance - N		Runway Runway Runway Runway	N-OCONEE C	- 07 - 3000/ - ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 67 Biennial Flight		dical Certifica	te - VALIC ht Time (H		AIVERS/LIM	IT
PRIVATE SE LAND	Current Months Since Aircraft Typ	- YES - 23	Total - Make/Model-	908 508	Last 2 Last 3	O Days- UN	5 K/NR 36
Instrument Rating(s) - AIRPLANE							
Narrative DURING ARRIVAL, THE WIND WAS REPORTED TO BE ULL FLAPS, THE SPEED WAS BLED OFF FOR AN IN OUCHDOWN, THE WIND SHIFTED ABOUT 90 DEGREES CAPABILITY OF THE AIRCRAFT. SUBSEQUENTLY, TH OWER TO GO AROUND, BUT COULD NOT FLY OUT OF LEFT TOWARD TREES. THE SAFETY PILOT MADE AN TIP CONTACTED THE GROUND AND THE LEFT WING C	TENDED FULL-STALL TO NEARLY A DIREC E AIRCRAFT DRIFTED THE STALL. DURING EFFORT TO TURN RIG	LANDING. THE T CROSS WIND, TO THE SIDE THE ATTEMPTE	PILOT REPORTED PROBABLY EXCEE OF THE RUNWAY. D GO-AROUND, TH	THAT JUST DING THE C THE PILOT E AIRCRAFT	PRIOR TO CROSSWIND ADDED FULL WAS MOVING		

File No. - 1754 8/29/82 CLEMSON, SC A/C Reg. No. N15225 Time (Lc1) - 1440 EDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 6. MANEUVER - PERFORMED - PILOT IN COMMAND 7. AIRSPEED - NOT POSSIBLE - PILOT IN COMMAND 8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 9. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2,9

File No 1679 8/04/82 NASHV	ILLE,TN A/C	Reg. No. N9209F	T 	Time (Lcl) - 0907 EDT					
-Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	DESTRI Fire	ft Damage DYED Cre Pas	ew O	Injur Serious O O		None 1 0			
Accident occurred buring -LANDING									
Aircraft Information Make/Model - HUGHES 369HS Landing Gear - SKID Max Gross Wt - 2550 No. of Seats - 5	Number Engines - Engine Type - T	Eng Make/Model - ALLISON 250-C20 Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 278 HP			ELT Installed/Activated - NO -N/ Stall Warning System - NO Weather Radar - NO				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Poin SAME AS ACC/INC Destination	Last Departure Point SAME AS ACC/INC			Airport Proximity OFF AIRPORT/STRIP Airport Data				
Basic Weather - IMC Wind Dir/Speed- 026/003 KTS Visibility - 2.0 SM Cloud Conditions(1st) - 25000 FT BROK Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace EN Type of Flight Plan Type of Clearance Type Approach Flown	- SPECIAL VFR	Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	N/A N/A				
-Personnel Information									
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Certific			WAIVERS	/LIMIT			
Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER	Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/N	Total - Make/Model- R Instrument- Multi-Eng -	276	Last 24 Last 30 Last 90	Days-	91			
Instrument Rating(s) - AIRPLANE,HE									
Narrative LOT LOST CONTROL OF THE HELICOPTER DURING L E-EXISTING DISCREPANCY WAS A "NOTCHIENESS" EVIOUS DAY. HE FURTHER STATED IT MIGHT HAVE	IN THE CYCLIC TRIM. THE PI	RD AND THE AIRCRAI			Υ				

File No 167	79 8/04/82	NASHVILLE, TN	A/C Reg. No. N9209F	Time (Lc1) - 0907 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. ROTORCRAFT FLIGH 2. CYCLIC - IMPRO	•	CYCLIC TRIM - BINDING	(MECHANICAL)	
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Probable Cause		<u>.</u>		
The National Transporis/are finding(s) 2	tation Safety Boa	rd determines that the	e Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 1		

### Brief of Accident

File No 1680 4,	A/C Reg.	No. N32717	Time (Lc1) - 2124 CST				
Basic Information Type Operating Certificate-AIR CARRIER DOMESTIC/FLAG Type of Operation -SCHEDULED,DOMESTIC,PASSENGER Flight Conducted Under -14 CFR 121			Damage AL Crew	Fatal O	0	Minor O	None 7
Accident Occurred During		NONE	Pass	0	0	0	61
Aircraft Information Make/Model - BOEING 72 Landing Gear - TRICYCLE- Max Gross Wt - 171000 No. of Seats - 98	RETRACTABLE Number Engi	Make/Model - P&W c er Engines - 3 ne Type - TURBO d Power - UNK/N	FAN	Stall	Installed/Ac   Warning Sy ner Radar -	stem - YE	
Environment/Operations Info Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - 6.0  Cloud Conditions(1st) -  Cloud Conditions(2nd) -  Obstructions to Vision-  Precipitation  Condition of Light	Itineral Last I HOU! Destine AUS  SM ATC/Air: UNK/NR Type OUNK/NR TYPE	Departure Point STON,TX ation TIN,TX	FR INK/NR	Runway Runway	PORT ata MUNI	ASPHALT	nK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP ME LAND	Current Months S	ight Review	Make/Model-	t Time (Ho 1165 2461 K/NR	burs) Last 24 Last 30 Last 90	Hrs - Days- UNK	7 
Instrument Rating(s)	- AIRPLANE						
THE LEFT MAIN GEAR COLLAPSED & A FAILED DRAG STRUT ASSEMBLY #6 THE STRESS CORROSION CRACKING PRESULTING FROM A TIRE BLOWOUT ITHE STRUT AT THE TIME OF THE PRESULTING PRODUCE A NOTCH AND/ORCRACKING IN THIS AREA.	55-57903-11. THERE WAS EVIDE PROBABLY INITIATED FROM PREV NCIDENT WHICH OCCURRED ON C RIOR DAMAGE, OR THE DAMAGE N	ENCE OF A PRE-EXIS VIOUS DAMAGE TO TH 3/10/82. EITHER A WAS SEVERE ENOUGH	TING CRACK PRIOR E OUTER SURFACE SMALL CRACK OR G TO DISRUPT THE I	TO THE ST OF THE STR ROUP OF CR NTEGRITY O	RUT SEPARAT RUT CYLINDER RACKS INITIA OF THE SURFA	ION. TED IN CE	

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File No. - 1680 4/18/82 AUSTIN,TX A/C Reg. No. N32717 Time (Lc1) - 2124 CST

Occurrence MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. LANDING GEAR, MAIN GEAR STRUT PREVIOUS DAMAGE
- 2. LANDING GEAR, MAIN GEAR STRUT CRACKED
- 3. LANDING GEAR, MAIN GEAR STRUT STRESS CORROSION
- 4. LANDING GEAR, MAIN GEAR STRUT FAILURE, TOTAL

----Probable Cause----

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

	PRAIRIE,TX A/C R	eg. No. N70108		ime (Lc1) -	- 1500 CDT	
-Basic Information Type Operating Certificate-NONE (GENER!		t Damage	P	Injur		
Type of Operation -PERSONAL	SUBSTAI Fire	NTIAL	ratai w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE			ŏ	-	ò
Accident Occurred During -TAXI			er Ö	0		1
-Aircraft Information						
Make/Model - PIPER J3C-65	Eng Make/Mode1 - CO			Installed/.		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220	Number Engines - 1 Engine Type - RE			1 Warning S		ES.
No. of Seats - 2	Rated Power -		KETUK Weat	iller kadar	NU	
-Environment/Operations Information			•			
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIF	PORT		
Method - N/A Completeness - N/A	Destination		Airport [	nata		
Basic Weather - VMC	best matron			PRAIRIE MUN	JI.	
Wind Dir/Speed- 160/010 KTS			Runway	Ident -	· 17	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Approach Flown		Runway	Status -	· DRY	
Precipitation - NONE	Type Approach Flown	NONL				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certific Fli	ate - VALII ght Time (H		IVERS/LIM	11
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES Months Since - 7	Total -	1400	last 24	Hrs -	0
SE LAND, ME LAND	Months Since - 7	Total - Make/Model- Instrument-	206	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	144	Last 90	Days-	30
	•	Multi-Eng -	115			
Instrument Rating(s) - AIRPLANE						
			<del> </del>			
LE THE PILOT WAS TAXIING TO THE ENGINE RUN	I-UP AREA, HIS RIGHT WING ST	RUCK THE PROPELLE	R OF A PIPE	R PA-24 (N7	'545P)	
T WAS POSITIONED AT THE EDGE OF THE TAXIWA			KING SHARPE	R S-TURNS		
	IRCRAFT SOONER AND WOULD HAY					

File No. - 1721 4/25/82 GRAND PRAIRIE,TX A/C Reg. No. N70108 Time (Lc1) - 1500 CDT

Occurrence ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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File No 1692 4/25/82 LEAGL	JE CITY,TX A/C Re	eg. No. N1838F	Τ.	ime (Lc1) -	1945 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION) Aircraf SUBSTAN Fire NONE	t Damage NTIAL Crew Pass	Fatal O O	Injur Serious O 1		None O O
Aircraft Information  Make/Model - BEECH A36TC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 8	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -	NTINENTAL TSIO-520UE CIP - FUEL INJECTED 300 HP	Stall	Installed/A   Warning S ner Radar -	ystem - Y	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/007 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 1200 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	SAME AS ACC/INC Destination GALVESTON,TX ATC/Airspace	· NONE · NONE	OFF AIR Airport Da HOUSTON Runway Runway Runway	N GULF Ident - Lth/Wid - Surface -	13 5000 -UI	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total - Make/Model-	: Time (Ho 637	ours) Last 24 Last 30	Hrs -	1 K/NR
Instrument Rating(s) - NONENarrative AT ABOUT 200 FT THE ENG ABRUPTLY QUIT. THE PL PUMP ON. THE ACFT WAS LANDED GEAR UP IN AN OP						
NOTICED THAT THE FUEL PRESSURE WAS OFF THE GA ASSEMBLED WITH DIRT & TORN SEAL EMBEDDED IN T WHICH WOULD PRODUCE ERRATIC FUEL FLOW.	UGE AT THE HIGH END. THE ENG	DRIVEN FUEL PUMP A	PPEARED 1	O HAVE BEE	N	

File No 16	92 4/25/82	LEAGUE CITY,TX	A/C Reg. No. N1838F	Time (Lc1) - 1945 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MA L CLIMB	LFUNCTION	
Finding(s)  1. FUEL SYSTEM,PUMI  2. FUEL SYSTEM,PUMI  3. FUEL SYSTEM,PUMI	P - ERRATIC			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/			
Occurrence #3 Phase of Operation				
Finding(s) • 4. WHEELS UP LANDIN	NG - INTENTIONAL -	PILOT IN COMMAND		
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating to	this accident is,	/are finding(s) 4		

File No 1737 5/14/82 MCALL	EN,TX	A/C Reg. No. N	85235	Time	(Lc1) - 10	000 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injurie		
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		SUBSTANTIAL Fire NONE	F Crew Pass		rious I 1 O	Minor O O	None 0 0
-Aircraft Information Make/Model - AIR TRACTOR 301 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6900 No. of Seats - 1	Number Engli	del - PRATT/WHITN nes - 1 - RECIPROCATI - 585 HP		Stall Wa	alled/Act rning Sys <sup>.</sup> Radar - NO	tem - Ui	
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/010 KTS Visibility - 5.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC Destination ATC/Airspace Type of Fligh Type of Clean	C/INC	Air	rport Prox OFF AIRPOR port Data AIRSTRIP Runway Ide Runway Lth Runway Sur Runway Sta	T/STRIP nt - O9 /Wid - face - A9	1000/ SPHALT	50
	Age - 34 Biennial Flight Re Current Months Since Aircraft Type	Medical view - YES Tota - 19 Make - UNK/NR Inst	Certificate - Flight T 1 - 674 /Model- 48 rument- UNK/N	ime (Hours	)		
Instrument Rating(s) - NONE							
Narrative E PILOT REPORTED THAT THE ENGINE FAILED SHO HIT A CANAL BANK AT THE END OF THE AIRSTRI SULTED IN THE LOSS OF POWER.							

