







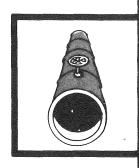
WASHINGTON, D.C. 20594



# AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 12 OF 1982 ACCIDENTS

NTSB/AAB-84/04



Doc NTSB AAB 84 04 Issue 12



**UNITED STATES GOVERNMENT** 

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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.

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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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#### DEFINITIONS

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

#### Aircraft Accident

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

## Fatal Injury

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

## Serious Injury

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

## Substantial Damage

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

#### OCCURRENCE

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

## Gear Collapsed

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

#### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. GENERAL AVIATION

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

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

#### 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.

# 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 2201 Through 2400 Issue Number 12

# TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
General Aviation	196	28	52
Part 135 (Air Taxi)	4	0	0
Part 135 (Commuter)	2	0	0
Part 121 (Air Carrier)	0	0	0
Totals	202	28	52

# Summary of 1982 Briefs of Aviation Accidents

## File Numbers 2201 Through 2400 Issue Number 12

# TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single Engine)	171	25	46
Fixed-Wing (Multi-Engine)	17	3	6
Rotorcraft	13	0	0
Glider	1	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
Totals	202	28	52

File Order Listing - Issue No. 12, 1982

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2201	N3299Q	090282	FAIRBANKS, AK	CESSNA	402	NONE	28
2202	N39591	093082	EXCELSIOR SPRINGS, MO	PIPER	PA32RT-300	NONE	250
2203	N2932H	090782	KINGSTON, WA	ERCOUPE	415C	NONE	396
2204	N48209	090282	DETROIT. MI	HILLER	12B	NONE	226
2205	N6544H	090282	BLOOMFIELD HILLS, MI	PIPER	J-3C65	NONE	228
2206	N99088	090782	ANDOVER, KS	ERCOUPE	415C	NONE	188
2207	N54847	090882	HOLLAND, MI	PIPER	PA-23-250	NONE	230
2208	N2343M	093082	SALMON, ID	PIPER	PA-12	NONE	160
2209	N5 13HA	091582	SPIRIT LAKE. WA	HILLER/SOLOY	UH-12E	NONE	400
2210	N9613J	091482	RENTON, WA	PIPER	PA-28-180C	FATAL	398
2211	N1547J	090682	MORRISTOWN, NJ	AERO COMMAND	112TC	NONE	284
2212	N68138	111682	DUBUQUE, IA	CESSNA	152	NONE	154
2213	N65685	110382	KANSAS CITY, MO	CESSNA	172P	NONE	256
2214	N3287Y	111682	JENKINSBURG, GA	CESSNA	182	NONE	146
2215	N4 166 1	070382	DUNCAN, MS	PIPER	PA-28-151	NONE	258
2216	N37109	071482	RICHMOND, KY	ERCOUPE	415-C	NONE	194
2217	N62972	090682	MT. RANGE, AK	BELLANCA	7GCBC	NONE	34
2218	N5 1 J W	091182	ELKO, NV	NORTH AMERIC	F-51D	FATAL	298
2219	N6957K	090582	KENAI. AK	PIPER	PA-20	FATAL	30
2220	N29639	082282	MAX, NE	TAYLORCRAFT	BC-12-65	FATAL	276
2221	N1728U	092682	BEDFORD PARK, IL	CESSNA	207	NONE	174
2222	N8123G	111682	COVE, OR	CESSNA	U206	NONE	340
2223	N9459W	111382	VERNONIA, OR	PIPER	PA-28-235	NONE	338
2224	N6936P	103182	CASCADE LOCKS, OR	PIPER	PA-24-180	NONE	336
2225	N554V	100482	BLUFFTON, OH	BEECH	56TC	SERIOUS	318

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File	Aircraft					craft Madal	Injury	Pago
Number	Regist.	Date 	Location	Make 	Mode1 	Index	Page 	
2226	N8055W	100382	MADISON, IN	GRUMMAN	A A - 1 C	NONE	184	
2227	N5445B	100382	SHENANDOAH, OH	CESSNA	182	MINOR	316	
2228	N5 1H	091982	DANVILLE, IL	NAVY	N3N-3	NONE	172	
2229	N5117E	091782	BUCYRUS, OH	CESSNA	172N	MINOR	312	
2230	N2541F	082582	KILLEEN, TX	CHAMPION	7GCAA	FATAL	372	
2231	N2896E	110782	LORIS, SC	CESSNA	172N	NONE	356	
2232	N5829B	101082	CUBA, MO	CESSNA	182	NONE	. 252	
2233	N2019K	100782	MANASSAS, VA	BEECH	F-33A	NONE	390	
2234	N28311	090282	DARLINGTON, SC	GRUMMAN	AA5B	NONE	352	
2235	N9184R	091182	NASHVILLE, GA	CESSNA	188	NONE	144	
2236	N18019	080882	HORRELL HILL, SC	CESSNA	150	NONE	350	
2237	N6850J	082582	CAMPBELLSVILLE, KY	PIPER	PA-34	NONE	200	
2238	N63648	101982	HUTCHINSON, KS	CESSNA	172PII	NONE	192	
2239	N72470	090182	ELDORA, IA	CESSNA	140	NONE	152	
2240	N97781	090882	TWIN FALLS, ID	STINSON	108-1	NONE	158	
2241	N9717F	070982	50 MI SW FAIRBANKS, AK	CESSNA	170B	NONE	10	
2242	N4454S	090882	TOPSHAM, VT	BEECH	35	NONE	394	
2243	N2343	070982	ANDOVER, MA	BREEZY	RL4-1	NONE	218	
2244	N2297Z	071882	LEWISTON, VA	VOLMER	VJ-22	NONE	384	
2245	N8873F	071782	BOISE CITY, OK	HUGHES	269	SERIOUS	324	
2246	N1885T	072182	SHANKSVILLE, PA	PIPER	PA-28-140	SERIOUS	342	
2247	N8393E	073082	ABILENE, TX	MOONEY	M20	SERIOUS	366	
2248	N3829M	091682	ANCHORAGE, AK	PIPER	PA-12	SERIOUS	42	
2249	N26209	071582	LATHAM, NY	CESSNA	R 172E	NONE	304	
2250	N9968H	082482	DAYTON, NV	CESSNA	182R	FATAL	296	

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2251	N642MS	091682	FORT WAYNE, IN	PIPER	PA-23-250	NONE	182
2252	N5666Q	091082	FALCON, CO	MOONEY	M2OE	MINOR	106
2253	N5594N	081082	PALISADE, MN	HILLER	12E	NONE	240
2254	N3251V	082782	LA PLATA, NM	CESSNA	150	SERIOUS	292
2255	N9925P	081082	MALIN, OK	PIPER	PA-36-285	SERIOUS	326
2256	N739UY	081782	SAN CLEMENTE, CA	CESSNA	172N	FATAL	84
2257	N64552	083082	WINTERS, CA	LINDGREN EVA	VP - 1	SERIOUS	90
2258	N4589	071582	LANCASTER, CA	GRUMMAN	G-164	SERIOUS	76
2259	N88264	082282	MINCHUMINA, AK	CITABRIA	8GCBC	NONE	20
2260	N8823S	083082	MARKS, MS	AIR TRACTOR	301A	MINOR	262
2261	N4830U	082782	HEALY, AK	CESSNA	TU206	NONE	22
2262	N1410Q	081482	PRESTONBURG, KY	CESSNA	150	SERIOUS	198
2263	N1555Z	081382	ALBUQUERQUE, NM	BEECH	P35	MINOR	288
2264	N4800Y	081282	TULSA, OK	BEECH	H35	FATAL	328
2265	N10984	081882	PLANO, TX	BELLANCA	7ECA	FATAL	370
2266	N1072J	091082	FAYETTEVILLE, WV	AERO COMMAND	112 .	NONE	404
2267	N4022B	090682	PORT MOLLER, AK	DEHAVILLAND	BEAVER U-6	MINOR	32
2268	N48636	091682	SOCIETY HILL, AL	GRUMMAN	G-164B	NONE	50
2269	N3808E	091882	ASTATULA, FL	PIPER	PA-36-375	NONE	124
2270	N921C	093082	MIAMI, FL i	PIPER	PA-28-140	MINOR	130
2271	N8107X	092182	LANGDON, ND	PIPER	PA-34	NONE	274
2272	N6602	092382	MAGMA, AZ	GRUMMAN	G-164A	NONE	68
2273	N2327Y	092182	N. CHIPLEY, FL	PIPER	PA-36	NONE	128
2274	N8375U	091882	MISSOULA, MT	CESSNA	150M	NONE	268
2275	N7446N	091482	3/4 N.E. OF NUCLA, CO	CESSNA	182P	NONE	108

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File Number	Aircraft Regist.	Date	Location	Aircr Make	Model	Injury Index	Page
2276	N50723	091982	KISSIMMEE, FL	HUGHES	500	NONE	126
2277	N5115U	091382	PROSPECT, KY	CESSNA	172RG	NONE	202
2278	N2488S	112082	35 NM W. ANDROS ISL., AO	CESSNA	337	NONE	54
2279	N5999	092882	MISSING AIRCRAFT, AO	BEECH	H35	FATAL	52
2280	N1151W	091382	MADISON, FL	BELL	47G4	MINOR	120
2281	N1163N	092482	SANTA ROSA, CA	MOONEY	M2OK	NONE	94
2282	N3579	092682	SANTA ROSA, CA	NORTH AMERIC	SNJ-6	NONE	96 ′
2283	N48482	092782	DELANO, CA	GRUMMAN	G-164B	NONE	100
2284	N4976S	090382	SEWANEE, TN	PIPER	PA-28R	NONE	360
2285	N29246	092182	DETROIT, MI	AERONCA	7EC	NONE	232
2286	N1299Q	091682	CONRAD, MT	CESSNA	150	SERIOUS	266
2287	N9620T	092682	PLACERVILLE, CA	CESSNA	210	SERIOUS	98
2288	N634NH	091882	BUREANK, CA	CESSNA	172N	NONE	92
2289	A8808N	093082	SAN MARCOS, TX	CESSNA	170B	NONE	378
2290	N65619	020882	LANSING, IL	CESSNA	152	NONE	162
2291	N9191H	062182	ST. MARY'S, AK	CESSNA	172	MINOR	4
2292	N45RB	090582	FORT WORTH, TX	BENNET	VP - 1	SERIOUS	376
2293	N2584V	090982	NEAR ANCHORAGE, AK	CESSNA	170	NONE	36
2294	N7890W	090282	WESLACO, TX	PIPER	PA-28-180	NONE	374
2295	N8940M	092282	WALTERBORO, SC	BEECH	C33	NONE	354
2296	N39786	093082	LANCASTER, OH	LAKE	LA-4	MINOR	314
2297	N18218	091982	FRONT ROYAL, VA	CESSNA	150L	NONE	388
2298	N2530F	090182	MIDDLETOWN, VA	CHAMPION	7ECA	NONE	386
2299	N21CV	090282	INDEPENDENCE, MO	VILLINE'S	BREEZY RLV	SERIOUS	248
2300	N1477C	093082	GUADALUPITA, NM	CESSNA	177B	FATAL	294

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2301	N8019Q	092482	AFTON, OK	CESSNA	421B	FATAL	332
2302	N9FV	081982	ARDMORE, OK	CESSNA	P210N	NONE	330
2303	N50038	081882	AFTON, TX	CESSNA	177RG	NONE	368
2304	N4952Y	081182	DES ARC, AR	PIPER	PA-25-260C	NONE	60
2305	N8807Z	080882	CHENEYVILLE, LA	EAGLE	DW - 1	NONE	210
2306	N7176R	080682	SPRINGDALE, AR	PIPER	PA-28-140	NONE	58
2307	N2375J	080482	NEWELLTON, LA	PIPER	PA-18-150	NONE	208
2308	N39MN	070282	NOME, AK	BRITTEN-NORM	BN-2A	NONE	8
2309	N84211	070182	KASILOF, AK	CESSNA	172K	MINOR	6
2310	N2998J	072382	MOULTRIE, GA	CESSNA	T 188C	NONE	142
2311	N4670J	072582	SOMERSET, KY	CESSNA	172N	NONE	196
2312	N7234	071382	WETUMPKA, AL	GRUMMAN	G-164A	NONE	46
2313	N53812	071482	SAVANNAH, GA	BELLANCA	7ECA	NONE	140
2314	N9888V	073082	BISHOPVILLE,, SC	CESSNA	188	NONE	348
2315	N5014F	081282	MEREDITH, CO	HUGHES	369D	SERIOUS	104
2316	N4970Q	072482	LOAMI, IL	CESSNA	188B	NONE	168
2317	N1234	111482	DEATH VALLEY, CA	AMATEUR BUIL	QUICKIE Q2	SERIOUS	102
2318	N3690X	071482	GRACEVILLE, MN	AERO COMMAND	S2R	NONE	234
2319	N61130	070982	ALTON, IL	CESSNA	150J	NONE	166
2320	N2476T	092882	DOYLESTOWN, PA	NAVION	G	SERIOUS	346
2321	N177RW	092582	HOLLY SPRINGS, NC	WAINSCOTT	SCAMP B	NONE	272
2322	N9575F	091882	MARSHVILLE, NC	HUGHES	269C	NONE	270
2323	N60844	091382	KOTZEBUE, AK	CESSNA	A 185F	NONE	40
2324	N9489K	090982	FAIRBANKS, AK	STINSON	108	MINOR	38
2325	N5379U	101682	CLEVELAND, OH	CESSNA	206	NONE	320

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File Number	Aircraft Regist.	Date	Location	Aircm Make	naft Model	Injury Index	Page
2326	N758QX	101482	SACRED HESET, MN	CESSNA	172	NONE	244
2327	N68738	082182	LANTANA, FL	CESSNA	152	SERIOUS	116
2328	N736VC	080782	KETCHUM, ID	CESSNA	R172K	FATAL	156
2329	N7769V	052782	SIOUX FALLS, SD	CALLAIR	A-9B	NONE	358
2330	N3128Z	052682	RED HOOK, NY	PIPER	PA-22-160	NONE	302
2331	N77QT	101282	NEAR ST. CROIX, VI	PIPER	PA-32-300	FATAL	392
2332	N2101R	100382	COCOA, FL	CESSNA	182	NONE	136
2333	N330FT	102682	DAYTONA BEACH, FL	PIPER	PA-28-161	NONE	138
2334	N8944U	100182	LAKE CITY, FL	BEECH	35-C33	NONE	132
2335	N93286	100382	ORLANDO, FL	CESSNA	152	NONE	134
2336	N56351	111682	HONOLULU, HI	PIPER	PA-28-140	NONE	150
2337	N1277Q	102982	WATERTOWN. NY	CESSNA	150L	NONE	308
2338	N2456Y	042282	ENDICOTT, NY	CESSNA	172D	NONE	300
2339	N2460W	090482	HIGH SPRINGS, FL	SCHWEIZER	SGS 1-26B	NONE	118
2340	N759UV	091782	WINTER HAVEN, FL	CESSNA	182	NONE	122
2341	N891A	071682	65 MI.ENE OF MCGRATH, AK	PIPER	PA-22	NONE	12
2342	N820Y	072882	NEAR BORNITE, AK	HUGHES	369D	FATAL	14
2343	N7208Z	072682	ADA, MN	PIPER	PA25-235C	NONE	236
2344	N184VB	031682	TUCSON, AZ	BEECH	58	FATAL	64
2345	N897SP	062082	HOBART, IN	PIPER	PA-18	MINOR	178
2346	N42562	111982	MT. VERNON, AR	CESSNA	182L	FATAL	62
2347	N8089N	051682	VAN NUYS, CA	PIPER	PA-28-201T	NONE	72
2348	N2066J	062582	25NM SW SANTA RITA, MT	CESSNA	188	NONE	264
2349	N8237	060382	COALVILLE, UT	AEROSPATIALE	315B	SERIOUS	380
2350	N223HC	082082	WEST CHICAGO, IL	CASSUTT	CASSUTT	NONE	170

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2351	N7744C	081782	ALEXANDRIA, LA	PIPER	PA-32R-300	NONE	212
2352	N2 15H	100382	WAIMANALO, HI	BEECH	C-45G	FATAL	148
2353	N2902N	072582	NILES, MI	CESSNA	120	NONE	224
2354	N6426K	071682	SOUTHWICK, MA	DOWNER	REPUBLIC R	MINOR	220
2355	N11457	062782	SHAPLEIGH, ME	CESSNA	150L	MINOR	222
2356	N8309V	050282	NEW LONDON, NH	CHAMPION	7GCAA	NONE	278
2357	N8348F	052682	FAIRBURY, IL	HUGHES	369D	NONE	164
2358	N5ORT	082182	VENTURA, CA		MIDGET MUS	NONE	88
2359	N29473	082182	MIRA LOMA, CA	AERONCA	65-TC	NONE	86
2360	N733QE	081782	BUCKEYE, AZ	CESSNA	172N	NONE	66
2361	N48886	081482	LIVERMORE, CA	CESSNA	152	NONE	78
2362	N47325	081582	SANTA CRUZ. CA	TAYLORCRAFT	DC0-65	NONE	08
2363	N25484	081582	SANTA ROSA, CA	CESSNA	152	NONE	82
2364	N8601C	082282	HOUSTON, MN	PIPER	PA-22	NONE	242
2365	N96055	073182	BROOKLYN PARK, MN	TAYLORCRAFT	BC12-D	MINOR	238
2366	N5796W	082182	KNOX, IN	PIPER	PA-28-160	NONE	180
2367	N2701M	081282	POLLY CREEK, AK	PIPER	PA-12	NONE	16
2368	N79SC	081682	NEAR SKWENTNA, AK	CESSNA	185	NONE	18
2369	N1836A	080882	BURLINGTON, CT	PIPER	PA-20	NONE	110
2370	N6771C	080982	BOUNTIFUL, UT	CESSNA	421C	NONE	382
2371	N4 1755	083182	NEAR SKWENTNA, AK	DEHAVILLAND	DHC-3	NONE	26
2372	N195JB	120482	PEORIA, AZ	CESSNA	195B	NONE	70
2373	N5037D	081082	LEBANON, NH	CESSNA	182A	NONE	280
2373	N89255	081082	LEBANON, NH	CESSNA	152	NONE	282
2374	N6871X	102382	NEAR HOMER, AK	CESSNA	172	NONE	44

File Order Listing - Issue No. 12, 1982

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
2375	N98L	050182	PENDLETON, IN	MONG SPORT	MS - 1	SERIOUS	176
2376	N4740S	101782	VANDALIA, OH	PIPER	PA-32-260	MINOR	322
2377	N5784Y	042682	HOUSTON, TX	AEROSPATIALE	AS-350D	NONE	362
2378	N3880Q	121382	VANCOUVER, WA	CESSNA	172L	NONE	402
2379	N16861	050482	OTSEGO, OH	SIKORSKY	S-55B	NONE	310
2380	N8801F	080282	WETUMPKA, AL	HUGHES	269A	NONE	48
2381	N9804E	082882 .	SOLDOTNA, AK	AERONCA	1 1 A C	NONE	24
2382	N5044T	082182	LEXINGTON, MS	PIPER	PA-28-140	NONE	260
2383	N756KD	090682	BUNKER HILL, KS	CESSNA	TRI82	FATAL	186
2384	N6359F	061982	NEAR STUART, FL	CESSNA	337	SERIOUS	114
2385	N73013	050582	FRANKLINTON, LA	CESSNA	207	FATAL	204
2386	N2 195U	052382	FAIREANKS, AK	BRANTLY	B-2B	NONE	2
2387	N83654	060682	LEHI, AR	AERONCA	. 7AC	FATAL	56
2388	N231AW	061282	SANDY, OR	MOONEY	M-20	FATAL	334
2389	N8474V	082382	JONES, LA	ROCKWELL	S-2R	FATAL	214
2389	N2342Z	082382	JONES, LA	AIR TRACTOR	AT-400	FATAL	216
2390	N1914S	060582	LIVERMORE, CA	SAVAGE	SKYBOLT	FATAL	74
2391	N5261	060582	KAPLAN, LA	GRUMMAN	G-164A	NONE	206
2392	N3331S	081282	LEES SUMMIT, MO	CESSNA	2 10J	FATAL	246
2393	N88572	082582	SARATOGA SPRINGS, NY	CESSNA	421C	NONE	306
2394	N9867F	082382 ~	SILVER CITY, NM	CESSNA	401A	NONE	290
2395	N3800C	061782	GRAHAM, TX	SOUTHERN AIR	SAC	NONE	364
2396	N53277	052482	ALPHA, FL	CESSNA	188	NONE	112
2397	N8088T	052782	CLAYTON, NM	PIPER	PA-28-236	NONE	286
2398	N8184Y	102582	ST. CHARLES, MO	PIPER	PA-28-161	FATAL	254

## File Order Listing - Issue No. 12, 1982

File	Aircraft			Αi	Injury		
Number	Regist.	Date	Location	Make	Mode1	Index	Page
2399	N4581Z	101782	BAXTER SPRINGS, KS	PIPER	PA-22-108	SERIOUS	190
2400	N8285L	092682	NORMALVILLE, PA	CESSNA	172H	FATAL	344

# AIRCRAFT ACCIDENT REPORTS

## BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 12 OF 1982 ACCIDENTS

## Brief of Accident

File No 2386 5/23/82 FAIR	EANKS, AK A/C Re	g. No. N2195U	Т	ime (Lcl) -	1430 ADT	
				Injuri		
7	SUBSTAN			Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		0		0	1
Accident Occurred During -LANDING	NONE	Pass	0	0	0	ı
Aircraft Information				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~		
Make/Model - BRANTLY B-2B	Eng Make/Model - LYC			Installed/Ad		
Landing Gear - SKID	Number Engines - 1			1 Warning Sy		)
Max Gross Wt - 1670	Engine Type - REC		ETOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC						
Wind Dir/Speed- UNK/NR				Ident -		
Visibility - 25.0 SM			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 5000 FT SCA				Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41 Biennial Flight Review	Medical Certifica	te - VALID	MEDICAL-WAI	VERS/LIMI	T
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht lime (H	ours)		
COMMERCIAL	Current - YES	lotal -	3800	Last 24	Hrs -	1 (10)
SE LAND	Months Since - UNK/NR	Make/Model-	76	Last 30	Days- UNK	./NR
HELICOPTER	Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument-	85 E40	Last 90 Rotorcra	uays-	28 106
		Multi-Eng -	548	ROTORCE	17 [ -	126
Instrument Rating(s) - AIRPLANE.H	ELICOPTER					
DRTLY AFTER TAKEOFF, A PARTIAL POWER LOSS	OCCURRED OVER A WOODER AREA AL	ND THE BILOT INIT	TATED AN A	LITODOTATIVE		
	AND THIE ROTOR DEADED HIT IKE					
NDING. DURING THE LANDING, THE MAIN ROTOR	AFTER THE AIRCRAFT CAME TO R	ST THE ENGINE W	AS RUNNTNG	AT IDLE		
NDING. DURING THE LANDING, THE MAIN ROTOR SMALL TREE AND THE HELICOPTER ROLLED OVER.						
NDING. DURING THE LANDING, THE MAIN ROTOR	NATION, DIRT AND SCALE PARTIC	ES OF RUST WERE	FOUND IN T	HE MAIN		

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File No 23	886 5/23/82	FAIRBANKS,AK	A/C Reg. No. N2195U	Time (Lcl) - 1430 ADT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB		
<ol><li>FUEL SYSTEM, STR</li></ol>	ERVICE OF AIRCRAFT MAINER - BLOCKED(PA			
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 4. AUTOROTATION -	PERFORMED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/	ION WITH OBJECT		
Finding(s) 5. OBJECT - TREE(S				
Occurrence #4 Phase of Operation		TOUCHDOWN		
Finding(s) 6. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 5,6		

-Basic Information Type Operating Certificate-NONE (GEN	JERAL AVIATION)	Aircraft Damage			Ini	uries	
Type operating dentificate none (ach	VERAL AVIATION)	SUBSTANTIAL		Fatal	,		None
Type of Operation -FERRY		Fire		0	0	1	0
Flight Conducted Under -14 CFR 91	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172		del - LYCOMING O-					
Landing Gear - TRICYCLE-FIXED		nes - 1				System -	YES
Max Gross Wt - 2300 No. of Seats - 4		- RECIPROCATI	NG-CARBUR	:IOR Weati	ner Radar	- NO	
No. of Seats - 4	Rated Power	- 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Departur			ON AIRI	PORT		
Method - IN PERSON Completeness - SELF	ST. MARY'S.	, AK		Ainmant D	- 4-0		
Basic Weather - VMC	Destination PILOT STAT:	1001 412		Airport Da			
Wind Dir/Speed- 090/005 KTS	FILOT STATE	ION, AK			Ident	- 24	
· · · · · · · · · · · · · · · · · · ·	ATC/Airspace					- 1900/	100
Cloud Conditions(1st) - 2000 FT S		nt Plan - VFR				- GRAVEL	100
Cloud Conditions(2nd) - 3500 FT B			-		Status		
Obstructions to Vision- NONE	Type Apch/Lnd			,	0 11 11 0		
Precipitation - NONE	y 11	3					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command .	Age - 40	Medical	Certifica	te - VALID	MEDICAL-	WAIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	/iew	Flig	nt Time (Ho	ours)		
COMMERCIAL	Current			8500	Last :	24 Hrs -	0
SË LAND,ME LAND,SE SEA	Months Since	9 Make	/Mode1-	500	Last : Last !	30 Days-	32
	Aircraft Type ·	- UNK/NR Inst			Last	90 Days-	141
		Mult	i-Eng -	250			
Instrument Rating(s) - AIRPLANE							
T FOUND CONCIDEDADLE WITED IN FUEL DUE	RING PREFLIGHT. DURING 1	TAKEOFF ENGINE QU	IT. PILOT	MADE INTER	RSECTION		
DT FOUND CONSIDERABLE WATER IN FUEL DUR							
OFF ALLOWING LESS THAN HALF OF RUNWAY	AVAILABLE. TRIED TO LAN	ND ON ROAD DURING	FORCED L	ANDING BUT	USED DIR	Ī	

File No 22		K A/C Reg. No. N9191H	
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
	LIGHT - INADEQUATE - PILOT IN COM		
	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation			
4. LANDING GEAR,NO 5. LANDING GEAR,NO			
Probable Cause			
The National Transpo	rtation Safety Board determines t	that the Probable Cause(s) of this acci	ident

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

File No 2309 7/01/82 KASIL	OF, AK	A/C Reg	. No. N84211	T	ime (Lc1) -	2115 AD	T 
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft [ SUBSTANT]		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE			0		
-Aircraft Information Make/Model - CESSNA 172K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Eng Engine Typ	gines - 1	AING 0-320-E2D PROCATING-CARBUR 50 HP	Stal	1 Warning S	ystem - \	
-Environment/Operations Information Weather Data  Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 60.0 SM Cloud Conditions(1st) - 5000 FT SCAT Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination KASILOF.A ATC/Airspace TERED Type of F1 Type of C1e	E,AK AK ight Plan - N	IONE	ON AIR  Airport Do  KASILO  Runway  Runway  Runway	ata	2600 -l DIRT	JNK/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight F Current Months Since Aircraft Type	Meview - UNK/NR - UNK/NR - UNK/NR	edical Certifica Flig Total - Make/Model- Instrument-	te - UNK/NI ht Time (He 200 100 4	R purs) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1 NK/NR 5
Instrument Rating(s) - NONENarrative E PILOT MADE A LANDING APPROACH OVER TREES VNHILL IN THE DIRECTION OF LANDING. THE PIL -AROUND, THE LEFT WING STRUCK A TREE.							