File No. - 1737 5/14/82 MCALLEN,TX A/C Reg. No. N8523S Time (Lc1) - 1000 CDT

Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN UNKNOWN

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

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

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

is/are finding(s) 1

File No 1612 5/15/82 EAG	LE PASS,TX A/C Re	g. No. N14RR	Time (Lc)	) - 1926 CD	Г
Type Operation Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	RAL AVIATION) Aircraft DESTROYI Fire ON GROUI	ED Crew	Fatal Seriou	0	None O O
Aircraft Information Make/Model - BEECH 95-C55 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300 No. of Seats - 6		TINENTAL IO-520 IP - FUEL INJECTED 280 HP			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PORT ISABEL,TX Destination ROSWELL,NM  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown -	NONE NONE	Airport Proximit OFF AIRPORT/ST Airport Data Runway Ident Runway Lth/Wic Runway Surface Runway Status	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 55 ! Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Total - 2 Make/Model-	t Time (Hours) 2300 Last 500 Last K/NR Last		NK/NR NK/NR NK/NR
Instrument Rating(s) - NONE Narrative THE WRECKAGE WAS LOCATED APPROXIMATELY 16 MMM COMPONENTS OF THE ACFT WERE IDENTIFIED AT THE WEIGHT ON THE ELEV TIP WAS MISSING. THE INBUCOUNTERWEIGHT WAS MISSING. THE STABILIZER SMMIDDLE HINGE ATTACHMENT FITTING DISCLOSED EXPAINT, COULD BE SEEN WITHIN THE FRACTURE OF ELEVATORS BETWEEN THE HINGE POINTS. PAINT THE BOTTOM SURFACE 0.0050-0.0070; R UPPER SURFMANUFACTURER PAINT THICKNESS ON ELEVATORS OF	HE SCENE. THE OUTBOARD HALF OF DARD HALF WAS FOUND 3 MI NWW. TKINS, TOP & BOTTOM, WERE RAISED FOR A PRE-EXISTING FRACTION THE INBOARD FITTING. COMPRESS: HICKNESS MEASUREMENTS ON THE ENTRY OF THE OUTPERSON OF THE ENTRY OF THE OUTPERSON O	THE R ELEVATOR WAS THE L ELEV AS FOUND D BETWEEN THE RIVET TURE. RED PAINT, SI TON DAMAGE WAS EVIE LEV RANGED FROM: L JRFACE 0.0050-0.005	S FOUND 2 MI NW 8 D 1.7 MI & THE EL IS. THE L STABILI IMILAR TO THE SUR DENT ON THE TOP O UPPER SURFACE O. 55. ACCORDING TO	THE COUNTER EVATOR TIP ZER SPAR ROUNDING F BOTH 0060-0.0120 THE	

File No. - 1612 5/15/82 EAGLE PASS,TX A/C Reg. No. N14RR Time (Lc1) - 1926 CDT

Phase of Operation CRUISE - NORMAL

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

#### Finding(s)

- 1. FLIGHT CONTROL, ELEVATOR FLUTTER
- 2. FLIGHT CONTROL, STABILATOR ATTACHMENT CRACKED
- 3. FLIGHT CONTROL, STABILATOR ATTACHMENT OVERLOAD
- 4. FLIGHT CONTROL, STABILATOR ATTACHMENT FAILURE, TOTAL
- 5. FLIGHT CONTROL, ELEVATOR SEPARATION

----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

File No 1669 5/29/82 B	ERGHEIM, TX	A/C Reg. No. N	1737RK	Т	ime (Lc1) -	0018 CST	
Type of OperationPERSONAL Flight Conducted Under	·	Aircraft Damage DESTROYED Fire ON GROUND	Crew	Fatal 1 3			None O O
Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3300 No. of Seats - 4	Number Engi Engine Type	del - LYCOMING O- nes - 1 - RECIPROCATI - 250 HP	540-L3C5D	ELT Stal	Installed/Ac 1 Warning Sy	stem - Y	- UNK/NR ES
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 160/009 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 1000 FT ( Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DAN	Itinerary Last Departu DENVER,CO Destination NEW BRAUNF  ATC/Airspace Type of Flight Type of Cleat Type Approact	ELS,TX	<b>A 1</b>	OFF AII rport Da Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	8500/ CONCRETE	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 49 Biennial Flight Re Current Months Since Aircraft Type	Medical view - YES Tota - 10 Make - UNK/NR Inst	Certificate Flight 1 - 2 /Model- UNK/ rument- UNK/	Time (Ho	ours)	·	
THISTITUTION RACTING(S) - NONENarrative AT 0010 THE PLT CONTACTED SAN ANTONIO TOW 3100 FT IN THE CLOUDS. THE CONTROLLER INS WANTED AN IFR CLEARANCE. THE PLT AFFIRMED TURNED TO A HEADING OF 270 TO MAINTAIN 3,0 OBSERVED A LOW ALTITUDE ALERT. THE PLT REF	TRUCTED THE PLT TO TURN THE ACFT WAS VECTORED DOO. AT OO17 THE ACFT W	LEFT HEADING 030 FOR AN ILS RWY 1 AS GIVEN A LEFT T	, MAINTAIN 3 2R APPROACH. URN TO A HEA	3,000, & AT 001: DING OF	ASKED THE P 2 THE ACFT W 230. THE CO	LT IF HE	

File No 16	69 5/29/82	BERGHEIM, TX	A/C Reg. No. N737	'RK Ti	lme (Lc1) - 0018 CST
Occurrence #1 Phase of Operation		FER WITH WEATHER			·
Finding(s)  1. WEATHER CONDITION 2. WEATHER CONDITION 3. VFR FLIGHT IN	ON - LOW CEILING	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation		· IN FLIGHT			
<ol><li>IMPROPER USI</li></ol>	_ING - IMPROPER - F E OF EQUIPMENT/AIRO	CRAFT, SPATIAL DISOR	IENTATION - PILOT IN COMMAN INSTRUMENT TIME - PILOT IN		
Occurrence #3 Phase of Operation		OLLED			
Probable Cause					
The National Transports/are finding(s) 3,5		d determines that	the Probable Cause(s) of th	is accident	
Factor(s) relating to	this accident is/	are finding(s) 1,2	, 4 , 7		

File No 1665 7/04/82 DEKA	ALB,TX A/C R	eg. No. N3780X	T	ime (Lc1) -	1430 CDT	<del>-</del>
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information			_			
Make/Model - AERO COMMANDER 100	Eng Make/Model - LY	COMING 0-320-A2B	ELT	Installed/A	ctivated	- YES-UNK
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	System - YE	ES
Max Gross Wt - 2250	Engine Type - RE		TUR Weat	ner Radar -	NU	
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF AI	RPORT/STRIP	•	
Method - N/A	MT. PLEASANT,TX Destination			_ 4 _		
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ата		
Wind Dir/Speed- 180/006 KTS			Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - 3000 FT SCA		- NONE		Surface -		
Cloud Conditions(2nd) - 15000 FT SCA	TTERED Type of Clearance	- NONE			N/A	
Obstructions to Vision- NONE	Type Approach Flown		,		,	
Precipitation - NONE	, <b>,</b>					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - 35 Biennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	131	Last 24	Hrs -	2
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model-	62	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	2
7						
Instrument Rating(s) - NONE						
-Narrative						
PILOT LOST POWER DURING A LOCAL FLIGHT A	ND ATTEMPTED A LANDING ON A I	HIGHWAY. CONTROL WA	S LOST AN	D AIRCRAFT	COLLIDED	
H A FENCE. THE AIRCRAFT WAS LANDED DOWNWI						
TIC OF 2350.						

File No 16	65 7/04/82 DEKALB,TX	A/C Reg. No. N3780X	Time (Lc1) - 1430 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CRUISE - NORMAL		
2. AIRCRAFT PREF	,MAGNETO - DETERIORATED LIGHT - IMPROPER - PILOT IN COMMAND		· .
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. WEATHER CONDITION	DN - TAILWIND		
Occurrence #3 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
5. IMPROPER US 6. COMPENSATION FO	- IMPROPER USE OF - PILOT IN COMMAND E OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TY R WIND CONDITIONS - IMPROPER - PILOT IN COMMA	IND	
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 7. OBJECT - FENCE			
Probable Cause			
The National Transpois/are finding(s) 1,2	rtation Safety Board determines that the Prob 2,4,6	pable Cause(s) of this accider	nt
Factor(s) relating to	o this accident is/are finding(s) 3,7		

Basic Information		Advances Demand	_		T m d		
Type Operating Certificate-NONE (GENERA	L AVIALION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - BELLANCA 8KCAB		Model - LYCOMING					
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1 . De - RECIPROCA		Stal	1 Warning	System - U	NK/NR
Max Gross Wt - 1800 No. of Seats - 2	Rated Powe	er - RECIPROCA er - 150 HP	IING-CARBURE	TUR Weat	ner kadar	- NU	
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIR	PORT ·		
· Method - N/A	SAME AS A	•					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM					AIR PARK Ident	- 21	
Visibility - 10.0 SM	ATC/Airspace					- 1490/	100
Cloud Conditions(1st) - NONE		ight Plan - NONE				- GRASS/TU	
Cloud Conditions(2nd) - NONE		earance - NONE				- DRY	
Obstructions to Vision- NONE		ach Flown - VISUA	L FULL CIRCL				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					WED-1044 11		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight F		l Certificat	e - VALID nt Time (H		AIVERS/LIM	11
PRIVATE	Current		tal -	200		4 Hrs -	1
SE LAND		- UNK/NR Ma				O Days- UN	
			strument-				
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS MAKING AN APPROACH TO LAND IN C	ALM WIND CONDITION	NS. ABOUT 100 FT	FROM THE APP	ROACH END	OF THE		

A/C Reg. No. N5503K Time (Lc1) - 2044 CDT File No. - 1784 8/04/82 ALVIN,TX

Occurrence

LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

----Probable Cause----

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

File No 1789 8/05/82 ROCKW	ALL,TX A/C Re	g. No. N67570	т	ime (Lc1)	- 1430 CDT	
Basic Information Type Operating Certificate-NONE (GENERA				Injur	ies	
	DESTROY	ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYC	OMING 0-235-L2C	ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 1670	Engine Type - REC		ETOR Weat	her Radar -	- NO	
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING		-	OFF AI	RPORT/STRIF	•	
Method - N/A	TARRELL, TX			•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC			<b>n</b>	·		
Wind Dir/Speed- 240/008 KTS	ATO / A /				· N/A	
Visibility - 8.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan -			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE	Type of Clearance - Type Approach Flown -		Runway	status -	N/A	
Precipitation - NONE	Type Approach Flown -	NOINE				
Condition of Light - DAYLIGHT		•				
Personnel Information Pilot-In-Command	Age - 49	Medical Certifica	te - VALID	MEDICAL -WA	TVFRS/LTM	ΙΤ
Certificate(s)/Rating(s)			ht Time (H		11 12 113/ 2111	
COMMERCIAL				Last 24	Hrs -	0
SE LAND, ME LAND	Current - YES Months Since - 9	Make/Model-	60			
	Aircraft Type - UNK/NR	Instrument-		Last 90		60
	,	Multi-Eng -				
Instrument Rating(s) - AIRPLANE						
E PILOT STATED THAT HE ENCOUNTERED WIND SHE	AD DUST DEVIL OF OTHER INST	ANTANEOUS EATLUDE	WHILE EL	VING AT ARC	NIT	
O FT AGL. HE STATED THE AIRCRAFT DROPPED, F					,,,	
WITNESS OBSERVED THE AIRCRAFT FLYING AT TRE						
ASHED AND THE PLANE WAS DESTROYED BY IMPACT					ON	
FAILURE.	WITH THE GROOMS. MIN THEST	ANTION NEVERLED IN	O INCIMI AC	. MALI DITO!		