File No. - 2309 7/01/82 KASILOF.AK A/C Reg. No. N84211 Time (Lc1) - 2115 ADT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

#### Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION DOWNHILL
- 3. DISTANCE MISJUDGED PILOT IN COMMAND
- 4. AIRSPEED MISJUDGED PILOT IN COMMAND
- 5. GO-AROUND DELAYED PILOT IN COMMAND
- 6. OBJECT TREE(S)

----Probable Cause----

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

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

File No 2308 7/02/82 NOME.	AK	A/C Reg.	No. N39MN		Time (Lc1)	- 0840 ED	ſ 
Basic Information Type Operating Certificate-AIR CARRIER COMMUTER Type of Operation -SCHEDULED.DO Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF		NONE	Cre Pas	-		ries Minor O O	None 1 O
Aircraft Information Make/Model - BRITTEN-NORMAN BN-2A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 5700 No. of Seats - 10	Number Eng Engine Typ	odel - LYCON ines - 2	MING 0-540-E4C5 PROCATING-CARBU	Sta	11 Warning	System - \	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/006 KTS Visibility - 20.0 SM	SAME AS A Destination ELIM.AK ATC/Airspace	CC/INC ght Plan - N arance - N	IONE	ON AII Airport I NOME Runwa Runwa Runwa		- 6001/ - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND,SE SEA  Instrument Rating(s) - AIRPLANE	Age - 33 Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR	Total - Make/Model-	ght Time (1 5900 593 285	Hours) Last 2 Last 3	4 Hrs - O Days- UN	2
THIST ORIGINE RATING(S) AIRPLAND Narrative DURING THE TAKEOFF ROLL, A PROPELLER BLADE TI TIP SEPARATED AND ENTERED THE TOP SIDE OF THE SEVERED THE THROTTLE, FUEL MIXTURE, CARBURETO AILERON CABLE BECAME JAMMED IN THE FULL LEFT LEFT ENGINE WENT TO IDLE POWER AND THE PILOT METALLURGICAL EXAMINATION REVEALED THAT THE P FAILED FROM FATIGUE. THE FATIGUE CRACK ORIGIN	FUSELAGE ABOUT 1 R HEAT AND PROPELL POSITION AND THE R HAD TO SWITCH THE I ROPELLER BLADE (HAI	FT BEHIND TH ER CONTROL C IGHT ENGINE MAGNETOS OFF RTZELL MODEL	HE PILOT'S HEAD CABLES TO THE L CABLES WERE DAI TIN ORDER TO AI L: HC-C1YK-2CUF	. THE BLAD EFT ENGINE MAGED. REPI BORT THE T. , PN FC847	E TIP . ALSO, THE ORTEDLY, TH AKEOFF. A		

A/C Reg. No. N39MN Time (Lcl) - 0840 EDT File No. - 2308 7/02/82 NOME, AK

Occurrence AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FOREIGN OBJECT DAMAGE

- 2. PROPELLER SYSTEM/ACCESSORIES, BLADE FATIGUE
- 3. PROPELLER SYSTEM/ACCESSORIES, BLADE SEPARATION
- 4. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND

----Probable Cause----

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

	7/09/82 50 MI	SW FAIRBANKS, AK A/	C Reg. No. N9717F	Т	ime (Lcl) -	- 0800 AD1	-
Basic Information Type Operating Certific  Type of Operation Flight Conducted Under Accident Occurred Durin	-PERSONAL -14 CFR 91	SUB Fire	raft Damage STANTIAL Cre E Pas	Fatal w O s O	Injur Serious O O	ries Minor O	None 1 2
Aircraft Information Make/Model - CESSNA Landing Gear - TAILWHE Max Gross Wt - 2050 No. of Seats - 4	170B EEL-ALL FIXED	Eng Make/Model - Number Engines -	CONTINENTAL C-145 1 RECIPROCATING-CARBU 145 HP	ELT Stal	1 Warning S	System - N	- YES/YES
Environment/Operations Ir Weather Data Wx Briefing - NO RE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	ECORD OF BRIEFING	Itinerary Last Departure Po SAME AS ACC/INC Destination		ON AIR Airport D GRAVEL	ata	. 36	
Visibility - 40. Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Vision Precipitation Condition of Light	) - 6000 FT SCATT ) - NONE on- NONE - NONE	ATC/Airspace FERED Type of Flight Plants Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface - Status -	1300/ GRAVEL	50

File No 2241	7/09/82 50 MI SW FAIRBANKS, AK	A/C Reg. No. N9717F	Time (Lcl) - 0800 ADT
/			
Occurrence #1 LOSS			
Phase of Operation TAKE	OFF - INITIAL CLIMB		
Finding(s)			
1. AIRSPEED - NOT ATTAIN			
2. STALL/MUSH - INADVERT	ENT - PILOT IN COMMAND		
	LIGHT COLLISION WITH TERRAIN		
Phase of Operation TAKE	OFF - INITIAL CLIMB		
Finding(s)			
3. TERRAIN CONDITION - H	HIGH VEGETATION		
Probable Cause			
Troducte dade			
The National Transportation	on Safety Board determines that the Pr	obable Cause(s) of this accide	ent

is/are finding(s) 1

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File No 2341 7/16/82 65 M	I.ENE OF MCGRATH,AK A/C Reg	. No. N891A	Т	ime (Lcl) -	2230 ADT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft   SUBSTANT		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	· Fire NONE	Crew Pass	0	0	0	1 2
Aircraft Information Make/Model - PIPER PA-22 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1750 No. of Seats - 4	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI Rated Power - 1.	PROCATING-CARBURE	Stal	Installed/A 1 Warning S ner Radar -	ystem - Y	
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE UN Method - TELEPHONE Completeness - UNK/NR 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 - DUSK	WILLOW, AK Destination NIKOLI, AK  ATC/Airspace Type of Flight Plan - 1 Type of Clearance - 1	NONE	OFF AIR Airport Da Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	UNK/NR UNK/NR GRAVEL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 27 Me Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (Ho		Hrs - Days-	LIMIT 3 O 3
Instrument Rating(s) - NONE						
Narrative DURING FLIGHT, THE PILOT NOTICED A PROGRESSI GRAVEL BAR. DURING THE LANDING, THE AIRCRAFT LOG. THE NOSE GEAR THEN HIT A BANK AT THE ED DIED WHEN THE AIRCRAFT TURNED OVER. AN EXAMI ADJUSTMENT BOLT HAD FAILED AND WAS LOOSE IN DVERTORQUED. THE BOLT SHOULD HAVE BEEN TORQUE THEIR TORQUE VALUES RANGED FROM 150 TO 450 I	VE LOSS OF POWER. HE ELECTED TO ROLLED THROUGH A SHALLOW SLOUG GE OF THE SLOUGH AND THE PLANE NATION OF THE ENGINE REVEALED THE VALVE COVER. THERE WAS EVII ED TO 450 INCH POUNDS. A CHECK	GH WHERE THE LEFT WENT OVER ON ITS THAT THE NO 3 ROCI DENCE THAT THE BO OF THE OTHER BOL	MAIN GEAF BACK. THE KER ARM EX LT MAY HAN TS REVEALE	R HIT A E ENGINE KHAUST VALV /E BEEN ED TAHT	Ε	
	PAGE 12					

File No. - 2341 7/16/82 65 MI.ENE OF MCGRATH, AK A/C Reg. No. N891A Time (Lcl) - 2230 ADT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Findina(s) 1. ENGINE ASSEMBLY, OTHER - OVERTORQUE 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, OTHER - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 5. TERRAIN CONDITION - DIRT BANK NOSE OVER Occurrence #4 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4,5

File No 2342 7/28/82 NEAR	BORNITE, AK	- A/C Reg.	No. N820Y			Time (Lcl) -	1030 BST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -EXTERNAL LOA Flight Conducted Under -14 CFR 133 Accident Occurred During -TAKEOFF		Aircraft D DESTROYED Fire NONE	·	Crew Pass Other	Fatal O O 1	Injur Serious 1 O O	ies Minor O O	None O O O
Aircraft Information Make/Model - HUGHES 369D Landing Gear - SKID Max Gross Wt - 3550 No. of Seats - 5	Eng Make/Mod Number Engin Engine Type Rated Power	nes - 1 - TURBO			Sta	Installed/Ad Il Warning Sy ther Radar -	/stem - U	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination  ATC/Airspace Type of Fligh Type of Clear	C/INC nt Plan - U rance - N	ONE		OFF A: npont [ (REMO Runwa; Runwa; Runway	TE FIELD SITE	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.PRIVATE SE LAND.ME LAND.SE SEA HELICOPTER	Age - 35 Biennial Flight Rev Current Months Since Aircraft Type -	view - UNK/NR - UNK/NR	Total Make/Mode	Flight - 48 1- 2 t-	Time (F 51 47 O	Last 24 Last 30 Last 90	Hrs - Days- UN	6 K/NR 247
Instrument Rating(s) - NONE								
TWO WORKERS WERE TRANSPORTED TO A MINE DRILLI HELI-PAD WAS AN AREA ABOUT 50 FT LONG AND 12 OFF-LOADING THE WORKERS, THE PILOT TOOK OFF, LONG LINE. AFTER THE TANK WAS LOWERED INTO PO LINE WAS RELEASED. AS THE PILOT TOOK OFF AGAI WHEN THE MAIN ROTOR BLADES CONTACTED THE ROCK HELICOPTER THEN WENT INTO AN UNCONTROLLABLE S WAS FATALLY INJURED BY A PIECE OF FLYING DEBR	FT WIDE THAT HAD BEE THEN RETURNED A SHOF SITION, THE HELICOPT N, HE LIFTED OFF AND Y EMBANKMENT ON THE PIN AND TUMBLED ABOL	EN CUT INTO RT TIME LAT FER WAS LAN D WAS AT AN UPSLOPE SI	THE SIDE O ER WITH A 3 DED AT THE ALTITUDE O DE OF THE H	F A ROC OO GAL END OF F ABOUT ELI-PAD	KY HILL STORAGE THE PAC 3 TO 5 . REPOR	AFTER E TANK ON A D UNTIL THE F FT RTEDLY. THE	:	

File No. - 2342 7/28/82 NEAR BORNITE.AK A/C Reg. No. N820Y Time (Lcl) - 1030 BST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

- 1. VERTICAL TAKEOFF PERFORMED PILOT IN COMMAND
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. CLEARANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2367 8/12/82 POLLY	CREEK,AK A/C Reg. No. N2701M			1	Time (Lcl) - 1820 ADT			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	I. AVIATION)	Aircraft [ SUBSTANT] Fire NONE	AL	Crew Pass	Fatal O O	Serious		None 1 2
Aircraft Information Make/Model - PIPER PA-12 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 3	Eng Make/Model - LYCOMING 0-235-C Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 100 HP .				Stall Warning System - YES			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 225/004 KTS Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination ANCHORA  ATC/Airspace Type of Fi Type of C	ACC/INC GE	IONE		OFF AI irport D (UNIMP Runway Runway Runway	Proximity RPORT/STRI ata ROVED BEAC Ident Lth/Wid Surface Status	H) - UNK/NR - 10000/ - GRAVEL	25
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Current Months Since Aircraft Typ		Tota1	Flight -	Time (H 169	ours) Last 2	4 Hrs -	3 4 9
Instrument Rating(s) - NONENarrative HE PILOT LANDED ON THE BEACH NEAR THE MOUTH OTICED FUEL LEAKING FROM THE FILLER CAP ON TIGHT AUXILIARY TANK. THE PILOT TURNED OFF THE SEVERAL MORE HOURS, THE TIDE BEGAN COMIURING TAKEOFF, THE ENGINE COUGHED AT LIFT-OFN THE BEACH WHICH WAS UNEVEN, THEN THE LEFT OSED OVER IN DEEPER WATER. THE PILOT STATED CCIDENT, HE FOUND THE RIGHT FUEL SELECTOR WA	HE LEFT MAIN TANKE LEFT MAIN AND F NG IN AND THE PIU F, PROMOTING THE MAIN GEAR ENTERED THAT HE HAD PLANT S ON, BUT THE LEF	K. THIS OCCURF RIGHT AUXILIAF LOT HURRIED HI PILOT TO ABOF O THE SURF. SU NED TO TAKEOFF FT MAIN TANK V	RED WHEN FUE RY FUEL TANK S PREFLIGHT RT. THE AIRC UBSEQUENTLY, USING THE VAS ONLY PAR	L CROSS S TO ST TO GET RAFT BO THE PL FULL LE	S-FLOWED OP THE OFF TH DUNCED 2 ANE VEE EFT( TANK ON. HE	FROM THE CROSS FEED E BEACH OR 3 TIME RED AND . AFTER TH BELIEVED	S E	

File No 23	67 8/12/82 	POLLY CREEK, AK	A/C Reg. No. N2701M	Time (Lc1) - 1820 ADT
Occurrence #1 Phase of Operation		ARTIAL) - NON-MECHANICAL AL CLIMB		
Finding(s)  1. AIRCRAFT PREFLI  2. FLUID, FUEL - ST  3. FUEL TANK SEL	ARVATION ECTOR POSITION - 1	MPROPER - PILOT IN COMM	and	
Occurrence #2 Phase of Operation		- ON GROUND		
9 GROUND LOOP/SWEL	ON - ROUGH/UNEVEN ON - LOOSE GRAVEL, ON - WET FROL - NOT POSSIBL RVF - UNCONTROLLE	SANDY  E - PILOT IN COMMAND  O - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 10. TERRAIN CONDITIO				
Occurrence #4 Phase of Operation	TAKEOFF			
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident is	/are finding(s) 5,6,7,1	0	