File No. - 1789 8/05/82 ROCKWALL,TX A/C Reg. No. N67570 Time (Lc1) - 1430 CDT

Occurrence Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

ration MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

Flight Conducted Under Accident Occurred During	-INSTRUCTIONA -14 CFR 91 g -TAKEOFF	•	Aircra SUBST Fire	ft Damage			Toda	-1	
Type of Operation Flight Conducted Under Accident Occurred During	-INSTRUCTIONA -14 CFR 91 g -TAKEOFF	•	SUBST				Iniu	ries	
Flight Conducted Under Accident Occurred During	-14 CFR 91 g -TAKEOFF	L - SOLO	Eino			Fatal	•		None
Accident Occurred During	g -TAKEOFF		FILE		Crew	0	0	0	1
-Aircraft Information			NONE		Pass	0	0	0	0
-Aircraft Information									
Make/Model - CESSNA ·		Eng Mal	ke/Model - L`	YCOMING 0-235	-L2C	ELT 1	(nstalled/	Activated	- YES/NO
Landing Gear - TRICYCLE	E-FIXED	Number	Engines -	1		Stall	Warning	System - YI	ES
Max Gross Wt - 1500		Engine	Type - Ri	ECIPROCATING-	CARBURETO	OR Weath	ner Radar	- NO	
No. of Seats - 2				110 HP					
-Environment/Operations Inf	formation					~			
Weather Data		Itinerary				Airport F	roximity		
Wx Briefing - NO REC	CORD OF BRIEFING	Last Der	oarture Poin	t		OFF AIR	RPORT/STŔI	Р	
Method - N/A		MCGRE							
Completeness - N/A		Destinat			Δ	irport Da	ata		
Basic Weather - VMC		TEMPLI			• • •	pc. c bc			
Wind Dir/Speed- VARIAE	SIE/005 KTS		-,			Punway	Ident	- UNK/NR	
Visibility - 10.0		ATC/Airspa	200				Lth/Wid		
Cloud Conditions(1st)				- NONE				- GRASS/TUI	) E
Cloud Conditions(2nd)	- NONE	Type of	Cleanance	- NONE				- DRY	<b>\</b> 1
Obstructions to Vision	NONE	Type of	proach Flown	- NONE		Rullway	Status	- DR1	
	- NONE	Type App	broach Flown	- NUNE					
Condition of Light	- DAYLIGHI								
-Personnel Information									
Pilot-In-Command	,	Age - 0		Medical Cer				O WAIVERS/I	_IMIT
Certificate(s)/Rating(s	5)	Biennial Fligh				Time (Ho	•		
STUDENT		Current			-	30		4 Hrs -	-
SE LAND		Months Sir		Make/Mo		30		O Days- UN	K/NR
		Aircraft 1	Type - N/A	Instrum	ent-	0	Last 9	O Days-	14
Instrument Rating(s)	) - NONE								
-Narrative STUDENT PILOT ORIGINALLY T	TOOK OFF AT TEMP	IF TY AND PRO	SEEDED TO MCC	CDECOD TY TO	PRACTICE	F TOUCH-A	ND-GD		
DINGS. AFTER DEPARTING MCGR									
ASTURE AND RECEIVED DIRECTI									
ORE STOPPING, THE AIRCRAFT				THE FASIORE,	THEN CLE	LOTED TO	ABORT.		
SIL STOFFING, THE AIRCRAFT	JINDON A DITON	AND NOSED OVER.	•						

File No. - 1745 8/09/82 IREDELL,TX

A/C Reg. No. N6279M

Time (Lc1) - 1700 CDT

Occurrence

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

#### Finding(s)

- 1. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 4. TERRAIN CONDITION DITCH
- 5. ABORTED TAKEOFF DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

File No 1744 8/11/82 SANDI 	A,TX 	A/C Reg. No. I	N7651T 	T	ime (Lc1)	- 1930 CDT	
Type Operating Certificate-NONE (GENERAL  Type of Operation -OTHER	·	Aircraft Damage SUBSTANTIAL Fire	Crew	0		Minor O	None 2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE			-	0	0
Aircraft Information Make/Model - CESSNA 172A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075 No. of Seats - 4	Eng Make/Mod Number Engir Engine Type	del - CONTINENTAI nes - 1 - - RECIPROCAT: - 145 HP	_ 0-300-C	ELT Stal OR Weat	Installed/ l Warning :	- NO	•
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departur SAME AS ACC			Airport	Proximity PORT .		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/010 KTS	Destination			Runway	EAD AIRPOR Ident	- 12	4
Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROK Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace EN Type of Fligh Type of Clear Type Approach			Runway Runway	Lth/Wid Surface Status	- GRASS/TU	
-Personnel Information Pilot-In-Command	Age - 23	Medical	Certificate	- VALID	MEDICAL-N	D WAIVERS/	_IMIT
<pre>Certificate(s)/Rating(s)     COMMERCIAL.CFI</pre>	Age - 23 Biennial Flight Rev	/iew	Flight	Time (H	ours)	1 Una -	4
SE LAND	Months Since - Aircraft Type -	YES Tota 5 Make UNK/NR Ins	e/Model- trument-	174 44	Last 30 Last 90	Days- UNE Days-	K/NR 8
Instrument Rating(s) - AIRPLANE							
-Narrative : PILOT-IN-COMMAND (PIC) REPORTED THAT HE W ) WAS AN INSTRUCTOR PILOT. HE HAD A TOTAL F A LOCAL TRAINING FLIGHT ABOUT 30 MINUTES B : AIRCRAFT AND LOST DIRECTIONAL CONTROL. TH ) COLLIDED WITH TREES. THE WIND WAS REPORTE	LIGHT TIME OF ONLY 2 EFORE THE ACCIDENT. E PIC TOOK CONTROL O	230 HRS. THE AIRO WHILE LANDING, OF THE AIRCRAFT,	CRAFT HAD DE THE STUDENT	PARTED S PILOT WA	ANDIA, TX S FLYING		

File No 1	744 8/11/82 SANDIA,TX	A/C Reg. No. N7651T	Time (Lc1) - 1930 CDT
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
3. GROUND LOOP/SW 4. SUPERVISION - 5. IMPROPER U	ION - GUSTS CONTROL - NOT MAINTAINED - DUAL STUDEN ERVE - INADVERTENT - DUAL STUDENT INADEQUATE - PILOT IN COMMAND SE OF EQUIPMENT/AIRCRAFT,QUALIFICATION SE OF PROCEDURE,LACK OF TOTAL EXPERIEN	I - PILOT IN COMMAND(CFI)	
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 7. OBJECT - TREE(	s)		
Probable Cause-			
The National Transpis/are finding(s) 2	ortation Safety Board determines that ,3,4	the Probable Cause(s) of this accide	ent
Factor(s) relating	to this accident is/are finding(s) 1.5	6,6,7	

	INGLAKE,TX 	A/C Reg. No. N8	3239U 		ime (Lc1) 	- 1/30 CL	) I 
Basic Information Type Operating Certificate-NONE (GENE  Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	•	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Inju Serious O O		Non 1 0
Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number	e/Model - CONTINENTAL Engines - 1 Type - RECIPROCATIN ower - 145 HP		Stal	Installed/ 1 Warning ner Radar	System -	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinati ,TX ATC/Airspa Type of Type of	1	А	ON AIR irport Da JONES ! Runway Runway Runway Runway	ata SPRAYING	- DIRT	50
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 18 Biennial Fligh Current Months Sin Aircraft T	t Review - N/A Total ce - N/A Make/		Time (Ho 38 22	ours) Last 2 Last 3	1 Hre -	3 INK/NR
Instrument Rating(s) - NONE							
-Narrative STUDENT PILOT REPORTED THAT DURING A LA WAY AND WAS SUBSTANTIALLY DAMAGED. REPOR O FT.							

File No. - 1799 8/13/82 SPRINGLAKE,TX A/C Reg. No. N8239U Time (Lc1) - 1730 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND

- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 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

-Basic Information Type Operating Certificate-NONE (GENERA	AVTATION)	Ainanaft Damag	_		Injur			
Type operating certificate-none (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL	е	Fata1	•	Minor	nor None	
Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	DS, CHEMICALS, ETC		Crew Pass	_	0	0	1	
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Engine Type	del - P & W R-1; nes - 1 - RECIPROCA - 600 HP	TING-CARBUR	ELT Stal ETOR Weat	Installed/A l Warning S her Radar -	ystem -	•	
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	re Point			Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - VMC	HART,TX Destination			Airport D				
Wind Dir/Speed- 225/007 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea	ht Plan - NONE rance - NONE h Flown - VISUA!		Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	GRASS/1 DRY	TURF	
Personnel Information							. /	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight Re Current	Medica view	l Certifica <sup>.</sup> Flig	te - VALID nt Time (H	MEDICAL-NU ours)	WAIVERS	S/LIMII	
COMMERCIAL SE LAND	Months Since	- YES To- - 17 Mai - UNK/NR Ins	ke/Model-	1244	Last 30	Days- L	JNK/NR	
Instrument Rating(s) - NONE								

File No 17	769 8/13/82 DIMMITT,TX	A/C Reg. No. N8826H	Time (Lc1) - 1230 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI			
Probable Cause			
The National Transpo	ortation Safety Board determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	to this accident is/are finding(s) 2		

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal		uries Minor	None
Type of Opération -PERSONAL		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	Ö	Ō	1
Accident Occurred During -LANDING .							
-Aircraft Information							
Make/Model - CESSNA 150M		/Model - CONTINEN					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number E	ngines - 1 ype - RECIPROC	ATTNO CARRUPT	Stal	1 Warning	System - Y	ES
No. of Seats - 2		wer - 100 H		TUR Weat	ner kadar	- NU	
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIR	STRIP		
Method - N/A	ODESSA,						
Completeness - N/A Basic Weather - VMC	Destinatio BALMORH			Airport D RANCH			
Wind Dir/Speed- 150/012 KTS	DALMUKT	EA, IA			Ident	- 16	
Visibility - 25.0 SM	ATC/Airspac	e				- 8000 -L	JNK/NR
Cloud Conditions(1st) - NONE		light Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Appr	oach Flown - VISU	AL FULL CIRCU	IT			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 28	Media	al Certificat	e - VALID	MEDICAL-N	O WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fliah	t Time (H	ours)		
PRIVATE	Current	- YES T	otal -	78	Last 2	24 Hrs ~	2
SE LAND	Months Sinc	- YES T e - 5 M pe - UNK/NR I	ake/Model-	78	Last 3	30 Days- UN	IK/NR
	Aircraft Ty	pe - UNK/NR I	nstrument-	4	Last 9	00 Days-	6
Instrument Rating(s) - NONE							
Narrative					<b></b>		<b>-</b>
PILOT STATED THAT WHILE HE WAS MAKING A F	JLL FLAP LANDING	. A CROSSWIND DRI	FTED THE AIRC	RAFT OFF	THE NARROV	ı	
EL LANDING STRIP. AS HE STARTED TO GO ARO							
THE GROUND, NOSE FIRST.							•

File No. - 1761 8/15/82 BALMORHEA,TX A/C Reg. No. N9294U Time (Lc1) - 1215 CDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

#### Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 4. GO-AROUND DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL	-	atal	Injur Serious	ries Minor	Na
Type of Operation -OTHER	Fire		Crew	0	0	Minor	None 1
Flight Conducted Under -14 CFR 91	NOI		Pass	Ö	ŏ	Ö	Ö
Accident Occurred During -CRUISE							
Aircraft Information							
Make/Model - BELL 206B		- ALLISON 250-C20B	3		nstalled/		
Landing Gear - SKID Max Gross Wt - 3200	Number Engines				Warning S		NK/NR
No. of Seats - 5	Engine Type Rated Power	- 420 HP		weatr	er Radar -	- UNK/NK	
Environment/Operations Information							
Weather Data	Itinerary		Δi	rport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING		oint			PORT/STRIF	•	
Method - N/A	NO. PADRE ILSE						
Completeness - N/A	Destination		Air	port Da	ta		
Basic Weather - VMC	ROCKPORT,TX	1					
Wind Dir/Speed- 060/010 KTS						- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight P				Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance			Runway	Status -	- WATER -	CHOPPY
Obstructions to Vision- NONE	Type Approach Flo	own - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 33	Medical Certi	ficate -	VALID	MEDICAL-NO	WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T			WAITENS,	
COMMERCIAL	Current - UN		_	-	Last 24	Hrs -	6
SE LAND	Months Since - UN					Days- UNI	K/NR
HELICOPTER	Aircraft Type - UN	K/NR Instrumen	nt- 22	.0	Last 90	Days-	60
					Rotorcr	aft -	4500
Instrument Rating(s) - UNK/NR							
Narrative							
HELICOPTER WAS BEING FERRIED TO SHORE FRO	M AN OTI DIG WHEN THE TA	ATIDATAD GEAD DAY	EATLED A	ND SEDA	DATED EDON	A THE	
RAFT. THE PILOT AUTOROTATED TO THE WATER.							