Type of Operation -PERSONAL Fire Crew O O O O O O O O O O O O O O O O O O O	Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircr	aft Damage		In:	iuries	
Type of Operation -PERSONAL Fire Crew O O O O Flight Conducted Under -14 CFR 91 NONE Pass O O O O Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - CESSNA 185 Eng Make/Model - CONTINENTAL ID-520-D ELT Installed/Activated Landing Gear - FLOAT Number Engines - 1 Stall Warning System - No. of Seats - 6 Rated Power - 300 HP Stall Warning System - No. of Seats - 6 Rated Power - 300 HP Weather Radar - NO RECORD OF ERIEFING Last Departure Point SAME AS ACC/INC Completeness - N/A Destination SAME AS ACC/INC Destination Alicenters - VMC Alice	Type operating our tri reate none tachenae			Fata			None
Accident Occurred During -TAKEOFF  -Aircraft Information Make/Model - CESSNA 185	Type of Operation -PERSONAL			Crew	0	0	1
-Aircraft Information  Make/Model - CESSNA 185		NONE		Pass (	0 0	0	0
Make/Model - CESSNA 185 Landing Gear - FLOAT Max Gross Wt - 3350 No. of Seats - 6 No. of Seats - 8 No. of Seats - 6 No. of Seats - 6 No. of Seats - 6 No. of Seats - 8 No. of Seats - 6 No. of Seats - 1 No. of Seats - NO Neather Radar - NO Neather Recipe - 7 No. of Seats - 8 No. of Seats - 9 No. of Seats - 8 No. of Seats - 9 No. of Seats - 1 No. of Seats - 9 No. of Seats - 1 No.							
Landing Gear - FLOAT Max Gross Wt - 3350 No. of Seats - 6 No. of Seats - 7							
Max Gross Wt - 3350 No. of Seats - 6 Rated Power - 300 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF ERIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 135/005 KTS Wind Dir/Speed - 135/005 KTS Visibility - 100.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SME AS ACC/INC Destination - RECIP - FUEL INJECTED Weather Radar - NO Rated Power - 300 HP   Weather Radar - NO Rated Power - 300 HP   Weather Radar - NO Rated Power - 300 HP   Weather Radar - NO Rated Power - 300 HP   Weather Radar - NO Rated Power - 300 HP   Airport Proximity OFF AIRPORT/STRIP  OFF AIRPORT/STRIP  Airport Data  Airport Dat							
No. of Seats - 6  Rated Power - 300 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- 135/005 KTS  Wind Dir/Speed- 135/005 KTS  Visibility - 100.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Cloud Conditions to Vision- NONE  Precipitation  Precipitation  NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  CUrrent - YES  Months Since - 1  Make/Model - 2500  Last 24 Hrs -  Months Since - 1  Make/Model - 2500  Last 20 Days-							/ES
-Environment/Operations Information Weather Data  Weather Data  Itinerary  Method - N/A SAME AS ACC/INC  Completeness - N/A Destination  Basic Weather - VMC  Wind Dir/Speed- 135/005 KTS  Visibility - 100.0 SM ATC/Airspace  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  CUrrent - YES  Matropat Proximity  Airport Proximity  OFF AIRPORT/STRIP  Airport Data  Airport Portine  Apper And Alexa  Airport Proximity  Airport Proximity  Airport Data  Airport Proximity  Airport Proximity  Airport Proximity  Airport Data  Airport Proximity  Airport Proximity  Airport Proximity  Airport Proximity				JECTED 1	Weather Radar	· - NO	
Weather Data  Wx Briefing - NO RECORD OF ERIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Wisibility - 100.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CASAME AS ACC/INC CASAME AS	No. of Seats - 6	Rated Power -	300 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC  Completeness - N/A Destination Airport Data  Basic Weather - VMC TALACHULITNA RIVER, AK NARROW RIVER  Wind Dir/Speed- 135/005 KTS  Visibility - 100.0 SM ATC/Airspace Runway Ident - N/A  Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - WATER  Cloud Conditions to Vision- NONE Type of Clearance - NONE Runway Status - WATER -  Obstructions to Vision- NONE Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 24 Hrs -  SE LAND, SE SEA   Destructe Point OFF AIRPORT/STŘIP  SAME AS ACC/INC  Airport Data  NARROW RIVER  Runway Lth/Wid - N/A  Runway Status - WATER -  Type Apch/Lndg - NONE  Type Apch/Lndg - NONE  Flight Time (Hours)  Current - YES Total - 3500 Last 24 Hrs -  SE LAND, SE SEA  Months Since - 1 Make/Model- 2500 Last 30 Days-	, ,						
Method - N/A							
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 135/005 KTS  Runway Ident - N/A  ATC/Airspace  Runway Lth/Wid - N/A  Type of Flight Plan - NONE  Type of Clearance - NONE  Precipitation - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  COMMERCIAL  SE LAND, SE SEA  Destination  Airport Data  NARROW RIVER  NARROW RIVER  NARROW RIVER  NARROW RIVER  NARROW RIVER  Runway Ident - N/A  Runway Lth/Wid - N/A  Runway Status - WATER - NONE  Proper Apch/Lndg - NONE  Runway Status - WATER -	5	· ·	nt	OFI	F AIRPORT/STF	RIP	
Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Wind Dir/Speed- 135/005 KTS Visibility - 100.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, SE SEA  ATC/Airspace AND ATC/Airspace AND	•						
Wind Dir/Speed- 135/005 KTS  Visibility - 100.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Cloud Conditions to Vision- NONE  Precipitation  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  COMMERCIAL  SE LAND, SE SEA   ATC/Airspace  Runway Ident - N/A  ATC/Airspace  Runway Lth/Wid - N/A  ATC/Airspace  Runway Ident - N/A  ATC/Airspace  Runway Lth/Wid - N/A  ATC/Airspace  Runway Ident - N/A  ATC/Airspace  Runway Ident - N/A  ATC/Airspace  Runway Status - WATER -  NONE  Appe - 44  Medical Certificate - VALID MEDICAL-NO WAIVERS/  Flight Time (Hours)  Current - YES  Total - 3500  Last 24 Hrs -  Months Since - 1  Make/Model- 2500  Last 30 Days-							
Visibility - 100.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - WATER - Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-		TALACHULITNA RIV	ER,AK			B1 / A	
Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - WATER Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-		A.T.O. / A. /				,	
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - WATER - Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-			NONE				
Obstructions to Vision- NONE Type Apch/Lndg - NONE  Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-							CHODDA
Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-				Rui	iway Status	- WATER -	CHUPPY
Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-		Type Apch/Endg	- NUNE				
Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model - 2500 Last 30 Days-							
Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/ Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND, SE SEA Months Since - 1 Make/Model - 2500 Last 30 Days-	Opposited Information						
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - SE LAND.SE SEA Months Since - 1 Make/Model- 2500 Last 30 Days-		Age - 44	Medical Cert	ificate - V	ALID MEDICAL-	NO WAIVERS/	/LIMIT
		Biennial Flight Review					
	COMMERCIAL	Current - YES	Total	- 3500	Last	24 Hrs -	2
Aircraft Type - C-185 Instrument- 51 Last 90 Days-	SE LAND, SE SEA						
		Aircraft Type - C-18	5 Instrumer	nt- 51	Last	90 Days-	75
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE						
Narrative	Narrative						
PILOT OF THE FLOAT PLANE BEGAN HIS TAKEOFF FROM A NARROW RIVER WITH A LEFT TURN AT THE LIFT-OFF POINT.		FROM A NARROW RIVER WIT	H A LEET TURN AT	THE LIFT-0	DEE POINT		
ER BECOMING AIRBORNE AND WHILE TURNING, THE RIGHT WING STRUCK A BRANCH. THE PILOT STATED THAT THE AIRCRAFT						T	
E TO REST IN THE TREES, UPSIDE DOWN. ALSO, HE SUGGESTED THAT HE WAS A BIT OVERCONFIDENT IN HIS ABILITY TO							

File No. - 2368 8/16/82 NEAR SKWENTNA, AK A/C Reg. No. N79SC Time (Lc1) - 1200 ADT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- IMPROPER DECISION, OVER CONFIDENCE IN AIRCRAFT'S ABILITY PILOT IN COMMAND
- 4. WEATHER CONDITION 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 2259 8/22/82 MINO	CHUMINA, AK	A/C Reg.	No. N88264	Т	ime (Lcl)	- 0900 ADT	
-Basic Information							
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da	amage		Inju	ries	
		SUBSTANTI	۱۲ _	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		<b>.</b> Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	ss 0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CITABRIA 8GCBC	Eng Make/	Model - LYCOM	NG VO-360	ELT	Installed/	Activated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Er	Model - LYCOM: ngines - 1		Stal	1 Warning S	System - U	NK/NR
Max Gross Wt - 1800	Engine Ty	pe - RECIP	OCATING-CAREL	IRETOR Weat	her Radar	- NO	,
No. of Seats - 3	· Rated Pow	ver - 180	) HP				
-Environment/Operations Information							
Weather Data	Itinerary.			Airmort	Proximity		
Wx Briefing - FSS	Last Depar	sture Point			RPORT/STRI	>	
Method - TELEPHONE	FAIRBANK			OIT AI	KI OKI, SIKI		
Completeness - FULL	Destination			Airport D	2 + 2		
Basic Weather - VMC	Des Cina Cior	1		Allbore	c1 ( c1		
Wind Dir/Speed- UNK/NR				De una cons	Ident	NI Z A	
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE		ight Plan - NO			Surface		
Cloud Conditions(2nd) - NONE		earance - NO		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg - Ni	INE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 37	Med	dical Certific	cate - VALID	MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES	F1.	ight Time (H	ours)		
COMMERCIAL, CFI	Current	- YES	Total -	2125	Last 2	4 Hrs -	3
SE LAND	Months Since	e - 11	Make/Model-	200	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR	Instrument-	77	Last 90	) Days-	70
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT SELECTED A PROPOSED LANDING SITE ADJ	JACENT TO A LAKE, 8	AFTER 4 OR 5	LOW PASSES DE	ECIDED TO "D	RAG" THE S	ITE BY	
LING THE MAIN GEAR ON THE GROUND TO DETER	MINE ITS SUITABILI	TY FOR A LAND	NG. THE PLT 1	INTENDED TO	MARK THE G	ROUND WITH	
ACFT TIRES & THEN CIRCLE THE SITE & MAKE							
TLED INTO THE GRASS. THE TIRES CONTACTED							
ILED INTO THE GRASS. THE TIRES CONTACTED							

File No. - 2259 8/22/82 MINCHUMINA, AK A/C Reg. No. N88264 Time (Lc1) - 0900 ADT 

Occurrence Phase of Operation LANDING

NOSE OVER

### Finding(s)

- 1. TERRAIN CONDITION WET
- 2. TERRAIN CONDITION HIDDEN OBSTRUCTION(S)
- 3. UNSUITABLE TERRAIN NOT IDENTIFIED PILOT IN COMMAND

----Probable Cause----

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

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

Type of Operation -BUSINESS Fire Crew 0 0 0 7 Accident Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 2 Accident Occurred During -LANDING NONE Pass 0 0 0 0 2 Accident Occurred During -LANDING Pass 0 0 0 0 0 Accident Pass 0 0 Accident Pass 0 0 0 0 Accident Pass 0 0 Accident Pa	Type Operating Certificate-NONE (GENERAL AVIATION)	File No 2261 8/27/82 HEALY	A/C R	eg. No. N4830U	Т	ime (Lcl) -	- 0930 ADT	
DESTROYED Fatal Serious Minor Nor Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 2 Accident Occurred During -14NOING Aircraft Information Make/Model - CESSNA TUZO6 Eng Make/Model - CONTINENTAL IO-520 ELT Installed/Activated - YES Landing Gear - AMPHIBIAN Number Engines - 1 Stall Warning System - YES Amakey Pass 0 0 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	DESTROYED		AL AVIATION) Aircraf	t Damage		Injur	ries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA TU206 Landing Gear - AMPHIBIAN Max Gross Wt - 3600 Max Gross Wt - 3600 Model - CESSNA TU206 Landing Gear - AMPHIBIAN Max Gross Wt - 3600 Model - CESSNA TU206 Rated Power - 280 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - WK Mind Dir/Speed- VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Commad Certificate(s)/Rating(s) SE LAND, SE SEA  Months Since - 4 Months Since - 4 Months Since - 4 Make/Model - CONTINENTAL 10-520 ELT Installed/Activated - YES, 5tall Warning System - YES, 5tall Warning GEAR COLLAPSED  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL INJECTED  Weather Radar - NO  Aircraft Type - FUEL	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING NONE Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 2 Accident Occurred During -LANDING Some Pass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				Fatal	Serious	Minor	None
Aircraft Information Make/Model - CESSNA TUZO5	Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA TU206		Fire	Crew	0	-	_	
Aircraft Information  Make/Model - CESSNA TU206	-Aircraft Information Make/Model - CESSNA TU206		NONE	Pass	0	0	0	2
Make/Model - CESSNA TUZO6 Landing Gear - AMPHIBIAN Max Gross Wt - 3600 No. of Seats - 6 No. of Seats - 7 No.	Make/Model - CESSNA TUZO6							
Landing Gear - AMPHIBIAN Max Gross Wt - 3600 No. of Seats - 6 No. of Seats - No.	Landing Gear - AMPHIBIAN  Max Gross Wt - 3600  No. of Seats - 6  Rated Power - 280 HP	Aircraft Information						
No. of Seats - 6  Rated Power - 280 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CENTIFICATION SE LAND, SE SEA  Months Since - 4 Months Since - 4 Months Since - 4 Months Since - 4 Make/Model- 1868 Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Itinerary Aircraft Departure Point ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON Airport Data Mine STRIP  MINE STRIP MIN	No. of Seats - 6  Rated Power - 280 HP  -Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination  Basic Weather - VMC Wind Dir/Speed - VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination  Type of Clearance - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, SE SEA  Months Since - 4 Months Since - 4 Months Since - 4 Months Since - 4 Marrative CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED  HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	· · · · · · · · · · · · · · · · · · ·	Eng Make/Model - CO	NTINENTAL IO-520	ELT			
No. of Seats - 6  Rated Power - 280 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL CENTIFICATION SE LAND, SE SEA  Months Since - 4 Months Since - 4 Months Since - 4 Months Since - 4 Make/Model- 1868 Aircraft Type - UNK/NR Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  Itinerary Aircraft Departure Point ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON Airport Data Mine STRIP  MINE STRIP MIN	No. of Seats - 6  Rated Power - 280 HP  -Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination  Basic Weather - VMC Wind Dir/Speed - VARIABLE-UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination  Type of Clearance - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, SE SEA  Months Since - 4 Months Since - 4 Months Since - 4 Months Since - 4 Marrative CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED  HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	9	Number Engines - 1		Stal	1 Warning S	System - Y	'ES
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Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- VARIABLE-UNK/NR  Visibility - 50.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT  Certificate(s)/Rating(s)  SE LAND, SE SEA  Itinerary  Last Departure Point  SAME AS ACC/INC  Destination Airport Data  MINE STRIP  Runway Ident - 31  Runway Lth/Wid - 1800/ 100  Runway Surface - DIRT  Type of Flight Plan - NONE  Type of Clearance - NONE  Type of Clearance - NONE  Type Apch/Lndg - NONE  Condition of Light - DAYLIGHT  Age - 41  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s)  SE LAND, SE SEA  Months Since - 4  Make/Model - 1868  Last 30 Days - VN/NR  Aircraft Type - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE Narrative  RCRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED	Weather Data   Litinerary   Last Departure Point   ON AIRPORT   We Briefing - NO RECORD OF BRIEFING   Last Departure Point   ON AIRPORT   Method - N/A   Destination   Airport Data   Basic Weather - VMC   MINE STRIP   Wind Dir/Speed- VARIABLE-UNK/NR   Runway Ident - 31   Visibility - 50.0 SM   ATC/Airspace   Runway Lith/Wid - 1900/ 100   Cloud Conditions(1st) - NONE   Type of Flight Plan - NONE   Runway Surface - DIRT   Cloud Conditions (2nd) - NONE   Type of Clearance - NONE   Runway Status - DRY   Obstructions to Vision- NONE   Type Apch/Lndg - NONE   Precipitation - NONE   Condition of Light - DAYLIGHT  Personnel Information	No. of Seats - 6	Rated Power -	280 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Completeness - N/A Destination Airport Data  Basic Weather - VMC Mind Dir/Speed - VARIABLE-UNK/NR STRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED  Wind Dir/Speed - VARIABLE-UNK/NR Airport Data  MINE STRIP  Runway Ident - 31  Runway Lth/Wid - 1800/ 100  Runway Surface - DIRT  Runway Surface - DIRT  Runway Status - DRY  DAY  Brunway Status - DRY  ONNE  Type Apch/Lndg - NONE  Type Apch/Lndg - NONE  Airport Data  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s)  SE LAND, SE SEA Months Since - 4 Make/Model - 1868 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 30 Last 90 Days - 79  Instrument Rating(s) - NONE	Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC SAME AS ACC/INC Ompleteness - N/A Destination Airport Data  Basic Weather - VMC Mind Dir/Speed - VARIABLE-UNK/NR MINE STRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	Environment/Operations Information						
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Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL SE LAND, SE SEA Months Since - 4 Make/Model - 1868 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 30 Last 90 Days - 79  Instrument Rating(s) - NONE Narrative IRCRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED	Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - DIRT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5000 Last 24 Hrs - O SE LAND, SE SEA Months Since - 4 Make/Model - 1868 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 30 Last 90 Days- 79  Instrument Rating(s) - NONE  -Narrative CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.							400
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Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 5000 Last 24 Hrs - 0 SE LAND, SE SEA Months Since - 4 Make/Model- 1868 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 30 Last 90 Days- 79  Instrument Rating(s) - NONENarrative IRCRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED	Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 5000 Last 24 Hrs - O SE LAND, SE SEA Months Since - 4 Make/Model - 1868 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 30 Last 90 Days - 79  Instrument Rating(s) - NONE  -Narrative CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.				Runway	Status -	DRI	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command		Type Apch/Lhdg	- 100106				
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Instrument Rating(s) - NONE	Instrument Rating(s) - NONE -Narrative CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	JE EAND, JE JEA	Aircraft Type - UNK/NR	Instrument-	30	Last 90	Days-	
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IRCRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED	CRAFT MADE HARD LANDING AT MINING AIRSTRIP AFTER ENCOUNTERING A STRONG GUST OF WIND. THE WHEEL LANDING GEAR COLLAPSED HE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	Narrativo						
			AFTER ENCOUNTERING A STRON	G GUST OF WIND. TH	E WHEEL LA	NDING GEAR	COLLAPSED	)
THE AIRCRAFT SLID ABOUT 100 FT ON THE FLOAT KEELS BEFORE FLIPPING OVER.	· 							

File No 226	81 8/27/82 HEALY	, AK 	A/C Reg. No. N4830U	Time (Lc1) - 0930 ADT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOW	۸N		
2. WEATHER CONDITIO 3. FLARE - IMPROP	ER - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	OTHER GEAR COLLAPSED LANDING - FLARE/TOUCHDOW	WN .		
Finding(s) 4. LANDING GEAR - 0 5. LANDING GEAR - F	AILURE, TOTAL			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transporis/are finding(s) 3	tation Safety Board deter	rmines that the Pr	obable Cause(s) of this accide	ent
Factor(s) relating to	this accident is/are fir	nding(s) 1,2		

File No 2381 8/28/82 SOL	DOTNA,AK	A/C Reg. No.	N9804E	Tin	ne (Lc1) -	1230 ADT	
-Basic Information Type Operating Certificate-NONE (GENE  Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NAL - SOLO	SUBSTANTIAL Fire NONE	Crew Pass	0	0	Minor O O	None 1 0
-Aircraft Information Make/Model - AERONCA 11AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250 No. of Seats - 2	Number Er Engine Ty Rated Pov	(Model - CONTINENT) ngines - 1 upe - RECIPROCA uper - 85 HP	AL C-85-8F TING-CARBURETOF	ELT Ir Stall Weathe	nstalled/A Warning S er Radar -	ctivated System - NO	)
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 270/004 KTS Visibility - 30.0 SM Cloud Conditions(1st) - 5000 FT BR Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last Depar SAME AS Destination  ATC/Airspace DKEN Type of F1 Type of C1	rture Point ACC/INC	A· · Air	irport Pr ON AIRPO Pport Dat SOLDOTNA Runway I Runway L Runway S	oximity PRT a AIRPORT dent -	25 4973/ MACADAM	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 44 Biennial Flight Current Months Since Aircraft Typ	Medica Review - N/A To- e - N/A Mak e - N/A Ins	Flight 1 tal - UNK/N	ime (Hou NR	ırs) Last 24	Hrs - UN	K/NR
Instrument Rating(s) - NONE							
	ND LANDINGS. HE STA	TED THAT DURING A	LANDING, THE A				

File No. - 2381 8/28/82 SOLDOTNA,AK A/C Reg. No. N9804E Time (Lc1) - 1230 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
5. LANDING GEAR - OVERLOAD

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

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

File No 2371 8/31/82 NEAR	SKWENTNA,AK A/C	Reg. No. N41755		Time (Lc1)	- 1730 ADT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST Fire NONE		s 0	Injur Serious O O	ries Minor O	None 1 2
Aircraft Information Make/Model - DEHAVILLAND DHC-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 8000 No. of Seats - 16	Eng Make/Model - F Number Engines - Engine Type - F Rated Power -	1 Reciprocating-carbu	ELT Sta	Installed// Il Warning S ther 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- UNK/NR Visibility - 60.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary  Last Departure Poir  KUSKOKWIM RIVER,A  Destination  PALMER,AK  ATC/Airspace  Type of Flight Plar  Type of Clearance  Type Apch/Lndg	AK n - NONE - NONE	OFF A Airport   Runwa Runwa Runwa	Proximity IRPORT/STRIF Data y Ident - y Lth/Wid - y Surface - v Status -	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP.CFI SE LAND.ME LAND.SE SEA  Instrument Rating(s) - AIRPLANENarrative THE ACFT EXPERIENCED A POWER LOSS & A FORCED I	Age - 40 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/N	Fli Total - Make/Model- NR Instrument- Multi-Eng -	ght Time (1 6600 30 570 3015	Hours) Last 24 Last 30 Last 90	l Hrs - ) Da/s- UN ) Days-	O K/NR
LOG, FOLDING THE MAIN GEAR. ENG TEARDOWN REVER						

File No 23	71 8/31/82	NEAR SKWENTNA, AK	A/C Reg. No. N41755	Time (Lc1) - 1730 ADT
Occurrence #1 Phase of Operation		DTAL) - MECH FAILURE/MAL	FUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	CONNECTING ROD -	SEPARATION		
Occurrence #2 Phase of Operation	LANDING - FLARE/			
Occurrence #3 Phase of Operation		SION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI				
Occurrence #4 Phase of Operation		SED		
Finding(s) 4. LANDING GEAR,MA				
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that the	Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	:/are finding(s) 3		

File No 2201	9/02/82 F	AIRBANKS,AK	A/C Reg.	No. N3299Q	Т	ime (Lcl) -	0832 AD	г 
-Basic Information Type Operating Certific Type of Operation	COMMUTER -SCHEDULE	D,DOMESTIC,PASSENGER		L Crew		Injur Serious O	ies Minor O	None 1 5
Flight Conducted Under Accident Occurred Durin	g -TAKEOFF	35	NONE	Pass	0	0	0	5
-Aircraft Information								
Make/Model - CESSNA Landing Gear - TRICYCL Max Gross Wt - 6300 No. of Seats - 9		E Number Eng Engine Typ	gines - 2	ENTAL TSIO-520- - fuel injected Hp	Stal	Installed/A 1 Warning S ner Radar -	ystem - \	
-Environment/Operations In	 formation	-						
Weather Data Wx Briefing - FSS Method - TELEP		Itinerary Last Depar SAME AS A			Airport ON AIR	Proximity PORT		
Completeness - FULL		Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- VARIA	DI E-LINIZ /ND	BETTLES,	7K		METRO	Ident -	06	
Visibility - 80.0 Cloud Conditions(1st) Cloud Conditions(2nd) Obstructions to Visio	0 SM - 6500 FT - 8000 FT n- NONE - NONE	ATC/Airspace SCATTERED Type of F1 BROKEN Type of C16 Type Apch/I	earance - UN	K/NR	Runway Runway	Lth/Wid - Surface -	4600/	100
-Personnel Information Pilot-In-Command		Age - 24	Mod	ical Certificat	VALID	MEDICAL -NO	WAIVEDS	/I TMTT
Certificate(s)/Rating(	s )	Riennial Elioht (	Paview		nt Time (H		WAI VERS/	CIMII
COMMERCIAL, ATP ME LAND	<i>,</i>	Current Months Since Aircraft Type	- YES - 3	Total -	2546 110 204	Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	NK/NR NK/NR
Instrument Rating(s	) - AIRPLAN	E						
-Narrative PLT REPORTED THAT DURING INITIAL APPLICATION OF TAI 'S ATTENTION WAS ALSO CONC A STRAIGHT LINE FROM POINT	KEOFF POWER ENTRATED ON	THE WINDSHIELD BECAME THE ENG INSTRUMENTS. A	FOGGED & COMP AN ON-SITE INV	LETELY OBSCURED ESTIGAITON SHOW	FORWARD '	VISIBILITY. HE ACFT TRA	THE	

File No. - 2201 9/02/82 FAIRBANKS.AK A/C Reg. No. N3299Q Time (Lcl) - 0832 ADT -----ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation TAKEOFF Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 5. TERRAIN CONDITION - DIRT BANK Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD 7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 8. LANDING GEAR, NOSE GEAR - OVERLOAD 9. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

File No 2219 9/05/82	KENAI, AK	A/C Reg.	No. N6957K	Т	ime (Lc1) -	0847 AST	
Basic Information Type Operating Certificate-NONE ((	GENERAL AVIATION)	Aircraft Da	mage	Fatal	. Injur	ies Minor	None
Type of Operation -PERSONA		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	1	0	0	0
Aircraft Information							
Make/Model - PIPER PA-20 Landing Gear - TRICYCLE-FIXED	Eng Make/	Model - LYCOMI	NG 0-290	ELT	Installed/Ad	ctivated /stem - H	- UNK/NR NK/NP
Max Gross Wt - 1800	Engine Tv	pe - RECIPR	OCATING-CARBURE	TOR Weat	her Radar -	NO NO	1417 1417
No. of Seats - 4		er - 140					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - RADIO	last Depar ILIAMNA.	ture Point Ak		OFF AI	RPORT/STRIP		
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	KENAI,AK						
Wind Dir/Speed- 080/011 KTS	,				Ident -		
	ATC/Airspace		5		Lth/Wid - Surface -		
Cloud Conditions(1st) - 8000 F1 Cloud Conditions(2nd) - 12000 F1					Surface - Status -		
Obstructions to Vision- NONE		Lndg - NO		Ranway	Status	14/ A	
Precipitation - NONE	. )						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Med					
Certificate(s)/Rating(s) UNK/NR	Biennial Flight	Review /ND	Fligh Total - UN	t Time (H		Hee - UN	V /ND
ONN/ NR	Months Since	- UNK/NR	Make/Model- UN	K/NR	Last 30	Davs- UN	K/NR
	Aircraft Typ	e - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN	K/NR
	,,		Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR	Rotorcra	aft <sup>°</sup> - UN	K/NR
Instrument Rating(s) - UNK/NF	2						
Narrative							
AT 0837 THE PLT CALLED KENAI TOWER & REF	PORTED 8 MI WEST INBOUN	D FOR LANDING.	AT 0845 HE REP	ORTED THA	T HE WOULD E	3 E	
LANDING ON THE BEACH. AT 0847 HE REPORTE							
OCCUPANTS WERE NOT RECOVERED. THE PLT'S							
TIME WAS 2+22. DURING HIS WX BRIEFING TH HE WAS ALSO ADVISED THAT VFR FLT WAS NOT							
FOR THE BRISTOL BAY AREA. ACFT DAMAGE &			3 ULLUW 1,000 F	1 & AT21D	1011103 0001	7 IVI € W	
OR THE BRISTOE BAT AREA. AOT DAMAGE G	THE THE THE SOME D.						

File No 22	19 9/05/	/82 KENAI,AK	A/C Reg. No. N6957K	Time (Lcl) - 0847 AST
Occurrence #1 Phase of Operation	LOSS OF POWE CRUISE - NOF			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	DITCHING LANDING - FL	.ARE/TOUCHDOWN		

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

----Probable Cause----

File No 2267 9/06/82 PORT	MOLLER, AK	A/C Reg. N	o. N4022B	Т	ime (Lcl) -	1615 AD	Т
Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Dam	acie		Injur	ies	
,,	,,	SUBSTANTIAL	9	Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	1	
		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - DEHAVILLAND BEAVER U-64							
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1					JNK/NR
Max Gross Wt - 5100		ype - RECIPRO		TOR Weat	her Radar -	NO	
No. of Seats - 8	Rated Po	wer - 400	HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS	,					
Completeness - N/A	Destinatio			Airport D			
Basic Weather - VMC	BEACH S	ITE, AK		PORT M			
Wind Dir/Speed- 270/020 KTS					Ident -		400
Visibility - 5.0 SM			r		Lth/Wid -		100
Cloud Conditions(1st) - 700 FT SCAT Cloud Conditions(2nd) - UNK/NR					Surface - Status -		
	Type of C			Runway	Status -	UNK/NK	
Precipitation - RAIN	туре арсп	/ Lindy - Non	C				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40 Biennial Flight	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fliah	t Time (H	ours)		
PRIVATE	Current	- YES	Total -	2602	Last 24	. Hrs - Ul	NK/NR
SE LAND	Months Sinc	e - 2	Make/Model- UN	K/NR	Last 30	Days- U	VK/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - UNK/NR							
Narrative							
RING TAKEOFF CLIMB GUSTS CAUSED AIRCRAFT TO	ROLL. WING CONT	ACTED THE GROUND	AND AIRCRAFT	CARTWHEEL	ED. WIND		
S 20 KTS GUSTING TO 45 KTS.							