File No 16	23 8/21/82	PORT MANSFIELD,TX	A/C Reg. No. N208EH	Time (Lcl) - 1200 CDT
Occurrence #1 Phase of Operation		ENT/SYSTEM FAILURE/MALFUN	ICTION	
Finding(s) 1. ROTOR DRIVE SYS	TEM, TAIL ROTOR GE	AR BOX(90 DEG) - SEPARATI		
Occurrence #2 Phase of Operation		/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI 3. AUTOROTATION	•	LOT IN COMMAND		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) i	rtation Safety Boa	ard determines that the P	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 2,3	•	

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft	Damago			Ini	uries		
Type operating certificate-none (denera	L AVIATION)	SUBSTANT			Fatal	Serious	Min	or	None
Type of Operation -CROP CONTROL	RELATED FLIGHT			Crew	0			0	1
Flight Conducted Under -14 CFR 137		NONE		Pass	0	0		0	0
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - AIR TRACTOR AT-400		odel - P&W				Installed			
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1	0000			l Warning		- UN	K/NR
Max Gross Wt - 6600 No. of Seats - 1		e - TURB r - 6			weat	ner Radar	- NU		
No. of Seats	rated rowe								
-Environment/Operations Information	Thimeneus								
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	una Baint				Proximity RPORT/STR			
Method - N/A	SAME AS A				OIF AT	RPURI/SIR	17		
Completeness - N/A	Destination	00, 1110		Α	irport D	ata			
Basic Weather - VMC									
Wind Dir/Speed- 170/006 KTS						Ident			
Visibility - 10.0 SM	ATC/Airspace					Lth/Wid			
Cloud Conditions(1st) - NONE	Type of Fli	ght Plan -	NONE		Runway	Surface	- DIRT		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Cle Type Approa	arance -	NUNE		Runway	Status	- SUF I		
Precipitation - NONE	Type Apploa	CITTIOWIT	INOINE						
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 34	М	edical Certi	ficate	- VALID	MEDICAL-	WAIVERS	/LIMI	Τ
Certificate(s)/Rating(s)	Biennial Flight R	eview		Flight	Time (H	ours)			
COMMERCIAL	Current	- YES							1 (1)
SE LAND, ME LAND	Months Since			1-	400	Last	30 Days	- UNK	/NR
	Aircraft Type	- UNK/NR	Instrumen Multi-Eng	τ- -	182	Last	90 Days	_	100
Instrument Rating(s) - NONE									
-Narrative	AC CURVEYTNO ANOTH	ED ETELD 50	D LITE NEVT D	AV 005	DATION "	IENI TIIE A	TDOD 4 5 *		
PILOT HAD FINISHED SPRAYING A FIELD AND W INE FLAMED OUT. HE LANDED THE AIRCRAFT IN									

File No. - 1621 8/27/82 ALVIN,TX A/C Reg. No. N3657J Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION 
Phase of Operation MANEUVERING

Finding(s)

1. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)

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

Finding(s)

2. TERRAIN CONDITION - CROP

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

4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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

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

File No 1772 8/28/82 PEARLA	ND,TX	A/C Reg. No.	N5788L	T	ime (Lc1) -	- 1933 CD1	r 
Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	•	Aircraft Damag SUBSTANTIAL Fire NONE	ge Crew Pass	•	Injur Serious O O		None O O
Accident Occurred During -LANDING					_	•	
Aircraft Information							
Make/Model - GRUMMAN AA-1 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1465 No. of Seats - 2	Number Engin	el - LYCOMING es - 1 - RECIPROCA - 108 HF	ATING-CARBUR	Stal	Installed/A l Warning S her Radar -	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- 210/008 KTS  Visibility - 15.0 SM  Cloud Conditions(1st) - 25000 FT SCATT  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination  ATC/Airspace ERED Type of Fligh Type of Clear Type Approach	/INC t Plan - NONE ance - NONE	· · · · · · · · · · · · · · · · · · ·	ON AIR Airport D HOUSTO Runway Runway Runway		2500/ GRASS/TL	
Pilot-In-Command	Age - 66		1 Certifica			WAIVERS/	'LIMIT
Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Rev Current - Months Since - Aircraft Type -	YES To	otal - ke/Model-	862	•		2 IK/NR 9
Instrument Rating(s) - NONE							
Narrative E PILOT REPORTED THAT DURING AN ENGINE RUN-U T STATE WHICH. HE REPORTED THAT AFTER THE EN DE. HE STATED THAT AFTER LIFT OFF, THRUST WA D SOME SMALL TREES BEFORE BEING FORCED TO LA ILROAD TRACK SHEARING OFF THE NOSE AND THE L UGH THROUGHOUT THE TAXI, RUN-UP, AND TAKEOFF	GINE WAS LEANED, TH S INADEQUATE TO PRO ND. HOWEVER, DURING EFT MAIN GEAR. GRO	E ROUGHNESS DI DUCE A CLIMB. THE LAND ROLL	SAPPEARED A HE WAS ABLE ., THE AIRCR	ND A TAKEO TO CLEAR AFT STRUCK	FF WAS A DITCH A	INING	

File No 17	72 8/28/82	PEARLAND, TX	A/C Reg. No. N5788L	Time (Lc1) ~ 1933 CDT
Occurrence #1 Phase of Operation		•		
Finding(s) 1. UNDETERMINED 2. OPERATION WITH	KNOWN DEFICIENCIES	IN EQUIPMENT - PERFO	DRMED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/			
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accide	ent

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

File No 1620 8/28/82 BLACK,1	X A/C Reg. No. N9646J			Time (Lc1) - 1100 CDT			
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da		Injuries Fatal Serious Minor			
Type of Operation -APPLYING SEEDS Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	S, CHEMICALS, ETC		Crew Pass	0	0	0	1 0
-Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500 No. of Seats - 1	Number Engi Engine Type	nes - 1	ENTAL TSIO-52O- - FUEL INJECTED HP	Stal1	(nstalled/A   Warning S ner Radar -	ystem - UN	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departu SAME AS AC Destination		,	Airport F OFF AIF Airport Da	RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- 110/006 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2nd) - 12000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		rance - NOI	NE	Runway Runway	Ident - Lth/Wid - Surface - Status -	GRASS/TUR	₹F
-Personnel Information Pilot-In-Command	.ae - 44	Med	ical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	·
Certificate(s)/Rating(s)  COMMERCIAL  SE LAND	Siennial Flight Re	view - YES - UNK/NR	Fligh Total - 1 Make/Model- Instrument- Multi-Eng -	t Time (Ho 0580 391 260	ours)	Hrs - Davs- UNA	
Instrument Rating(s) - AIRPLANE							
-Narrative LE MAKING A SWATH RUN THE AIRCRAFT COLLIDED R FARM EQUIPMENT AND BLENDED WITH THE BACKGR TON FIELD.							

File No. - 1620 8/28/82 BLACK,TX A/C Reg. No. N9646J Time (Lc1) - 1100 CDT

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

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

2. CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - CROP

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

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

asic Information								
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL			Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1	
Accident Occurred During -APPROACH								
ircraft Information								
Make/Model - CESSNA 183P		e/Model - CONTINENT						
Landing Gear - TRICYCLE-FIXED Number Engines Max Gross Wt - 2950 Engine Type			es - 1 Stall Warning System - YES - RECIPROCATING-CARBURETOR Weather Radar - NO					
No. of Seats - 4	Engine Rated Po			uk weat	ner kadar	- NU		
nvironment/Operations Information	Itinerary				D			
/eather Data   Wx Briefing	arture Point		ON AIR	Proximity				
Method - N/A	BORGER			ON AIR	PURI			
Completeness - N/A	Destination		А	irport D	ata			
Basic Weather - VMC	SPEARMA	N,TX		SPEARM	IAN MUNI			
Wind Dir/Speed- 170/015 KTS	_			,		- 20		
Visibility - 30.0 SM	ATC/Airspac					- 3400/	100	
Cloud Conditions(1st) - 10000 FT SC Cloud Conditions(2nd) - NONE		light Plan - NUNE Clearance - NONE			Surface Status			
Obstructions to Vision- HAZE		roach Flown - VISUA	STRAIGHT-IN		Status	DKI		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	71304	2 0 1 1 1 1 2 1 1					
Condition of Light - NIGHT (DARK	()							
ersonnel Information								
Pilot-In-Command	Age - 32 Biennial Flight	Medica	l Certificate			AIVERS/LIM	T	
Certificate(s)/Rating(s)	Biennial Flight	Review					_	
PRIVATE SE LAND	Current	- YES To	tal -	178	Last 2	4 Hrs -	2 (/ND	
SE LAND	MURTIS SINC	ce - 4 Mal /pe - UNK/NR In:	ke/Model- strument-	46 3	Last 3	O Days- UNF O Days-	23	
	A. (	7,00 011117/1111 2111	o er amorre	Ü	2331 3	o bayo	20	
Instrument Rating(s) - NONE								
							- <del></del> -	
ILOT REPORTED THAT WHEN HE WAS ON FINA	L APPROACH FOR A N	IGHT LANDING. THE	AIRCRAFT ENCO	UNTERED	A DOWNDRAF	т.		
DED POWER TO STOP THE DESCENT. HOWEVER	R, AS POWER WAS ADD	ED, THE NOSE GEAR	STRUCK AND SE	VERED A	POWER LINE			
HE AIRCRAFT PITCHED OVER AND CRASHED.	THE LINES WEDE MAD	WED WITH ONLY ONE D	RALL AND WERE	NOT LTG	HTFD			

File No 17	71 8/28/82	SPEARMAN, TX	A/C Reg. No. N91MR	Time (Lc1) - 2130 CDT
Occurrence #1 Phase of Operation		PATTERN - FINAL APPRO	DACH	
Finding(s)  1. LIGHT CONDITION  2. WEATHER CONDITI  3. DISTANCE - MISJ  4. ALTITUDE - MISJ	ON - DOWNDRAFT UDGED - PILOT IN C			
Occurrence #2 Phase of Operation			DACH	
Finding(s) 5. OBJECT - WIRE,T				
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Probable Cause			·	
The National Transpois/are finding(s) 3,		rd determines that i	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 1,2,	5	

File No 1619 8/3	1/82 GEORGE	TOWN, TX	A/C Reg. No.	N6306L	T 	ime (Lc1)	- 1823 CDT	
Basic Information Type Operating Certificate	-NONE (GENERAL		Aircraft Damag DESTROYED	e .	Fatal	Inju Serious		None
Type of Operation Flight Conducted Under - Accident Occurred During -		· · <del>-</del>	ine NONE	Crew Pass	0	0	0	2 0
Aircraft Information Make/Model - AMERICAN AV Landing Gear - TRICYCLE-FI Max Gross Wt - 1465 No. of Seats - 2		Number Engine	e1 - LYCOMING es - 1 - RECIPROCA - 108 HP	TING-CARBURET	Stal	1 Warning	Activated System - U - NO	
Environment/Operations Inform Weather Data `Wx Briefing - NO RECORD Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/004 M Visibility - 20.0 Cloud Conditions(1st) - N Cloud Conditions(2nd) - N Obstructions to Vision- N Precipitation - N Condition of Light - D	O OF BRIEFING  KTS SM NONE NONE NONE NONE	Itinerary Last Departure SAME AS ACC, Destination  ATC/Airspace Type of Flight Type of Cleara Type Approach	/INC t Plan - NONE ance - NONE	А	ON AIR irport D GEORGE Runway Runway Runway	ata TOWN MUNIC Ident Lth/Wid Surface	- 29 - 4100/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	1	Age - 41 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES To 18 Ma UNK/NR In	l Certificate Flight tal - 1 ke/Model- strument- lti-Eng - 1	Time (H 711 181 105	ours) Last 2 Last 3	O WAIVERS/ 4 Hrs - O Days- UN O Days-	1
Instrument Rating(s) -	- AIKPLANE							

File No. - 1619 8/31/82 GEORGETOWN, TX A/C Reg. No. N6306L Time (Lc1) - 1823 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - DELAYED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----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 (GENERA	I AVIATION) Aircraf	t Damage		Inju	ries	
Type operating our till leate hold (achtern	DESTRO		Fatal			None
Type of Operation -BUSINESS	Fire	Crev		0	0	1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	.0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA U206F	Eng Make/Model - CC			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Stal	1 Warning		ES
Max Gross Wt - 3600 No. of Seats - 6	Engine Type - RE Rated Power -	υ weat	her Radar	- UNK/NR		
		300 HP				
nvironment/Operations Information Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	•		
Method - N/A	LEXINGTON, TX					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	KATY,TX	J	KATY			
Wind Dir/Speed- 135/004 KTS	ATO / A d m m m m m m				- 27	IIZ /NID
Visibility - 20.0 SM Cloud Conditions(1st) - NDNE	ATC/Airspace Type of Flight Plan	- NONE		Lth/Wid Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status		CT.
Obstructions to Vision- NONE	Type Approach Flown		,		G,	
Precipitation - NONE	,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	Medical Certifica Flig	ite - VALID jht Time (H		J WAIVERS/I	IMIT
PRIVATE	Current - YES	lotai -	1500	Last 2	4 Hrs -	_ 1
SE LAND	Months Since - 4 Aircraft Type - UNK/NR	Make/Model-	654	Last 30	Days- UN	(/NR
	Aircraft Type - UNK/NR	! Instrument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE						
						. <b></b> -
IG ARRIVAL, THE PILOT INITIATED HIS LANDI	NG WITH A QUARTERING TAIL W	IND AT 4 GUSTING T	O 8 KNOTS.	WHILE		
NG, HE REALIZED HIS AIRSPEED WAS TOO HIG						

No. N8641Q Time (Lc1) - 1730 CDT File No. - 1758 8/31/82 KATY,TX A/C Reg. No. N8641Q

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING

Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. AIRSPEED MISJUDGED PILOT IN COMMAND
- 3. DISTANCE MISJUDGED PILOT IN COMMAND
- 4. GO-AROUND DELAYED PILOT IN COMMAND
- 5. OBJECT WIRE.TRANSMISSION

Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1.5

## Brief of Accident

File No 1726 5/18/82 SAL1	LAKE CITY,UT A/C Re	g. No. N30796	Time (Lc1) - 1745 M	IDT
Type Operating Certificate-NONE (GENER  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING	SUBSTAN Fire NONE		Injuries atal Serious Minor O O O O O O	
Aircraft Information Make/Model - CESSNA T210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 6	Eng Make/Model - CON	TINENTAL TSIO-520-H	Stall Warning System -	
Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 290/025 KTS Visibility - 4.0 SM Cloud Conditions(1st) - 2000 FT SCA Cloud Conditions(2nd) - 3000 FT BRO Obstructions to Vision- NONE Precipitation - RAIN SHOWER Condition of Light - DAYLIGHT	Itinerary Last Departure Point CEDAR CITY,UT Destination SALT LAKE CITY,UT  ATC/Airspace TITERED Type of Flight Plan KEN Type of Clearance Type Approach Flown	Air VFR TOWER	rport Proximity ON AIRPORT port Data SALT LAKE CITY INT'L Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - ASPHAL Runway Status - WET	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - C-182	Medical Certificate - Flight T Total - 353 Make/Model- 68 Instrument- 49 Multi-Eng - 61	4 Last 30 Days- 4 Last 90 Days-	S/LIMIT 2 27 65 4
Instrument Rating(s) - AIRPLANE				
ONE OF THE RUNWAYS AT THE DESTINATION AIRPOR HOLD FOR AIR CARRIER AIRCRAFT. AFTER ABOUT A AREA. IN THE MEANTIME, THERE WAS A WIND-SHIF HE WAS TAXIING TO THE PARKING AREA, GROUND C 45 KTS. AFTER PARKING IN A NORTH-SOUTH DIRECT AIRCRAFT. HE REMAINED IN THE AIRCRAFT WITH TRUDDER EFFECTIVENESS. HE REPORTED THAT THE WEBLOWN SIDEWAYS, THEN FLIPPED OVER.	FIVE MINUTE DELAY, HE WAS CL T FROM AN APPROACHING THUNDER ONTROL WAS REPORTING THAT THE TION, THE PILOT WAITED FOR A THE ENGINE RUNNING SINCE THIS	EARED TO THE GENERAL STORM. THE PILOT STAT WIND WAS FROM THE WE LINE BOY TO COME AND HELPED INCREASE THE E	AVIATION PARKING ED THAT WHILE ST AT 25 GUSTING TIE DOWN THE LEVATOR AND	

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File No. - 1726 5/18/82 SALT LAKE CITY,UT A/C Reg. No. N30796 Time (Lc1) - 1745 MDT

Occurrence Phase of Operation NOSE OVER STANDING

Finding(s)

- 1. WEATHER CONDITION THUNDERSTORM
- 2. WEATHER CONDITION UNFAVORABLE WIND

----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 1668 6/26/82 35 S	E MOAB.UT A/C Re	g. No. N221RM	1	ime (Lcl) -	1045 ME	т
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) · Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -EXTERNAL LO	AD Fire	Crev	w 0	0	1	0
Flight Conducted Under -14 CFR 133	ON GROU	ND Pass	5 0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - AEROSPATIALE SA 315 B	Eng Make/Model - TUR	BOMECA ARTOUSTE :	IIIB ELT	Installed/A	ctivated	I - YES/YE
Landing Gear - SKID	Number Engines - 1		Stal	1 Warning S	ystem -	NO .
Max Gross Wt - 5070	Engine Type - TUR	BOSHAFT	Weat	:her Radar -	NO	
No. of Seats - 5	Rated Power -	858 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF A	RPORT/STRIP		
Method - N/A	MOAB,UT					
Completeness - N/A	Destination		Airport [	ata		
Basic Weather - VMC	35 SE MOAB,UT					
Wind Dir/Speed- CALM					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Approach Flown -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - YES	Total -		Last 24		4
SE LAND, ME LAND	Months Since - 3	Make/Model-	1969	Last 30 Last 90	Days- U	NK/NR
HELICOPTER	Aircraft Type - SA-315B					
		Multi-Eng -	124	Rotorcr	aft -	5666
Instrument Rating(s) - AIRPLANE,H	ELICOPTER					
-Narrative						
ICOPTER LIFTING SLING LOADS LOST POWER IN	A HOVED DILOT JETTISONED LO	AD AND MADE A FOR	CED LANDIA	IG TN A		
INE, ENGINE HAD DIRT BUILDUP AND EROSION						
TIME. LINGTIME THAD DIK! DUILDUF AND EKUSIUN	IN THE COMPRESSOR INCEL CASE	MILITOR LED ID COMP	VE330K 311			

File No 16	68 6/26/82 '35 SE MOAB,UT	A/C Reg. No. N221RM	Time (Lcl) - 1045 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILU HOVER	JRE/MALF	
<ol> <li>SERVICE OF AI</li> <li>COMPRESSOR ASSE</li> </ol>	MBLY,CASTING - DIRTY(FOGGY) RCRAFT - INADEQUATE - COMPANY MAINTEN MBLY - OVERTEMPERATURE Y,TURBINE WHEEL - OVERTEMPERATURE		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 5. LOAD JETTISON -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. TERRAIN CONDITI	ON - LOOSE GRAVEL/SANDY		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that 2	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are finding(s) 3,4	.5.6	

	ERAL AVIATION) Aircraft	Damage		Inj	juries	
	DESTROY		Fatal			None
Type of Operation -PERSONAL	Fire	Cre		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	5 0	0	0	0
-Aircraft Information						
Make/Model - OSPREY II	Eng Make/Mode1 - LYC				d/Activated	
Landing Gear - AMPHIBIAN					y System -	UNK/NR
Max Gross Wt - 2900		IPROCATING-CARBU	RETOR Wea	ther Radar	· - NO	
No. of Seats - 2	Rated Power -	160 HP				
-Environment/Operations Information	*******			D		
Weather Data	Itinerary			Proximity	′	
Wx Briefing - NO RECORD OF BRIEF			ON AI	RPORT		
Method - N/A	SAME AS ACC/INC		4	D-+-		
Completeness - N/A Basic Weather - VMC	Destination RAWLINGS.WY		Airport OGDEN			
Wind Dir/Speed- 130/008 KTS	RAWLINGS, WI	<i>y</i>		v Ident	- 16	
Visibility - UNK/NR	ATC/Airspace			•	- 5349/	200
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		y Surface	•	200
Cloud Conditions(2nd) - NONE	Type of Clearance -			y Status		
Obstructions to Vision- NONE	Type Approach Flown -		11011110	, 514145		
Precipitation - NONE	. 71					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	•	Medical Certific			·WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (			
COMMERCIAL, ATP	Current - YES	Total -	_	_	24 Hrs -	6
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model-			30 Days- L	*
GLIDER	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	· ·	Last	90 Days-	9

File No. - 1738 7/20/82 OGDEN, UT A/C Reg. No. N50733 73 Time (Lc1) - 1400 MDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. CARBURETOR HEAT CONTROL, CABLE - LOOSE 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND 4. TERRAIN CONDITION - ROUGH/UNEVEN 5. TERRAIN CONDITION - RISING ----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

Type of Operation -N Flight Conducted Under -1 Accident Occurred During -L Aircraft Information Make/Model - BELL UH1B Landing Gear - SKID Max Gross Wt - 9300 No. of Seats - 10	ON-DEMAND AIR TAXI JON SCHED, DOMESTIC 4 CFR 135 ANDING	SUBS ,CARGO Fire NONE 	 LYCOMING 753-11 1	ass 0  ELT Sta	0 0 Installed/A	Minor O O	0
Type of Operation -N Flight Conducted Under -1 Accident Occurred During -L Aircraft Information Make/Model - BELL UH1B Landing Gear - SKID Max Gross Wt - 9300 No. of Seats - 10  Environment/Operations Informal	ON SCHED, DOMESTIC 4 CFR 135 ANDING	CARGO Fire NONE  Eng Make/Model - Number Engines - Engine Type	C P  LYCOMING 753-11 1	rew 0 ass 0ELT Sta	0 0 Installed/A	0 0	0
Accident Occurred During -L -Aircraft Information Make/Model - BELL UH1B Landing Gear - SKID Max Gross Wt - 9300 No. of Seats - 10 -Environment/Operations Informa	ANDING	Eng Make/Model - Number Engines - Engine Type	 LYCOMING 753-11 1	ass O  ELT Sta	0  Installed/A	0	0
Accident Occurred During -L Aircraft Information Make/Model - BELL UH1B Landing Gear - SKID Max Gross Wt - 9300 No. of Seats - 10  Environment/Operations Information	ANDING	Eng Make/Model - Number Engines - Engine Type	 LYCOMING 753-11 1	ELT Sta	Installed/A		
Landing Gear - SKID  Max Gross Wt - 9300  No. of Seats - 10		Number Engines - Engine Type -	1	Sta		ctivate	4 - NO -N
Landing Gear - SKID  Max Gross Wt - 9300  No. of Seats - 10  Environment/Operations Informa Weather Data		Number Engines - Engine Type -	1	Sta		ctivate	4 - NO -N
Max Gross Wt - 9300 No. of Seats - 10 		Engine Type - '					
No. of Seats - 10 				1.1	11 Warning Sy ther Radar -		NU
			1100 HP	wea	ther kadar -	NU	
		tinerary Last Departure Poi	-+		Proximity IRPORT/STRIP		
Method - N/A		SAME AS ACC/INC	11	UFF A	IRPURI/SIRIP		
Completeness - N/A Same AS AC Destination				Airport	Data		
Basic Weather - VMC		Des ema eron		Amport	Data		
Wind Dir/Speed- 360/015 KT	'S			Runwa	v Ident -	N/A	
Visibility - 40.0 S	M A	TC/Airspace			y Lth/Wid -	N/A	
Cloud Conditions(1st) - 12	OOO FT SCATTERED	Type of Flight Plan	n - NONE	Runwa	y Surface -	N/A	
Cloud Conditions(2nd) - NO	INE	Type of Clearance	- NONE	Runwa	y Status -	N/A	
Obstructions to Vision- NO	INE	Type Approach Flow	n - NONE				
Precipitation - NO							
Condition of Light - DA	YLIGHT 						
-Personnel Information Pilot-In-Command	A	20	Medical Certif	doodo Mal Ti	D MEDICAL NO	MATMEDO	C / L T N A T T
Certificate(s)/Rating(s)	Rienn	39 ial Flight Review	Medical Certif			WAIVER	)\ FIMIT :
COMMERCIAL	C	urrent - UNK/I	NR Total	- 9300	Last 24	Hrs -	5
SE LAND.ME LAND	M	onths Since - UNK/	NR Make/Model		Last 30		-
HELICOPTER		ircraft Type - UNK/			Last 90		
		,	Multi-Eng	- 200	Rotorcra	aft -	8700
Instrument Rating(s) -	AIRPLANE						

File No. - 1658 7/28/82 BRYCE CANYON,UT A/C Reg. No. N88389 Time (Lcl) - 1300 MDT -----

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

### Finding(s)

- 1. TERRAIN CONDITION HIGH TERRAIN
- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. ADEQUATE ROTOR RPM NOT MAINTAINED PILOT IN COMMAND
- 4. 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) 3,4

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Inju	ries	
	,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0	0	0	0
Make/Model - CESSNA 172	Eng Make	e/Model - LYCOMING 0-32	20	ELT	Installed/	Activated	- YES-UN
Landing Gear - TRICYCLE-FIXED					1 Warning		
Max Gross Wt - 2300	Engine 1	ype - RECIPROCATING	G-CARBURE	OR Weat	her Radar	- NO	
No. of Seats - 4	Rated Po	ower - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - TELEPHONE	ITHACA,						
Completeness - FULL	Destination		•	Airport D			
Basic Weather - VMC	LEESBUR	RG, VA			INT'L	20	
Wind Dir/Speed- 270/040 KTS Visibility - 7.0 SM	ATO /A !					- 30	450
Cloud Conditions(1st) - NONE	ATC/Airspac				Lth/Wid		
Cloud Conditions(1st) - NONE		light Plan - IFR Clearance - TOWER			Surface Status	- DRY	=
Obstructions to Vision- NONE		roach Flown - VISUAL FL	III CIBCU		Status	- DK1	
Precipitation - NONE	Type Appl	Oach Flown - VISUAL FO	JEE CIRCO.				
Condition of Light - DAYLIGHT			*				
Personnel Information							
Pilot-In-Command	Age - 22	Medical Ce				O WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t.Time (H			(
PRIVATE	Current		-	450	Last 2	4 Hrs - UN	
SE LAND			Model - UN	(/NR	Last 3 Last 9	O Days- U	NK/NR
	Aircraft ly		ument- UNI -Eng - UNI		Last 9	O Days- Ur	NK/NR
Instrument Rating(s) - AIRPLANE							
Namedia							
Narrative	WINDS AND ALTERS	D LITE DESTINATION AS A	DDECAUT	ON HOUSE	VED UE 54	TLED TO	
E PILOT FLEW INTO AN AREA OF HIGH FORECAST < FOR OR TAKE PRECAUTIONARY MEASURES AFTER					VER, HE FA	TED IO	