File No. - 2267 9/06/82 PORT MOLLER.AK A/C Reg. No. N4022B Time (Lc1) - 1615 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

2. WEATHER CONDITION - GROSSWIND

4. WEATHER EVALUATION - INADEQUATE - 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) 4

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

	ANGE , AK 	A/C Reg. No.	1062972		Time (Lc1) - 1630 ADT				
-Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Damag	е		Inju				
Type of Operation -PERSONAL		SUBSTANTIAL ire	Crew	Fatal O	Serious O	Minor	None 1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	Ö	0	Ō	1		
Make/Model - BELLANCA 7GCBC	Eng Make/Mode	el - LYCOMING	0-320-A2B	ELT	Installed/	Activate	d - YES/YE		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				ll Warning :	System -	NO		
Max Gross Wt - 1650		- RECIPROCA		ETOR Wear	ther Radar	- NO			
No. of Seats - 2	Rated Power	- 150 HP							
-Environment/Operations Information									
Weather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF A	[RPORT/STRI	•			
Method - N/A	SAME AS ACC	INC							
Completeness - N/A	Destination			Airport [					
Basic Weather - VMC	FAIRBANKS.AF				ROVED AIRST				
Wind Dir/Speed- 080/020 KTS Visibility - 50.0 SM	A T O / A :					· UNK/NR			
Visibility - 50.0 SM Cloud Conditions(1st) - 6000 FT SCAT		Diam NONE			/ Lth/Wid	•			
	Type of Clears				/ Surface · / Status ·				
Obstructions to Vision- NONE	Type Of Crears			Kuliway	Jialus	DKI			
Precipitation - NONE	Type Aperly Ends	, 110112							
Condition of Light - DAYLIGHT									
	Age - 38	Medica	1 Certifica	te - VALTE	MEDICAL-NO	) WAIVER	S/LIMIT		
	Biennial Flight Revi			ht Time (F			·, · · · · · ·		
COMMERCIAL	Current -	YES To	tal -	3057	Last 2	Hrs -	3		
SE LAND, ME LAND	Months Since -	14 Ma	ke/Model-	92	Last 30	Days-	UNK/NR		
	Aircraft Type -		strument-		Last 90	Days-	126		
		Mu	lti-Eng -	2748					
Instrument Rating(s) - AIRPLANE									
Narrative									
WHILL TAKEOFF INTO GUSTY CROSSWIND RAISED W	ING WHICH PILOT COUL	D NOT CONTROL	WITH AILER	ON. WING E	RAGGED AND				
RAFT NOSED OVER AFTER 200 FOOT ROLL.		- · · · · · · · · · · · · · · ·							

File No. - 2217 9/06/82 MT. RANGE,AK A/C Reg. No. N62972 Time (Lcl) - 1630 ADT

Occurrence #1 DRAGGED WING, ROTOR, POD. OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F	ire	Crew	0	0	0	1
		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 170		1 - CONTINENTAL					
Landing Gear - TAILWHEEL-ALL FIXED		s - 1					1
Max Gross Wt - 2200		- RECIPROCATIN	NG-CARBURE	TOR Weat	ner Radar -	NO	
No. of Seats - 4	Rated Power	- 145 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/STRIP		
Method - UNK/NR	SAME AS ACC/	INC					
Completeness - UNK/NR	Destination		A	irport D	ata		
Basic Weather - VMC Wind Dir/Speed- 150/007 KTS	ALEXANDER CRI	EEK,AK		D	Ident -	N1 / A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 4000 FT BROK	EN Type of Eliabt	Dlan - NONE			Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Cleara				Status -		
Obstructions to Vision~ NONE	Type Apch/Lndg	- NONE				,	
Precipitation - NONE	3, , , ,						
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 34				MEDICAL-NO	WAIVERS/L	IMIT
9	Biennial Flight Revie	⊇W	Flight	: Time (H	ours)		
PRIVATE	Current - ' Months Since - Aircraft Type - (	YES Total	-	143	Last 24	Hrs -	1
SE LAND	Months Since -	6 Make/	Model-	143	Last 30	Days- UNK	./NR
	Aircraft Type - (	C-170 Instr	rument-	0	Last 90	Days-	56
Instrument Rating(s) - NONE							
-Narrative							
OT TRIED STOP LANDING ON SANDBAR HE HAD DON	NE TOUCH AND GO LANDII	JGS ON SAND WAS	S SOFT AND	FLYING SI	PEED NOT		

File No. - 2293 9/09/82 NEAR ANCHORAGE,AK A/C Reg. No. N2584V Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - SAND BAR
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
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) 3,4

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

File No 2324 9/09/82 FA	IRBANKS, AK	A/C Reg. N	T	Time (Lc1) - 1830 ADT				
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam: SUBSTANTIAL		Injuries Fatal Serious Minor Non				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire ON GROUND	Crew	0	0		0	
-Aircraft Information Make/Model - STINSON 108 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2078 No. of Seats - 4	Number En Engine Ty	Model - FRANKLII gines - 1 pe - RECIPRO er - 165 I	CATING-CARBUR	Stal	1 Warning 9	System -	d - YES/N NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/015 KTS Visibility - 30.0 SM Cloud Conditions(1st) - 2900 FT O Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- HAZE Precipitation - RAIN Condition of Light - DUSK	Itinerary Last Depar SAME AS Destination  ATC/Airspace VERCAST Type of F1 Type of C1	ACC/INC ight Plan - NON	Ē	ON AIR Airport D PRIVAT Runway Runway Runway	ata E FIELD	- GRASS/		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Months Since Aircraft Typ	Review - YES - 7 I e - UNK/NR	Total -	ht Time (H 626 503 49	lours) Last 24	1 Hrs -	0	
Instrument Rating(s) - AIRPLANE								

File No. - 2324 9/09/82 FAIRBANKS,AK A/C Reg. No. N9489K Time (Lc1) - 1830 ADT

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

Finding(s)

- 1. OBJECT WIRE, TRANSMISSION
- 2. WEATHER CONDITION DOWNDRAFT
- 3. THROTTLE/POWER CONTROL DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2323 9/13/82 KOTZE	BUE,AK A/C Re	g. No. N60844	Τi	me (Lcl) -	- 1300 ADT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTAN' Fire NONE	•	Fatal O O			None 1 1
Aircraft Information Make/Model - CESSNA A185F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3350 No. of Seats - 6	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power - 2	FINENTAL IO-520	Stall	nstalled// Warning S eer Radar -	System - Y	
Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination FAIRBANKS,AK  ATC/Airspace TERED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	VFR UNK/NR NONE	Runway Runway Runway Runway	ORT	- 08 - 5900/ - ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE		Medical Certificat Fligh Total -	e - VALID t Time (Hc 353	urs) Last 24	Hrs -	3
THE PILOT REPORTED THAT THE WIND WAS FROM O1C BEEN USED FOR DEPARTURE, THERE WOULD HAVE BEEN HIS DEPARTURE BY USING RUNWAY O8. THE PILOT SA HIGHER THAN NORMAL SPEED. JUST AFTER LIFT-CLEFT. SUBSEQUENTLY, THE AIRCRAFT DESCENDED BACONTACTING THE RUNWAY THE AIRCRAFT WAS SUBSTA	N A DELAY DUE TO OTHER AIRCRA TATED THAT HE MADE A NORMAL ( FF, HE ENCOUNTERED A GUST OF CK TO THE RUNWAY WHILE THE NO	AFT. THEREFORE, HE Crosswind takeoff Wind and the plan	DECIDED T AND LIFTED E YAWED TO	O EXPEDITE OFF AT THE	:	

File No. - 2323 9/13/82 KOTZEBUE,AK A/C Reg. No. N60844 Time (Lcl) - 1300 ADT

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

Finding(s)

- 1. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 2. WEATHER CONDITION CROSSWIND
- 3. WEATHER CONDITION GUSTS
- 4. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate	-NONE (CENE	)	Aircraft I	Damago		Injur:	ios	
Type operating certificate	E-NONE (GENE	RAL AVIATION)	DESTROYE	~	Fatal	-		None
Type of Operation			Fire			1 2	0	0
Flight Conducted Under			ON GROUNI	) Pas	w 0 s 0	2	0	0
Accident Occurred During								
-Aircraft Information	_							
Make/Model - PIPER PA-1	2	Eng Mak	e/Model - LYCOI	MING 0-320-A2B	ELT	Installed/Ad	ctivated	- YES/Y
Landing Gear - FLOAT Max Gross Wt - 1625				PROCATING-CARBU				NK/NR
No. of Seats - 3			ower - 1		RETUR Weat	ner kauar -	NU	
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - FSS			arture Point		ON AIR	PORT		
Method - TELEPHON	ΙE		S ACC/INC					
Completeness - UNK/NR		Destinati			Airport D			
Basic Weather - VMC Wind Dir/Speed- 210/010	KTC	SHIRLE	Y LAKE,AK		LAKE H		10	
Visibility - 60.0		ATC/Airspa	00			Ident - Lth/Wid -		NIZ /NID
Cloud Conditions(1st) -				NONE		Surface -		INN/INN
Cloud Conditions(2nd) -		Type of				Status -		CALM
Obstructions to Vision-		Type Apc						
Precipitation -		•••						
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)		Age - 35 Biennial Fligh	t Review	Fli	ght Time (H	ours)		
COMMERCIAL, CFI		Current	- YES	Total -	614	Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA				Make/Model-				
HELICOPTER		Aircraft I	ype - UNK/NR				Days- aft -	
				Multi-Eng -	1 1	RUTUITCITE	41 C =	100
Instrument Rating(s)	- AIRPLANE							
·Narrative								
ACFT WAS OBSERVED TO LIFT OF	F AT THE END	OF THE LAKE TILL	SN DUMNMIND % a	STALL THE ACET	WAS OVER MA	AX TAKENEE G	aross	
GHT & THE REAR CG WAS BEYOND			2011, 111, 100		3 3 . 2			

File No. - 2248 9/16/82 ANCHORAGE,AK A/C Reg. No. N3829M Time (Lc1) - 1624 ADT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

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

File No 2374 10/23/82 NEAR	HOMER, AK	A/C Reg.	No. N6871X	Time (Lcl) - 1515 ADT				
Type Operation  Type of Operation -PERSONAL  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING	L AVIATION)	Aircraft Da SUBSTANTIA Fire NONE	_	-	Injur Serious O O	ies Minor O O	None 1 2	
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075 No. of Seats - 4	Number Eng Engine Type	ines - 1	ENTAL 0-300-D OCATING-CARBUR! HP	Stal	1 Warning S	ystem - \		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 070/007 KTS Visibility - 30.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flig Type of Clea	ght Plan - NO	NE	OFF AI Airport D GRAVEL Runway Runway Runway	BAR Ident - Lth/Wid - Surface -	UNK/NR 1500/	50	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 47 Biennial Flight Re Current Months Since Aircraft Type	eview - YES	Total -	nt Time (Ho	ours) Last 24	Hrs -	0	
Instrument Rating(s) - NONE								
THE PILOT DECIDED TO LAND ON A GRAVEL BAR. HE DURING THE LANDING, HE DECIDED THERE WAS INSU GO-AROUND AND SAW A LOG IN THE TAKEOFF PATH.  YOKE AFT TO CLEAR THE LOG. THE LANDING GEAR CAND THE NOSEWHEEL STRUCK THE GROUND HARD. SUB ABOUT TWO FEET OF WATER IN THE RIVER AND TURN	FFICIENT ROOM TO ST THE AIRCRAFT LIFTED LEARED, BUT THE TAI SEQUENTLY, THE AIRC	OP. HE APPLI OPF THE GRA L STRUCK THE	ED FULL POWER <sup>-</sup> VEL BAR AND THE LOG. THE NOSE	O INITIATI E PILOT PUI PITCHED DO	E A LLED THE DWN			

File No. - 2374 10/23/82 NEAR HOMER,AK A/C Reg. No. N6871X Time (Lcl) - 1515 ADT

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

Finding(s)
1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1.2$ 

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERA</li> </ul>	I AVIATION)	Aircraft Dama	age		Injur	ies	
The special configuration of the configuration of t	- / / / / / / / / / / / / / / / / / / /	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	RELATED FLIGHT	Fire NONE	Crew Pass	0	0	0	1
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number Eng Engine Typ	Model - PRATT&Wi gines - 1 De - RECIPRO( Pr - 450 l	CATING-CARBURE	Stal TOR Weat	Installed/A l Warning S her Radar -	ystem - N NO	0
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A	Itinerary Last Depart SAME AS A Destination			Airport ON AIR Airport D			
Basic Weather - VMC Wind Dir/Speed- UNK/NR	bes (ma crom			WETUMP	KA MUNICIPA	L ARPT. N/A	
Visibility - 20.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	ght Plan - NONI earance - NONI .ndg - NONI	Ε	Runway	Lth/Wid - Surface - Status -	N/A	
-Personnel Information	A			- //// TD	MEDICAL NO	WATVEDS /	
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 39 Biennial Flight F		cal Certificat Fligh	e - VALID t Time (H		WAIVERS/	CIMII
COMMERCIAL SE LAND, ME LAND, ME SEA	Current Months Since Aircraft Type	- YES - 3 !	Total - Make/Model- UN Instrument- UN Multi-Eng - UN	8000 K/NR K/NR	Last 24 Last 30 Last 90		K/NR K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							

File No. - 2312 7/13/82 WETUMPKA,AL A/C Reg. No. N7234 Time (Lc1) - 1730 CDT

Occurrence MAIN GEAR COLLAPSED Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

----Probable Cause----

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

File No 2380 8/02/82 WETUM	PKA,AL 	A/C Reg. No	. N8801F	Time (Lc1) - 0745 CDT				
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		SUBSTANTIAL Fire NONE	ge Crew Pass	0	0	ies Minor O O	None 1 0	
Aircraft Information Make/Model - HUGHES 269A Landing Gear - SKID Max Gross Wt - 1575 No. of Seats - 2	Number Engi Engine Type	del - LYCOMING nes - 1 - RECIP - - 180 H	HIO-360-A1A FUEL INJECTED	ELT Stal	Installed/Ac	/stem - N		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departu SAME AS AC Destination				Proximity RPORT/STRIP ata			
Wind Dir/Speed- CALM Visibility - 5.0 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 dg - NONE		Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE HELICOPTER	Age - 34 Biennial Flight Re Current Months Since Aircraft Type	View	al Certificate Flight otal - ake/Model- UNK nstrument- UNK ulti-Eng - UNK	Time (H	ours)			
Instrument Rating(s) - NONE								
Narrative HE PILOT REPORTED THAT AT THE END OF A SPRAY D ZERO, THE AIRSPEED WAS ZERO, AND HE ESTABL DUCHED DOWN ON ROUGH HILLY TERRAIN, BOUNCED ECOVERED, A CRACK WAS FOUND IN THE FUEL SERV DULD HAVE ADMITTED EXCESSIVE AMOUNTS OF AIR	ISHED AN AUTOROTATI AND ROLLED OVER ON O UNIT ADJACENT TO	ON. ACCORDING ITS RIGHT SIDE THE MIXTURE AD	TO THE PILOT, . LATER, WHEN JUSTMENT. REPC	THE HELI THE AIRC RTEDLY,	COPTER RAFT WAS THIS CRACK			

File No. - 2380 8/02/82 WETUMPKA,AL A/C Reg. No. N8801F Time (Lc1) - 0745 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - CRACKED Occurrence #2 FORCED LANDING 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. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