File No. - 1605 4/04/82 CHANTILLY, VA A/C Reg. No. N5510D Time (Lc1) - 1155 EDT

Occurrence ROLL OVER Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND

- 2. EMERGENCY PROCEDURE INADEQUATE PILOT IN COMMAND
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER PERFORMED PILOT IN COMMAND
- 4. PROPER ASSISTANCE NOT ATTAINED PILOT IN COMMAND

----Probable Cause----

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

File No 1740 8/31/82 WOOD Basic Information	DBRIDGE, VA A/	A/C Reg. No. N8398T			Time (Lc1) - 1800 EDT				
Type Operating Certificate-NONE (GENER	RAL AVIATION) Airc	raft Damage		Injur	ies				
		STANTIAL	Fatal			None			
Type of Operation -PERSONAL	Fire			0	1	0			
Flight Conducted Under -14 CFR 91	NON	E Pass	0	0	0	1			
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - PIPER PA-28-181		LYCOMING 0-360-A4M		Installed/Ad					
Landing Gear - TRICYCLE-FIXED	Number Engines -			ll Warning Sy		ES			
Max Gross Wt - 2550		RECIPROCATING-CARBUR	FIOR Wea	ther Radar -	NU				
No. of Seats - 4	Rated Power -	180 HP				<del>,</del>			
Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFIN	- ·		OFF A	IRPORT/STRIP					
Method - N/A	ATLANTIC CITY,N	J	8 - mmom + 1	2040					
Completeness - N/A Basic Weather - VMC	Destination WOODBRIDGE.VA		Airport	RIDGE AIRPOR	T TNC				
Wind Dir/Speed- 210/014 KTS	WOODBRIDGE, VA				19 19				
Visibility - 6.0 SM	ATC/Airspace	,		Lth/Wid -		60			
Cloud Conditions(1st) - 5500 FT OVE		an - NONE		y Surface -					
Cloud Conditions(2nd) - NONE	Type of Clearance			/ Status -					
Obstructions to Vision- NONE	Type Approach Flo			,					
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 32	Medical Certifica			IVERS/LIN	MIT			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (						
PRIVATE	Current - YES	Total -		Last 24	Hrs -	4			
SE LAND	Months Since - 13	· - · - · - ·	4	Last 30	Days-	5			
, and the second	Aircraft Type - PA-	28 Instrument-	32	Last 90	Days-	5			
Instrument Rating(s) - NONE									
NATTATIVE OWING A VISUAL APPROACH FOR FINAL LANDIN	NG THE ACET TOUCHED DOWN	ROUNCED & THE DIT ADD	I TED POWE	FOR A GO-AS	מאוואס				
PPROXIMATELY 100 FT AGL OVER THE DEPARTU									
RING. AFTER THE ACCIDENT 12 GALS OF FUEL	L WAS DRAINED FROM THE LFF	T TANK & 1-1/2 PINTS	FROM THE I	RIGHT TANK.					

File No. - 1740 8/31/82 WOODBRIDGE, VA A/C Reg. No. N8398T Time (Lc1) - 1800 EDT

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

Finding(s)

1. ABORTED LANDING - PERFORMED - PILOT IN COMMAND
2. GO-AROUND - INITIATED - PILOT IN COMMAND
3. FLUID, FUEL - STARVATION
4. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

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

----Probable Cause----

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

File No 1686 7/22/82 MERCE	R ISLAND, WA A/C Reg	. No. N761EL	Time (Lc1)	- 2102 PDT
Type Operation Pasic Information  Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL  Flight Conducted Under -14 CFR 91  Accident Occurred During -CRUISE	L AVIATION) Aircraft DESTROYE Fire NONE	•	Injur Fatal Serious 1 0 0 0 5 0	
Aircraft Information Make/Model - CESSNA A152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mode1 - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURETO	Stall Warning S	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure Point SEATTLE,WA Destination		Airport Proximity OFF AIRPORT/STRIF	
Wind Dir/Speed- 330/013 KTS Visibility - 65.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown -	TOWER	Runway Lth/Wid - Runway Surface -	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 31 M Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - UNK/NR	Total - 13 Make/Model- Instrument- 2	Time (Hours) 362 Last 24	Hrs - 3 Days- UNK/NR
Instrument Rating(s) - AIRPLANE				
Narrative N2428E, A C-172, HAD DEPARTED SEA-TAC ARPT FO SEA-TAC VORTAC. IT PROCEEDED NNW OVER THE WES ARPT. N761EL, A C-A152, WAS SOUTHWEST BOUND P RADIO CONTACT HAD BEEN A POSITION REPORT TO B SEA-TAC ARPT. THE TWO ACFT COLLIDED ABOUT 150 5 MI NE OF BOEING FIELD. THE BLOCK OF TCA AIR AT A LAT OF 47-35N & LONG OF 122-15W.	T SHORE OF MERCER ISLAND LOCA REPARING FOR ENTRY INTO THE B OEING FIELD TOWER. BOEING FIE O FT MSL OVER THE NW END OF M	TED APPROXIMATELY OEING FIELD ARPT TELD IS LOCATED APPROENCER ISLAND. THE CO	IO MI NORTH OF THE RAFFIC AREA. THE PL DXIMATELY 5 MI NNW COLLISION POINT IS	SEA-TAC T'S LAST OF ABOUT

File No. - 1686 7/22/82 MERCER ISLAND,WA A/C Reg. No. N761EL Time (Lc1) - 2102 PDT

Occurrence MIDAIR COLLISION Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

2. VISUAL ECONODI TIMBEQUATE TIEGO DI GITTER ATRONATI

----Probable Cause----

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

File No 1686 7/	/22/82 MERCER	R ISLAND, WA	A/C Reg. N	lo. N2428E	Т	ime (Lc1)	- 2102	PDT
Basic Information Type Operating Certificat	·	·	Aircraft Dam DESTROYED	J	Fatal	Serious		
Type of Operation Flight Conducted Under Accident Occurred During			Fire ON GROUND	Crew Pass Other	4	0 0 0	0 0 0	ŏ
Aircraft Information Make/Model - CESSNA 17 Landing Gear - TRICYCLE- Max Gross Wt - 2300 No. of Seats - 4		Eng Make/Mod Number Engin Engine Type Rated Power	es - 1	CATING-CARBURE	Stal	1 Warning	System	
Environment/Operations Info Weather Data Wx Briefing - BRFG RC Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 330/013 Visibility - 65.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation Condition of Light	S KTS SM NONE NONE NONE NONE	Itinerary Last Departur SEATTLE,WA Destination SNOHOIMSH,W ATC/Airspace Type of Fligh Type of Clear Type Approach	A t Plan - NON ance - NON	E	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STR ata Ident Lth/Wid Surface Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 35 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES	Total -	nt Time (H 750	ours) Last :	24 Hrs -	UNK/NR
Instrument Rating(s)	- AIRPLANE							
Narrative 428E, A C-172, HAD DEPARTED S A-TAC VORTAC. IT PROCEEDED NN PT. N761EL, A C-A152, WAS SOU DIO CONTACT HAD BEEN A POSITI A-TAC ARPT. THE TWO ACFT COLL MI NE OF BOEING FIELD. THE BL A LAT OF 47-35N & LONG OF 12	IW OVER THE WEST ITHWEST BOUND PR ON REPORT TO BO .IDED ABOUT 1500 .OCK OF TCA AIRS	SHORE OF MERCER IS EPARING FOR ENTRY I EING FIELD TOWER. BO FT MSL OVER THE NW	AND LOCATED NTO THE BOEI DEING FIELD END OF MERC	APPROXIMATELY NG FIELD ARPT IS LOCATED APP ER ISLAND. THE	/ 10 MI NO TRAFFIC A PROXIMATEL E COLLISIO	RTH OF THE REA. THE F Y 5 MI NNV N POINT IS	E SEA-TA PLT'S LA W OF S ABOUT	C ST

File No 1686	7/22/82	MERCER ISLAND, WA	A/C Reg. No. N2428E	Time (Lcl) - 2102 PDT	
	IR COLLISION SE - NORMAL				
Finding(s) 1. VISUAL LOOKOUT - INAU 2. VISUAL LOOKOUT - INAU	•				
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	I AVIATION) A	ircraft Damage			Injur	ios	
Type operating certificate None (GENERA		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	1	IONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 150	Eng Make/Mode	- CONTINENTAL	0-200-A	ELT 1	[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines	s - 1		Stal	Warning S		ES
Max Gross Wt - 1600		- RECIPROCATII	NG-CARBURETO	R Weath	ner Radar -	NO	
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information	Da						
Weather Data	Itinërary		Δ		roximity		
Wx Briefing - BRFG RCVD, SOURCE UNK	·			OFF AIR	RPORT/STRIP		
Method - TELEPHONE Completeness - FULL	OCEAN SHORES, Destination	WA		D			
Basic Weather '- IMC	EVERETT, WA		Al	rport Da	ata		
Wind Dir/Speed- 330/008 KTS	LVEREII, WA	,	1	Punway	Ident -	LINK/ND	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 700 FT OVER	CAST Type of Flight	Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearar				Status -		
Obstructions to Vision- NONE	Type Approach F	lown - NONE		•			
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 27		Certificate	- NON-VA	LID MEDICAL	<del>-</del>	
Certificate(s)/Rating(s)	Biennial Flight Revie	ew <sub>.</sub>		Time (Ho			
STUDENT	Current - N	I/A Tota	i – 1	84	Last 24	Hrs -	. 4
·	Months Since - N	I/A Make,	/Model- 1 rument- UNK/	57	Last 30	Days- UN	K/NR
	Aircraft Type - N	I/A Insti	rument- UNK/	NR	Last 90	Days-	5
Instrument Rating(s) - NONE							
Narrative							
STUDENT PILOT, ON A NIGHT CROSS COUNTRY F							
O COMMUNICATIONS WITH SEATTLE CENTER AND	WAS RADAR VECTORED TO	FORKS, WA, AIRF	PORT. THE PI	LOT WAS	NOT ABLE		
EE THE RUNWAY LIGHTS OR THE EMERGENCY LIGHT	HTS FROM STATE POLICE	VEHICLES. THE F	PILOT FINALL	Y DESCEN	IDED INTO TH	₹E	

File No. - 1618 8/08/82 FORKS,WA A/C Reg. No. N9368U Time (Lc1) - 2245 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG

- 2. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND
- 4. LIGHT CONDITION DARK NIGHT
- 5. WEATHER EVALUATION MISJUDGED PILOT IN COMMAND

The state of the s

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) 1,4,5

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

File No 1643 8/09/82	SEATTLE, WA	A/C Reg. No	o. N267Q 	Time (Lcl) - 1650 PDT			
-Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Dama		P-4-1	Injur		<b>A</b> 1=
Type of Operation -OTH Flight Conducted Under -14 ( Accident Occurred During -LAN	CFR 91	SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O		0 0	None 1 1
-Aircraft Information Make/Model - ENSTROM F280 Landing Gear - SKID Max Gross Wt - 2350 No. of Seats - 2	Number E Engine T	:/Model - LYCOMING ngines - 1 ype - RECIP - wer - 205 h	FUEL INJECTED	Stall	Warning S	vstem - NO	
-Environment/Operations Information	 on						
Weather Data Wx Briefing - NO RECORD OF Method - N/A	Itinerary BRIEFING Last Depa	rture Point	А		roximity PORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destinatio	n	Αi	rport Da	ta		
Wind Dir/Speed- 240/007 KTS Visibility - 4.0 SM Cloud Conditions(1st) - 1000 Cloud Conditions(2nd) - 2500 Obstructions to Vision- HAZE Precipitation - RAIN Condition of Light - DAYL	O FT OVERCAST Type of C Type Appr	light Plan - NONE		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
-Personnel Information Pilot-In-Command	A 26	No all	cal Certificate	NON VA	LID MEDICAL		
Certificate(s)/Rating(s)	Age - 36 Biennial Flight	Review	Flight			-	
COMMERCIAL, PRIVATE SE LAND HELICOPTER	Current	- UNK/NR 1 e - UNK/NR M pe - UNK/NR 1	lotal - 8	91	Last 24 Last 30 Last 90		C/NR C/NR
Instrument Rating(s) - NO	NE	,					

File No 16	43 8/09/82 	SEATTLE,WA	A/C Reg. No. N267Q	Time (Lc1) - 1650 PDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILUR	E/MALF	
Finding(s) 1. THROTTLE/POWER 2. MAINTENANCE -	•			· ·
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		FOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI	ON - LOOSE GRAVEL/S	SANDY		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 3		

File No 1697 8/19/82 TOLED	O,WA A/C Re	eg. No. N38220	Time (Lcl) - 0845 PDT			
-Basic Information Type Operating Certificate-NONE (GENERA		: Damage		Inju		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	TIAL Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - AUSTER A.O.P.6 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2100 No. of Seats - 3	Eng Make/Model - DEH Number Engines - 1 Engine Type - REC Rated Power -		Stal	1 Warning	System - N	
-Environment/Operations Information Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Last Departure Point BELLEVUE,WA Destination ALBANY,OR		Airport Da			
Wind Dir/Speed- 340/008 KTS Visibility - 75.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Approach Flown -	NONE	Runway Runway	Ident Lth/Wid Surface Status	- N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Ho	ours)		IT
COMMERCIAL,CFI SE LAND,ME LAND	Current - YES Months Since - 12 Aircraft Type - UNK/NR	Make/Model-	2 K/NR	Last 2 Last 3 Last 9	4 Hrs - O Days- UN O Days-	2 K/NR 45
Instrument Rating(s) - AIRPLANE						

File No 16	97 8/19/82	TOLEDO, WA	A/C Reg.	No. N38220	Time (Lc1) - 0845 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE - NORMAL	NT/SYSTEM FAILURE/MA	ALFUNCTION		
Finding(s) 1. PROPELLER SYSTE 2. PROPELLER SYSTE		- SEPARATION			
Occurrence #2 Phase of Operation		TOUCHDOWN			
Occurrence #3 Phase of Operation					
Finding(s) 3. OBJECT - UTILIT					
Occurrence #4 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN			
Occurrence #5 Phase of Operation	LANDING - FLARE/	TOUCHDOWN			
Probable Cause					
The National Transpois/are finding(s) 1,		rd determines that t	he Probable Cause	s) of this accid	ent

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

File No 1617 8/27/82	AUBURN, WA	WA A/C Reg. No. N			38J Time (Lc1) - 1927 PDT			
Basic Information Type Operating Certificate-NONE ((	SENERAL AVIATION)	Aircraft Damag	ie		Injur	ies		
Type operating out threate none (	LINENAL AVIATION)	MINOR	,	Fatal	Serious	Minor	None	
Type of Operation -PERSONA	L.	Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	0	
Accident Occurred During -TAXI								
Aircraft Information								
Make/Model - ROCKWELL 112A		'Model - LYCOMING	IO-360-C1D6		installed/A			
Landing Gear - TRICYCLE-RETRACTAE		ngines - 1			Warning S		'ES	
Max Gross Wt - 2650		pe - RECIP - F		D Weath	ner Radar -	NO		
No. of Seats - 4	Rated Po	ver - 200 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport F	-			
Wx Briefing - NO RECORD OF BRI		ture Point		ON AIR	PORT			
Method - N/A	SAME AS			4.1				
Completeness - N/A	Destination	١	,	Airport Da				
Basic Weather - VMC					MUNICIPAL	24		
Wind Dir/Speed- 270/005 KTS Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	34	INIZ /NID	
Cloud Conditions(1st) - 10000 F1					Surface -		INN/INN	
Cloud Conditions(2nd) - NONE		earance - NONE		,		DRY		
Obstructions to Vision- NONE		ach Flown - NONE		Kanway	Jtatus	UKT		
Precipitation - NONE	Type Applic	ACT TOWN NOTE						
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 53	Medica	1 Certifica	te - VALID	MEDICAL -WA	TVFRS/LIM	ITT	
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho		,		
PRIVATE	Current		tal -	780	Ĺast 24	Hrs -	0	
SE LAND	Months Since		ke/Model-	600	Last 30		10	
	Aircraft Ty	ne - 112A In	strument-	180	Last 90	Days-	25	
Instrument Rating(s) - AIRPLA	NE							
Nonnetive								
Narrative 338J EXPERIENCED A BRAKE LINE FAILURE	AND TAYTED INTO DIDED	DA-28 N83164 TH	AT WAS DADE	ED IN THE V	IADM-IID ADE	٨		
ERE WERE NO INJURIES.	AND TAXLED INTO PIPER	FA-20, NOSTOA, 16	HI WAS FARK	FD IN THE A	MARM-UF AKE	Α.		

File No. - 1617 8/27/82 AUBURN,WA A/C Reg. No. N1338J Time (Lc1) - 1927 PDT

Occurrence
Phase of Operation

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL

----Probable Cause----

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

Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage	•		Injur		
Type of Openshies BUSINE	cc	SUBSTANTIAL	0	Fatal O	_		None
Type of Operation -BUSINE Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -STANDI		NOINE	rass	O	O	U	O
-Aircraft Information							
Make/Model - PIPER PA28-161	Eng Make/	Model - LYCOMING C	1-360-D3G	ELT :			
Landing Gear - TRICYCLE-FIXED	Number Er	gines - 1 pe - RECIPROCAT	TNO CARRURET	Stal	Warning S	ystem - Y	ES
Max Gross Wt - 2150 No. of Seats - 4	Rated Pow		ING-CARBURE	ok weat	ner kadar -	NU	
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination	l	4	irport Da			
Basic Weather - VMC					MUNICIPAL	- 4	
Wind Dir/Speed- 270/005 KTS Visibility - 20.0 SM	ATC/Airspace				Ident - Lth/Wid -	34	NIZ /NID
Cloud Conditions(1st) - 10000 F					Surface -		INK/INK
Cloud Conditions(2nd) - NONE		earance - NONE			Status -		
Obstructions to Vision- NONE		ach Flown - NONE		Kariway	Status		
Precipitation - NONE	13bc Abbi o	1011					
Condition of Light - DAYLIGH	Т						
-Personnel Information	A 40	M = +11 = -1	0	. VALTO	MEDICAL MA	TUEDS /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 19 Biennial Flight		Certificate	: Time (Ho		IVERS/LIM	11
PRIVATE	Current	- YES Tot	al -	. 11111E (110 381	Last 24	Hrs -	2
SE LAND	Months Since	- YES Tot - 5 Mak	e/Mode1-	51	Last 30	Davs-	65
01 2/MB	Aircraft Typ	e - PA-28 Ins	trument-	23	Last 90	Days-	79
			ti-Eng -	6		,	
Instrument Rating(s) - NONE							
16A A PIPER PA-28 WAS PARKED IN THE	RUNUP AREA WHEN THE RRA	KE LINE ON N1338J	A ROCKWELL 1	12A FATIF	D N13384		
TOR A TELEN THE EU WAS TAKKED IN THE	DAMAGE TO THE EMPENNAG		" "COLLAFEE	I AILI			

File No 1617	8/27/82 AUBURN,WA	A/C Reg. No. N8316A	Time (Lc1) - 1927 PDT	
	GROUND COLLISION WITH OBJECT NDING - ENGINE(S) OPERATING			
Finding(s) 1. OBJECT - AIRCRAFT MO	VING ON GROUND			
Probable Cause		·		

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

File No 1734 7/08/82 STEV	ENS POINT, WI	A/C Reg. No. N	19284G	Т	ime (Lc1) -	- 0720 CDT	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) A	ircraft Damage			Injur	·ies	
		DESTROYED		Fatal			None
Type of Operation -APPLYING SE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	ì	ire ON GROUND	Crew Pass	0 0	1 0	0 0	0
Aircraft Information						·	
Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Number Engine	1 - CONTINENTAL s - 1 - RECIP - FUE - 300 HP		Stal	Installed/A l Warning S her Radar -	System - Y	
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary IG Last Departure ELLIS,WI	Point			Proximity RPORT/STRIP	•	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 330/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Type of Cleara Type Approach	nce - NUNE		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 39 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Tota 15 Make	Fligh 1 - 1/Model-	it Time (H 1636 1156	MEDICAL-NO ours) Last 24 Last 30 Last 90	Hrs - Days- UN	
Instrument Rating(s) - NONE							
THE PILOT STATED THAT WHEN HE WAS PULLING UP AT THE SAME TIME, HE NOTICED A PERSON ON THE IF THE HOUSE AND PERSON WOULD BE AVOIDED, THE ENTERED A PARTIAL STALL AT ABOUT 180 FT A BECAME BOXED IN BY TREES UP TO 100 FT TALL. SHOULDER HARNESS FAILED DURING IMPACT AND THE	PORCH OF A HOUSE THAT E AIRCRAFT GOT IN A NO GL. HE APPLIED FULL PO WHILE CLIMBING, THE AI	HE WAS FLYING SE HIGH, LEFT-W WER AND DUMPED RCRAFT STALLED	OVER. AS H ING-LOW AT HIS CHEMIC	E LOOKED TITUDE. R AL LOAD;	TO SEE EPORTEDLY, HOWEVER, HE		

File No. - 1734 7/08/82 STEVENS POINT, WI A/C Reg. No. N9284G Time (Lc1) - 0720 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. SPRAY/DUSTING EQUIPMENT - LEAK 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND 5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 6. OBJECT - TREE(S) 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircra	ft Damage		Injur	ies	
/ (uzwzka)		ANTIAL	Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s 0	0	0	3
Aircraft Information						
Make/Model - CESSNA A185F	Eng Make/Mode1 - C	ONTINENTAL 10-520D	ELT	Installed/A		
Landing Gear - FLOAT Max Gross Wt - 3300	Number Engines - Engine Type - R			ll Warning S ther Radar -		£5
No. of Seats - 6	Rated Power -		eu wear	iner kadar -	NU	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin MEDO BASE.WI	τ	UFF A.	RPORT/STRIP		
Completeness - N/A	Destination		Airport [	Data		
Basic Weather - VMC						
Wind Dir/Speed- 180/015 KTS				/ Ident -		
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan			/ Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Approach Flown		Runway	/ Status -	SOFT	FIAITU
Precipitation - NONE	Type Approach Flown	- 140145			3011	
Condition of Light - DAYLIGHT						
Personnel Information						
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 39 Biennial Flight Review		ate - VALII ght Time (F		WAIVERS/	LIMIT
ATP	Current - YES	Total -		Last 24	Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since - 10	Make/Model-	606	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N			. Last 90	Days-	236
		Multi-Eng -	1913			
Instrument Rating(s) - AIRPLANE						
 Narrative						
FLOAT EQUIPPED AIRCRAFT WAS BEING OPERATED TERIORATION OF POWER AS HE WAS CLIMBING TH						
	ADOLICH AROLLY ACCOUNTS ACL H	F WAS UNABLE TO RE	STORE THE P	ZUWER AND		

File No 17	65 7/17/82	LAKE DELTON,WI	A/C Reg. No. N8375Q	Time (Lc1) - 1240 T
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		OUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Finding(s) 2. TERRAIN CONDITI	ON - HIGH VEGETATIO	on.		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boar	d determines that the	e Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/	are finding(s) 2		·

-Basic Information								
Type Operating Certificate-NONE (GENERA		ircraft Damage			Injuries			
		SUBSTANTIAL	_	Fatal			None	
Type of Operation -PERSONAL	*	ire	Crew	-	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Make/Model - BREEZY RLU1	Eng Make/Mode	1 - CONTINENTA	L C90	ELT	Installed	/Activated	- NO -N/	
Landing Gear - TRICYCLE-FIXED	Number Engine							
Max Gross Wt - UNK/NR		- RECIPROCAT	ING-CARBUR					
No. of Seats - 2	Rated Power							
-Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point			OFF AIRPORT/STRIP				
Method - IN PERSON	OSHKOSH,WI							
Completeness - SELF	Destination			Airport D	ata			
Basic Weather - IMC	HARTFORD,WI							
Wind Dir/Speed- UNK/NR						- UNK/NR		
Visibility - 0.0	ATC/Airspace				Lth/Wid			
Cloud Conditions(1st) - UNK/NR	Type of Flight					- ASPHALT		
Cloud Conditions(2nd) - UNK/NR	Type of Cleara			Runway	Status	- WET		
Obstructions to Vision- FOG	Type Approach	Flown - NONE						
Precipitation - RAIN								
Condition of Light - DAYLIGHT								
-Personnel Information					MED TO 41 1			
Pilot-In-Command	Age - 56					WAIVERS/LIM	11	
Certificate(s)/Rating(s)	Biennial Flight Revi		al -	nt Time (H	ours)	24 Una -	2	
COMMERCIAL				2250	Last	24 Hrs -	Z Z /ND	
SE LAND	Months Since -		e/Model-	90	Last	30 Days- UN 30 Days- UN	K/NK K/ND	
	Aircraft Type -	UNK/NK INS	trument-	15	Last	O Days- UN	C/ NR	
Instrument Rating(s) - NONE								
-Narrative								
PILOT STATED THAT HE GOT A WEATHER BRIEFI								
AND RAIN. THE PILOT ATTEMPTED TO CONTINUE								
TO FUEL EXHAUSTION. WHILE LANDING ON A BO					ING			
DMOBILE AND BROKE ITS REAR WINDOW. THIS LI	GHT WEIGHT AIRCRAFT D	OES NOT HAVE A	N ENCLOSED	COCKPIT.				