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

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

File No 2268 9/16/82 SOCIE	TY HILL,AL A/C Reg. No. N48636			Time (Lcl) - 0900 CDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor N				
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Fire NONE	Crew O Pass O	О	0	None 1 0		
Aircraft Information Make/Model - GRUMMAN G-164B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number Engi Engine Type	del - P & W R-985 nes - 1 - RECIPROCAT: - 450 HP		_T Installed/Adtall Warning Syeather Radar -	stem - Yl			
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Itinerary Last Departu SAME AS AC Destination		OFF Airpor AG :	rt Proximity AIRPORT/STRIP t Data STRIP vav Ident -	36			
Visibility - 15.0 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 dg - NONE	Runi Runi	way Lth/Wid - way Surface - way Status -	2000 -UI GRASS/TUI			
Personnel Information Pilot-In-Command	Age - 23	Medical	Certificate - VAI	_ID MEDICAL-WA	VERS/LIM	IT		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Re		Flight Time ıl - 2599		Hrs -	4		
SE LAND, ME LAND	Months Since Aircraft Type	- 16 Make - C-170 Inst	e/Model- 800 crument- UNK/NR ci-Eng - 61	Last 30 Last 90	Days- UNE Days-	K/NR 175 538		
Instrument Rating(s) - NONE								
Narrative IRCRAFT LOST POWER DURING TAKEOFF AND NOSED AS OVER CERTIFICATED GROSS LIMIT.	OVER DURING EMERGEN	CY LANDING IN A (	COTTON FIELD. TAKE	EOFF WEIGHT				

File No 22	68 9/16/82 	SOCIETY HILL, AL	A/C Reg. No. N48636	Time (Lcl) - 0900 CDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		TOUCHDOWN		
3. LOAD JETTISON -	PERFORMED - PILOT			
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating to	o this accident is	/are finding(s) 2,3,4	ı	

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERA</li> </ul>	L AVIATION)	Aircraft Da	mage		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		NONE	Pass	1	0	0	0
-Aircraft Information							
Make/Model - BEECH H35	Eng Make/Mo	del - CONTIN	ENTAL 0-470-G	ELT	Installed/A	ctivated	- YES-UN
Landing Gear - TRICYCLE-RETRACTABLE					1 Warning S		NK/NR
Max Gross Wt - 2900			OCATING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power	- 240	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	MARSH HARE	OR,BH					
Completeness - N/A Basic Weather - UNK/NR	Destination FT. PIERCE	: =1	•	Airport D	ата		
Wind Dir/Speed- UNK/NR	FI. PIERCE	., , , , ,		Punway	Ident -	NI/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flic	ht Plan - VF	R		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clea				Status -		
Obstructions to Vision- UNK/NR	Type Apch/Lr			-			
Precipitation - UNK/NR							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 58	Med	ical Certificate	e - VALID	MEDICAL-WA	IVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	view	Fligh	t Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total - Make/Model - UNI	500	Last 24	Hrs - UN	K/NR
SE LAND	Months Since	- UNK/NR	Make/Model- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR	Instrument- UN		Last 90	Days- UN	K/NR
			Multi-Eng - UN	K/NR			
Instrument Rating(s) - NONE							
CRAFT MISSING ON A FLIGHT FROM MARSH HARBO	UR BAHAMAS TO FT F	TERCE EL TH	INDERSTORMS WER	E ALONG T	HE PROPOSED		
TE. LAST RECORDED POSITION ON RADAR DATA L							
E REPORTED WITH FLIGHT AFTER DEPARTURE. RAI							

File No. - 2279 9/28/82 MISSING AIRCRAFT,AO A/C Reg. No. N5999 Time (Lc1) - UNK/NR

Occurrence

MISSING AIRCRAFT

Phase of Operation · UNKNOWN

Finding(s)

1. UNDETERMINED

2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)

----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 2278 11/20/82 35 NM	M W. ANDROS ISL.,AO A/C	Reg. No. N2488S	Т	ime (Lc1) -	1845 ES	ST
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircra	ft Damage		Injur	ies	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91. Accident Occurred During -LANDING	NONE	ft Damage ANTIAL Crew Pass	0	0	0	None 1 1
Aircraft Information Make/Model - CESSNA 337 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4648 No. of Seats - 6	Eng Make/Model - C Number Engines -	ONTINENTAL IO-360-C 2 ECIP - FUEL INJECTED 210 HP	ELT Stal Weat	Installed/Ad I Warning Sy	ctivated ystem - UNK/NR	YES
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR Method - RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 120/025 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 3000 FT BROK Cloud Conditions(2nd) - 5000 FT SCAT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (BRIGHT	EN Type of Flight Plan TERED Type of Clearance Type Apch/Lndg	t - VFR - CONTROLLED VFR	Airport D OFF AII Airport D Runway Runway Runway	Proximity RPORT/STRIP	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - NONENarrative PILOT 60 MILES FROM DESTINATION WAS DIVERTED ON N2488S. PILOT SAID HE WAS NOT IFR RATED AN	D DID NOT HAVE ENOUGH FUEL	Fligh Total - Make/Model- R Instrument- Multi-Eng -  ACHING DARKNESS AND FOR TRIP TO NASSAU.	t Time (Ho 730 30 18 470  NO IFR FL: NASSAU IN	Last 24 Last 30 Last 90 Last 90	Hrs -	10
UNTIL IT WAS DARK AND THEN RELENTED BY CLEARI LIGHT OF SHIP AND WAS RESCUED BY COAST GUARD.						

Occurrence DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. ARTCC SERVICE POOR ATC PERSONNEL(ARTCC)
- 4. LIGHT CONDITION NIGHT

----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 2387 6/06/82 LEHI.	AR	A/C Reg. No. N8	3654	Time (Lc1)	- 1940 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	L AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Çrew Pass	Injur tal Serious 1 O 1 O		None O O
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 3	Number Eng	odel - CONTINENTAL ines - 1 e - RECIPROCATIN	065	ELT Installed/A	System - L	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WEST MEMP Destination UNK/NR ATC/Airspace Type of Fli	HIS,AR ght Plan - NONE arance - NONE	O Airp W R R R	unway Lth/Wid - unway Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - UNK/NR Biennial Flight R Current Months Since Aircraft Type	eview - N/A Total - N/A Make/I - N/A Instr	Flight Ti	Last 24 Last 30 Last 90	1 Hrs - UN	IK/NR IK/NR
Instrument Rating(s) - NONENarrative THE ACFT WAS BELIEVED TO HAVE DEPARTED THE WE 2000 IN AN OPEN FIELD 2 MI SW OF THE ARPT. TH NEITHER OCCUPANT POSSESSED A PILOT CERTIFICAT PLT CERTIFICATE ON 3/23/76. HE HAD ALSO RECEN 179 MG% & THE PASSENGER'S BLOOD ALCOHOL LEVEL	E ACFT HAD COLLIDE E ALTHOUGH THE PLT TLY PURCHASED THE	D WITH THE GROUND V IN THE FRONT SEAT	ERY HARD IN A Was issued a	NOSE DOWN CONDI	TION. AL/STUDENT	

File No. - 2387 6/06/82 LEHI,AR A/C Reg. No. N83654 Time (Lc1) - 1940 CDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation UNKNOWN

Finding(s)

1. AIRPLANE HANDLING - IMPROPER - PILOT IN COMMAND

- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE PILOT IN COMMAND

----Probable Cause----

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

File No 2306 8/06/82 SPRIN	IGDALE,AR A/C R	AR A/C Reg. No. N7176R		Time (Lcl) - 0100 CDT			
Basic Information Type Operating Certificate-NONE (GENERA				Injur		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
		VTIAL		Serious			
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		0	0	0	2	
Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make/Model - LY	COMING 0-320-E2A	ELT	Installed/A	ctivated -	NO -N/	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	System - YE	S	
Max Gross Wt - 2050	Engine Type - RE	CIPROCATING-CARBURE	TOR Weat	her Radar -	- NO		
No. of Seats - 4	Rated Power -	150 HP	•				
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC							
Wind Dir/Speed- CALMABLE				Ident -			
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	- UNK/NR		
Cloud Conditions(1st) ~ NONE	Type of Flight Plan			Surface -	MACADAM		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status -	DRY		
Obstructions to Vision- HAZE	Type Apch/Lndg	- VISUAL STRAIGHT-I	Ν .				
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 20	Medical Certificat	e - VALID	MEDICAL-WA	\IVERS/LIMI	T	
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	it Time (H	ours)			
PRIVATE	Current - YES Months Since - 46	Total -	269	Last 24	l Hrs -	3	
SE LAND	Months Since - 46	Make/Model-	101	Last 30	) Days- UNK	(,/NR	
	Aircraft Type - UNK/NR	Instrument-	27	Last 90	) Days-	14	
Instrument Rating(s) - NONE							
Narrative E PILOT STATED TAHT THE AIRCRAFT WAS AT 420 ABLE TO GLIDE TO AN AIRPORT SO HE LANDED ON							
S SUBSTANTIALLY DAMAGED. AFTER LANDING, THE AT THERE WAS A BLOCKAGE BETWEEN THE FUEL SE	ENGINE WOULD OPERATE UP TO						
MI THERE WAS A BLOCKAGE BETWEEN THE FUEL SE	ELOTOR AND THE ENGINE.						

File No 23	06 8/06/82	SPRINGDALE, AR	A/C Reg. No. N7176R	Time (Lcl) - 0100 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FUEL SYSTEM - B 2. FLUID,FUEL - ST	ARVATION			
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. LIGHT CONDITION				
Probable Cause				
The National Transpo is/are finding(s) 1,	,	rd determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 3		

File No 2304 8/11/82 DES	ARC, AR	A/C Reg. I	No. N4952Y	Т	Time (Lcl) -	0930 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	mage		Injur	ies	
<i>y,</i> , <i>y</i>		SUBSTANTIA		Fatal	Serious		None
Type of Operation -APPLYING SE	EDS, CHEMICALS, ETC		Crev	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	5 0	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - PIPER PA-25-260C	Eng Make/Mo	del - LYCOMII	NG 0-540-G1A5	ELT	Installed/A	ctivated	- NO -N/
Landing Gear  - TAILWHEEL-ALL FIXED	Number Engi	nes - 1		Stal	1 Warning S	ystem - N	0
Max Gross Wt - 2900			DCATING-CARBUR	RETOR Weat	ther Radar -	NO	
No. of Seats - 1	Rated Power	- 260	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Departu DES ARC.AR			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	•		Airport D	)a+a		
Basic Weather - VMC	bes ema eron			Allpoit	, a ca		
Wind Dir/Speed- UNK/NR				Runway	/ Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flic	ht Plan - NOM	٧E		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clea			Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lr	ndg - NOI	٧E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 50		ical Certifica			IVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight Re			ght Time (F			
COMMERCIAL	Current Months Since	- YES	Total -	1286	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since Aircraft Type	- 6	Make/Model-	115	Last 30 Last 90	Days- UN	K/NR
	All Chart Type		Multi-Eng -	100	Last 90	Days- UN	K/NK
			Multi-Eng -	283			
Instrument Rating(s) - AIRPLANE							
Narrative							
TER PULLING UP FROM A SWATH RUN, THE AIRCR	AFT REGAN TO SETTLE	THEN COLLIDE	ED WITH THE GE	פואד חואות			
TER THE PILOT HAD DISPENSED ALL OR NEARLY		THEN COLLIDE	LO WITH THE GR		JOCORRED		
TEN THE TIEST HAD DISTENSED ALL ON NEARLY	ALL OF HIS COAD.						
FIER THE PILOT HAD DISPENSED ALL OR NEARLY	ALL OF HIS LOAD.						

File No. - 2304 8/11/82 DES ARC, AR A/C Reg. No. N4952Y Time (Lc1) - 0930 CDT

Occurrence

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

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 3. 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

File No 2346 11/19/82 MT. V	ERNON, AR A/C	Reg. No. N42562	Γ	ime (Lcl) -	1750 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GR	Crew	1 0	0	0	0
Aircraft Information Make/Model - CESSNA 182L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Engines -	CONTINENTAL 0-470-R 1 PECIPROCATING-CARBURE 230 HP	Stal	Installed/A Narning S ner Radar -	ystem - Y	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - 2000 FT OVER Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DUSK	HEBER SPRINGS, AR	ı - NONE - NONE	OFF AIR Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - C-150	Total - Make/Model-	t Time (Ho 305 198	ours) Last 24 Last 30	Hrs - Cays- UNI	1 K/NR
Instrument Rating(s) - NONE						
Narrative THE FLT OF TWO ACFT (A C-150 & N42562) DEPART OVER THE CONWAY, AR ARPT AT 2.000 FT WITH GOO HEBER SPRINGS. THE PLT OF THE C-150 ADVISED N TO MAINTAIN VFR ENROUTE. THERE WERE NO FURTHE INIATED SEARCH & RESCUE OPERATIONS.	D VISIBILITY BUT INDICATED 42562 TO RETURN TO CONWAY	THAT THERE WAS AN A & LAND IF THERE WAS	REA OF RAI ANY DOUBT	N BETWEEN (	CONWAY & ABILITY	

Occurrence IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION RAIN
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER CONTINUED PILOT IN COMMAND

----Probable Cause----

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

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

.

# National Transportation Safety Board Washington, D.C. 20594

File No 2344 3/16/82 TUCSON	I, AZ	A/C Reg. N	lo. N184VB	Т	ime (Lcl)	- 0130 MS	ST
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam DESTROYED	age	Fatal	Injur Serious	ries Minor	None
Type of Operation -BUSINESS		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		NONE	Pass		Ó	Ö	Ó
Aircraft Information							
Make/Model - BEECH 58	Eng Make/I	Model - CONTINE	NTAL I0-520-C	BS ELT	Installed/	Activated	d - YES/YES
Landing Gear  - TRICYCLE-RETRACTABLE	•	gines - 2			1 Warning S		YES
Max Gross Wt - 5400	Engine Typ		FUEL INJECTE	D Weat	her Radar	- UNK/NR	
No. of Seats - 6	Rated Powe	er - 280	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart PHOENIX,			UFF AI	RPORT/STRIF	,	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	TUCSON, A			711 por C b	ata		
Wind Dir/Speed- VARIABLE-UNK/NR				Runway	Ident -	- N/A	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid ·	- N/A	
Cloud Conditions(1st) - 4600 FT OVERO					Surface -		
Cloud Conditions(2nd) - UNK/NR	, ·	earance - NON		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/l	_ndg - NON	E				
Precipitation - NONE Condition of Light - NIGHT (DARK)							
Personnel Information							
	Age - 36	Modi	cal Certifica	+o - VALID	MEDICAL-NO	) WATVEDS	C/LIMIT
	Biennial Flight			ht Time (H		WAIVERS	)/ CIMI I
ATP	- ' - '		Total -			l Hrs -	6
SE LAND, ME LAND	Months Since		Make/Model-			Days- L	
	Aircraft Type	e - UNK/NR	Instrument-	725	Last 90	Days-	285
			Multi-Eng -	4743	Rotorcr	aft - L	JNK/NR
Instrument Rating(s) - AIRPLANE							
Manualton							
Narrative THE PLT DEPARTED PHOENIX AT 0045 FOR THE THIRD		DANK DUN DETU	CENT DITOENTY 9	THECON IN	TI ADDT LIE	: WAS	
IN CONTACT WITH THE PHOENIX TRACON DURING DEPA							
THERE WAS NO FURTHER RADIO CONTACT WITH THE AC							
OVERFLEW TUCSON INTL ARPT & IMPACTED A MOUNTAI							
LINE DRAWN FROM THE TOLTEC INTERSECTION THROUG							
WILL LOCATE THE APPROXIMATELY SITE OF THE CRAS			*				
BE-58 SORTIE (1630-1730) GIVING A PILOT CHECK-	OUT FOR A COMMERC	CIAL OPERATOR.	HE THEN RETURI	VED HOME F	OR SUPPER 8	FINALLY	′
REPORTED FOR NORMAL DUTY AT 2130.							