File No 17	757 8/05/82	MILWAUKEE,WI	A/C Reg. No. N59Y	Time (Lc1) - 1425 CDT
Occurrence #1 Phase of Operation		ER WITH WEATHER		
2. WEATHER CONDITI	ON FOO			
	LOSS OF POWER(TOT	AL) - NON-MECHANICAL		
5. FLUID, FUEL - EX	HAUSTION	ENT - PILOT IN COMMAN	MAND	
Occurrence #3 Phase of Operation	FORCED LANDING LANDING - FLARE/T	OUCHDOWN		
Occurrence #4 Phase of Operation				
Finding(s) 7. OBJECT - VEHICL				
Probable Cause				
The National Transpois/are finding(s) 1,		d determines that the	Probable Cause(s) of this acci	ident
Factor(s) relating t	o this accident is/	are finding(s) 2,3,7		

File No 1756 8/05/82 WHITE	HALL, WI A/C R	eg. No. N802RB	т	ime (Lc1) -	1130 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	SUBSTA Fire	t Damage NTIAL Crew	Fatal 0	Injuri Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - BOEING STEARMAN A75-300 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2717 No. of Seats - 2	Number Engines - 1		Stal	Installed/Ad 1 Warning Sy her Radar -	stem - NO	
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC	Itinerary Last Departure Point ST. CLOUD,MN Destination RACINE,WI			Proximity RPORT/STRIP ata		
Wind Dir/Speed- UNK/NR  Visibility - ·3.0 SM  Cloud Conditions(1st) - 800 FT OVER  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation - RAIN  Condition of Light - DAYLIGHT	ATC/Airspace	- NONE	Runway Runway	Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Review		te - VALID ht Time (Ho		WAIVERS/L	IMIT
ATP	Current - YES Months Since - 22 Aircraft Type - UNK/NR	Make/Model-	400 950	Last 24 Last 30 Last 90 Rotorcra	Days- UNA Days-	8 K/NR 150 50
Instrument Rating(s) - AIRPLANE						
Narrative HE PILOT RECEIVED A WEATHER BRIEFING BEFORE ECOMMENDED. DURING THE FLIGHT, THE CEILING A RECAUTIONARY LANDING IN A FIELD. HE STATED T HE ENGINE WOULD NOT DEVELOP FULL POWER. SUBS IELD AND THE AIRCRAFT CRASHED.	ND VISIBILITY BEGAN TO DECR HAT HE MADE A LOW PASS OVER	EASE. THE PILOT DE THE FIELD, AND DU	CIDED TO MA RING THE GO	AKE A D-AROUND,		

File No 17!	66 8/05/82 WHI	TEÀALL,WI	A/C Reg. No. N8O2RB	Time (Lcl) - 1130 CDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER W	ITH WEATHER		
2. WEATHER CONDITION 3. WEATHER CONDITION 4. PRECAUTIONARY LA 5. LOW PASS - PERFO	ON - FOG NDING - INITIATED - PI ORMED - PILOT IN COMMAN	LOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF POWER APPROACH - GO-AROUND	(VFR)		
Finding(s) 6. UNDETERMINED				
Occurrence #3	IN FLIGHT COLLISION W APPROACH - GO-AROUND	ITH OBJECT		
Finding(s) 7. OBJECT - TREE(S)				
Probable Cause				
The National Transporis/are finding(s) 1,6		termines that the	Probable Cause(s) of this accid	dent

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

-Basic Information					<b>.</b>		
Type Operating Certificate-NONE (GENERA		rcraft Damage ESTROYED		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fi		Crew				
Flight Conducted Under -14 CFR 91	N	ONE	Pass	Ō	0 0	Ō	0
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - PIPER PA-38-112		- LYCOMING 0-23					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines	- 1 - RECIPROCATING	CARRURE	Stall	Warning S	System - Y	ES
No. of Seats - 2	Rated Power		-CARBURE	iok weatr	ier kadar .	- NU	
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	RPORT/STRIF	•	
Method - N/A	CUMBERLAND, MD				• -		
Completeness - N/A Basic Weather - VMC	Destination		,	Airport Da MILLER			
Wind Dir/Speed- 330/005 KTS		j			Ident ·	- 29	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		NK/NR
Cloud Conditions(1st) - NONE	ATC/Airspace Type of Flight Type of Clearan	Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearan	ce - NONE			Status -	ROUGH	
Obstructions to Vision- NONE	Type Approach F	10wn - VISUAL FUL	LL CIRCUI	T			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 26	Medical Cer	rtificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - 26 Biennial Flight Revie	W	Flight	t Time (Ho	urs)		
PRIVATE	Current - Y	ES Total	-	57	Last 24	Hrs -	0
SE LAND	Current - Y Months Since - U Aircraft Type - U	NK/NR Make/Mo	odel-	38	Last 30	Days- UN	K/NR
	Aircraft Type - U	NK/NR Instrum	ment-	0	Last 90	Days-	19
Instrument Rating(s) - NONE							
-Narrative	BUNDAN FULL FLASS ::=	DE LEET BOUN !!!!	TI END 0	- PALISTILIAN A	ND THEN		
OT WAS MAKING A GO-AROUND OVER A 1700 FOOT SED TO 21 DEGREES. TERRAIN WAS RISING FAST							
N INTO THE GROUND. TEMPERATURE WAS 85 DEGR			1 SIKUUK	IKEES AND	MOSED		

File No. - 1699 8/01/82 KEYSER, WV A/C Reg. No. N2386K Time (Lcl) - 1915 EDT

Phase of Operation APPROACH - GO-AROUND (VFR)

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

#### Finding(s)

- 1. ABORTED LANDING PERFORMED PILOT IN COMMAND
- 2. GO-AROUND INITIATED PILOT IN COMMAND
- 3. RAISING OF FLAPS DELAYED PILOT IN COMMAND
- 4. TERRAIN CONDITION RISING
- 5. OBJECT TREE(S)

----Probable Cause----

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

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

File No 1660 4/20/82 BIG F	PINEY, WY	A/C Reg	. No. N9007N	Т	ime (Lc1) -	1610 MS	ST
Basic Information Type Operating Certificate-AIR CARRIER		Aircraft	Damage		Injuri	es	
UN-DEMAND A		DESTROYE	D _	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DO	MESTIC,EXT LOAD	Fire	Cre	w O	1	0	0
Flight Conducted Under -14 CFR 133 Accident Occurred During -MANEUVERING		NONE	Pas	s 0	0	0	0
Aircraft Information							
Make/Model - AEROSPATIALE SA315B	Eng Make/M	odel - TURB	OMECA ARTOUSTE	111B FIT	Installed/Ad	tivated	d - YES/NO
Landing Gear - SKID					1 Warning Sy		
Max Gross Wt - 4900		e - TURBI			her Radar -		
No. of Seats - 5	Rated Power		58 HP	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	c. Naga,		
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point			RPORT/STRIP		
Method ~ N/A	UNK/NR				,		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC							
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Fli	aht Dlan - 1	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clea					N/A	
Obstructions to Vision- NONE	Type Approa			Ranway	514145	,	
Precipitation - NONE	Type Approac	SII I I OWII I	VOIVE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37	Me	edical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flic	ght Time (H	lours)		
COMMERCIAL	Current	- YES	Total - ` Make/Model-	7850		Hrs -	4
	Months Since	- 8	Make/Model-	2725	Last 30	Davs- L	JNK/NR
HELICOPTER	Aircraft Type			66	Last 90		
	7,000	, , , , ,			Rotorcra		
Instrument Rating(s) - HELICOPTER							
Instrument Rating(s) - HELICOPTERNarrative							
THE ACFT WAS ENGAGED IN SEISMIC ACTIVITY SUPF THE LOAD WAS RELEASED & AN OPEN FIELD WAS SEL THE ACFT IMPACTED THE GROUND IN AN UPRIGHT PO	ECTED. AT ABOUT 150 SITION. THE ENG TEA	O FT AGL THI ARDOWN INDIC	E PLT WAS UNABLI CATED A FATIGUE	E TO MAINTA FAILURE OF	IN ROTOR RPM THE #4 BLAD	1 & 1E	
IN THE AXIAL COMPRESSOR ASSEMBLY. FATIGUE CRA FINAL SEPARATION OCCURRED. THE BLADE SEPARA							
EXTREME AXIAL WHEEL DAMAGE, DESTRUCTIONOF TH							

A/C Reg. No. N9007N Time (Lcl) - 1610 MST File No. - 1660 4/20/82 BIG PINEY, WY LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. COMPRESSOR ASSEMBLY, BLADE - FATIGUE 2. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. ADEQUATE ROTOR RPM - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 1709 8/03/82 LAND	ER,WY	A/C Re	g. No. N6476G		Time (Lc1)	- 1100 MD	т
Basic Information Type Operating Certificate-NONE (GENER	•	Aircraft SUBSTAN	-	Fatal	_	uries Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL - SOLO	Fire NONE	Cre Pas	ew O	0	0	1 0
Aircraft Information							
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Number En Engine Ty	gines - 1	OMING 0-320-H2AD IPROCATING-CARBU 160 HP	Sta	1 Warning	System - '	- YES/YES YES
Environment/Operations Information							
Weather Data Wx Briefing - NWS Method - IN PERSON	Itinerary Last Depar MUD BUTT			Airport ON AIF	Proximity RPORT		
Completeness - FULL	Destination	*		Airport [	ata		•
Basic Weather - VMC	LANDER, W	Υ		HUNT	7 -1 +	0.4	
Wind Dir/Speed- 040/060 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 9000 FT SCA Cloud Conditions(2nd) - 31000 FT SCA Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TTERED Type of C1	ight Plan - earance -		Runway Runway Runway	/ Ident / Lth/Wid / Surface / Status	- 5100/ - ASPHALT	
Personnel Information							
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 28 Biennial Flight	Davidan	Medical Certific	cate - VALII Ight Time (H		NO WAIVERS,	/LIMIT
STUDENT	Current	- N/A	Total -		Last 2	24 Hrs -	6
SE LAND	Months Since Aircraft Typ	- N/A e - N/A	Total - Make/Model- Instrument-		Last 3 Last 9	30 Days- 30 Days-	15 17
Instrument Rating(s) - NONE							
Narrative HE PILOT REPORTED THAT THE AIRCRAFT SUDDENL N EXAMINATION REVEALED THAT THE NOSE GEAR F TTACHMENT POINT AND DIRECTLY ACCROSS FROM O EAR COLLAPSED. THE AIRCRAFT THEN TRAVELED A ITCH. IT WAS NOTED THAT THE AIRCRAFT HAD BE NTO ROUGH AND UNIMPROVED FIELDS.	Y VEERED TO THE RI ORK HAD FAILED IN NE ANOTHER. SUBSEQ LONG ON ITS NOSE,	GHT AFTER H TWO PLACES. UENTLY, THE VEERED OFF	E HAD SLOWED TO THE BREAKS WERE NOSEWHEEL SEPAR THE RUNWAY, AND	E JUST BELOV RATED AND TH STRUCK AN I	V THE STRUT HE NOSE RRIGATION		

File No 17	09 8/03/82	LANDER, WY	A/C Reg. No. N6476G	Time (Lc1) - 1100 MDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE UNKNOWN	NT/SYSTEM FAILURE/	MALFUNCTION	
Finding(s) 1. LANDING GEAR,NO 2. LANDING GEAR,WH		•		
Occurrence #2 Phase of Operation		SED		
Finding(s) 3. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Occurrence #3 Phase of Operation		- ON GROUND		
Finding(s) 4. DIRECTIONAL CON 5. GROUND LOOP/SWE		- PILOT IN COMMAN		
Occurrence #4 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI	ON - DITCH			
Probable Cause				
The National Transpo is/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) 6		

			,



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