File No. - 2344 3/16/82 TUCSON,AZ A/C Reg. No. N184VB Time (Lcl) - 0130 MST

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. AIRPLANE HANDLING UNCONTROLLED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 3.4$ 

Factor(s) relating to this accident is/are finding(s) 1.2

File No 2360 8/17/82 BUC	KEYE,AZ	A/C Reg. No. N7	33QE	Т	ime (Lc1)	- 1830 MST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju	ıries	
		SUBSTANTIAL			Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172N		odel - LYCOMING 0-3				'Activated	
Landing Gear - TRICYCLE-FIXED		ines - 1				System - U	NK/NR
Max Gross Wt - 2300		e - RECIPROCATIN	G-CARBURE	TOR Weat	her Radar	- UNK/NR	
No. of Seats - 4	Rated Powe	r - 160 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIR	STRIP		
method - UNK/NR	YUMA,AZ						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	BUCKEYE, A	Z.		HOLLY	AIRSTRIP		
Wind Dir/Speed- CALM					Ident		
Visibility - 50.0 SM	ATC/Airspace					- 2740 -U	NK/NR
Cloud Conditions(1st) - NONE		ght Plan - NONE			Surface		
Cloud Conditions(2nd) - NONE		arance - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Li	ndg - UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Medical C eview	ertificat	e - VALID	MEDICAL-N	IO WAIVERS/	LIMIT
Certificate(s)/Rating(s)							
PRIVATE	Current	- YES Total	<u>-</u>	163	Last 2	4 Hrs -	1
SE LAND	Months Since	- 8 Make/ - UNK/NR Instr	Model-	21	Last 3	O Days- UN	K/NR
	Aircraft lype	- UNK/NR Instr	ument-	1	Last 9	O Days-	9
Instrument Rating(s) - NONE							
Narrative							
PILOT WAS ON A FLIGHT TO A PRIVATE DIRT ID NOT SEE A 3 FT HIGH MOUND OF DIRT NE						טו	
			E DITCH.				

File No 23	60 8/17/82 BUCKEYE,AZ	A/C Reg. No. N733QE	Time (Lc1) - 1830 MST
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. LIGHT CONDITION 2. TERRAIN CONDITI 3. VISUAL LOOKOU			
	MAIN GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. LANDING GEAR,MA	IN GEAR - OVERLOAD		
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
6. GROUND LOOP/SWE	TROL - NOT POSSIBLE - PILOT IN COMMAND RVE - UNCONTROLLED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 7. TERRAIN CONDITI	ON - DITCH		
Probable Cause			
The National Transpois/are finding(s) 3	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2.7		

### Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da			Injur		
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		SUBSTANTIA Fire NONE	Crev Pass	0	Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Number Eng Engine Typ	lodel - P & W lines - 1 le - RECIPR rr - 600	OCATING-CARBU	Stal RETOR Weat	1 Warning S her Radar -	ystem - UI NO	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- 225/001 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	SAME AS A Destination  ATC/Airspace Type of Fli Type of Cle	CC/INC	NE NE	Airport OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND.ME LAND  Instrument Rating(s) - AIRPLANE	Age - 54 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 2	ical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (F 16500 2500 1050	lours)	Hrs - Days- UNI	

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File No. - 2272 9/23/82 MAGMA, AZ A/C Reg. No. N6602 Time (Lc1) - 0500 MST Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH 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 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LIGHT CONDITION - DARK NIGHT 4. TERRAIN CONDITION - DITCH 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

File No 2372 12/04/82 PEORI	AZ A/C Reg. No. N195JB			Time (Lcl) - 1116 MST			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew	0	Injur Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 195B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 5	Engine Type	el - JACOBS R-75 es - 1 - RECIPROCATI - 300 HP					- NO -N/A
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 15.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	SAME AS ACC Destination ATC/Airspace	/INC t Plan - NONE ance - NONE		ON AIR Airport D GLENDA Runway Runway Runway Runway		2400/ ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI SE LAND.ME LAND.SE SEA	Age - 57 Biennial Flight Rev Current - Months Since - Aircraft Type -	Medical iew YES Tota 7 Make UNK/NR Inst	Certificate Flight 1 - 10 /Model- rument-	e - VALID t Time (H DOOO 750 75	MEDICAL-WAI ours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - Days- UNI Days-	1 T 4 (/NR 20
Instrument Rating(s) - AIRPLANE							
Narrative HE PILOT REPORTED THAT HE TOOK OFF TO FLIGHT N THE TRAFFIC PATTERN. ON DOWNWIND, THE POWE AS ACCOMPLISHED, THE ENGINE POWER BEGAN TO D ORCED LANDING IN A FIELD, SHORT OF THE RUNWA ND THE OWNER SUSPECTED POSSIBLE CARBURETOR I	R WAS REDUCED TO MAI ETERIORATE. DUE TO T Y. DURING THE LANDIN	NTAIN SPACING BE HE TRAFFIC, THE G, THE RIGHT GEA	HIND A CESS PILOT ELEC	SNA 150. TED TO MA	WHEN THIS KE A		

File No 23	72 12/04/82 PEORIA,AZ	A/C Reg. No. N195JB	Time (Lcl) - 1116 MST
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - DOWNWIND		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	MAIN GEAR COLLAPSED LANDING		
Finding(s) 2. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

File No 2347 5/16/82 VAN N	UYS,CA A/C	Reg. No. N8089N	ime (Lcl) -	e (Lc1) - 1247 PDT		
Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crew Pass	0	Injur Serious O O		None 1 3
Aircraft Information Make/Model - PIPER PA-28-201T Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2900 No. of Seats - 4	Number Engines -	ECIP - FUEL INJECTE	Stal	Narning S	System - Y	
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir. >peed- 120/008 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SANTA MONICA,CA	- NONE - TOWER	Runway Runway	PORT	- 8000 -U - asphalt	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND . Instrument Rating(s) - AIRPLANE	Age - 24 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-172	Flig Total -	nt Time (Ho 385	ours) Last 24	1 Hrs -	1
Narrative BURING FLIGHT AT ABOUT 1500 FT, THE ENGINE SU ITTEMPTED A RESTART, BUT THE STARTER WOULD NO IT THE VAN NUYS AIRPORT. THE AIRCRAFT CRASH LE WHILE RECOVERING THE AIRCRAFT, A HOLE WAS FOUNTED THE ENGINE REVEALED THE NUMBER TWO CONNECT WECARBURIZATION.	T TURN THE PROPELLER. THE ANDED BETWEEN RUNWAYS 16L ND IN THE TOP RIGHT SIDE O	PILOT MANEUVERED TO AND 16R WHILE IT WA F THE ENGINE. A DIS	MAKE A FOR S STILL IN ASSEMBLE AN	RCED LANDIN A TURN. ND INSPECTI	ON	

File No 23	47 5/16/82 VAN NUYS,CA	A/C Reg. No. N8089N	Time (Lc1) - i247 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/N CRUISE - NORMAL	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CONNECTING ROD - FATIGUE		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	DRAGGED WING, ROTOR, POD, OR FLOAT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. PROPER ALIGNMEN	T - NOT POSSIBLE - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that th	ne Probable Cause(s) of this accid	ent

File No 2390 6/05/82 LIVER	MORE,CA A/C Re	eg. No. N1914S	Time (Lcl) - 1625 PDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO'	'ED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - SAVAGE SKYBOLT	Eng Make/Model - LYG					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			l Warning Sy		JNK/NR
Max Gross Wt - 1200	Engine Type - REG		TOR Weath	ner Radar -	NO	
No. of Seats - 2	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	RPORT/STRIP		
Method - N/A	UNK/NR					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	UNK/NR		_			
Wind Dir/Speed- 270/012 KTS	.=			Ident -		
Visibility - 30.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	NUNE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 68	Madiaal Cambificat	- VAL TD	MEDICAL NO	WATVEDO	/
Certificate(s)/Rating(s)	Rienniel Flight Boyieu	Medical certificat	t Time (U	MEDICAL-NO	WAIVER3/	CIMITI
COMMERCIAL	Biennial Flight Review Current - YES	Total - UN	V/ND	lact 24	Hre - IIN	JK /ND
SE LAND	Months Since - 10	Make/Model = IIN	K/NK K/ND	Last 20	Dave- III	IK / NID
SE LAIND	Aircraft Type - UNK/NP	Instrument - IIN	k/ND	Last 90	Days - UN	JK / NIB
	Months Since - 10 Aircraft Type - UNK/NR	Multi-Eng ~ UN	K/NR	Rotorora	aft - UN	JK/NR
		Martir Eng Siv	ix) ivix	KO COT CT		,
Instrument Rating(s) - AIRPLANE						
TER THE ENG QUIT WITNESSES OBSERVED THE ACF	T NOSE OVER TO ABOUT A 30-45	DEG NOSE DOWN ATT	ITUDE. NO	USABLE FUEL	_ WAS	
JND IN THE ACFT. THE ACFT HAS A SECTION OF						
EL GAUGE. IT WOULD BE DIFFICULT IF AT ALL P						

File No 23	890 6/05/82	LIVERMORE,CA	A/C Reg. No. N1914S	Time (Lcl) - 1625 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO UNKNOWN	TAL) - NON-MECHANICA	L	
Finding(s)  1. PREFLIGHT PLANN  2. FLUID.FUEL - EX  3. FUEL SUPPLY -	HAUSTION			·
Occurrence #2 Phase of Operation	APPROACH			
Occurrence #3 Phase of Operation		- IN FLIGHT		
Finding(s) 4. AIRSPEED - NOT 5. STALL - INADVER				
Occurrence #4 Phase of Operation	APPROACH			
Probable Cause				
The National Transpois/are finding(s) 1,	,	rd determines that t	he Probable Cause(s) of this accid	ent

File No 2258 7/15/82 LANCA	STER, CA	A/C Reg. No. 1	14589	Time (Lcl)	- 0630 PDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage	_	Inju	uries	
Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	DS, CHEMICALS, ETC	DESTROYED Fire ON GROUND	Fata Crew ( Pass (	al Serious ) 1 ) O	0	None O O
Aircraft Information Make/Model - GRUMMAN G-164 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Number Engi Engine Type	del - P & W R-134 nes - 1 - RECIPROCAT: - 600 HP	9	Stall Warning	System - U	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departu UNK/NR	re Point		ort Proximity F AIRPORT/STRI		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/015 KTS	Destination UNK/NR		,	rt Data nway Ident	- N/A	
Visibility - 40.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ht Plan - NONE rance - NONE dg - NONE	Rur Rur	nway Lth/Wid nway Surface nway Status	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 42 Biennial Flight Re	Medical view	Certificate - VA	ALID MEDICAL-N	NO WAIVERS/	LIMIT
COMMERCIAL.CFI SE LAND,ME LAND	Current Months Since Aircraft Type	- YES Tota - 4 Make - UNK/NR Ins	al - 5500 e/Model- UNK/NR trument- UNK/NR ti-Eng - UNK/NR	Last 9	30 Days- UN	K/NR
Instrument Rating(s) - NONE						

File No 22	58 7/15/82	LANCASTER, CA	A/C Reg. No. N4589	Time (Lcl) - 0630 PDT
Occurrence #1	IN FLIGHT COLLIS	SION WITH OBJECT		
Phase of Operation	MANEUVERING - A	ERIAL APPLICATION		
Finding(s) 1. TERRAIN CONDITI 2. CLEARANCE - I	ON - OBJECT Nadequate - 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 2361 8/14/82 LIVERMORE,CA				Time (Lcl) - 1030 PDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft SUBSTAN	Damage	Fa	ta 1	Injur Serious	ies Minor	None	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	-	Fire NONE	Cr Pa	rew ass	0	0	0	1 0	
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Ma Number Engine	ake/Model - LYC Engines - 1	OMING 0-235-L20		Stall	Warning S	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- UNK/NR Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME Destinat LOS E ATC/Airsp Type of Type of	eparture Point AS ACC/INC tion BANOS,CA	TOWER	Airpo Li Ru Ru Ru	ort Dar VERMOR Unway I Unway I Unway S		25 4000/ CONCRETE		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Months Si	ght Review - N/A ince - N/A	Medical Certifi Fl Total - Make/Model- Instrument-	light Tin - 30 - 30	ne (Hou	urs) Last 24 Last 30	Hrs - Days- UN		
Instrument Rating(s) - NONE									
Narrative E STUDENT PILOT WAS DEPARTING ON A SOLO CRO LL, HIT A DITCH AND NOSED OVER. THE AIRCRAF DSSWIND EXISTED DURING THE TAKEOFF ROLL. TH GHT SIDE OF THE RUNWAY SND HE OVERCORRECTED	T OWNER, WHO W E STUDENT REPO	VAS ALSO HIS IN	STRUCTOR, STATE	ED THAT A	MODE	RATE			

File No 23	8/14/82	LIVERMORE,CA	A/C Reg. No. N48886	Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation				
3. IMPROPER US 4. DIRECTIONAL CON	OPER USE OF - PILO E OF EQUIPMENT/AIR TROL - NOT MAINTAI TROL - INADVERTENT	CRAFT,LACK OF TOTAL NED - PILOT IN COMM - PILOT IN COMMAND	) 	
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI				
Occurrence #3 Phase of Operation	TAKEOFF			
Probable Cause				
The National Transpo is/are finding(s) 2,	,	rd determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,6		

Basic Information Type Operating Certificate-NONE (GENERAL	A.V.T.A.T.T.O.N.)	Aircraft [	22220		Ini	uries	
Type operating certificate-none (General	_ AVIALION)	SUBSTANT	•	Fatal			None
Type of Operation -PERSONAL		Fire	Cre		0		1
Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - TAYLORCRAFT DCO-65			INENTAL A-65	EL	T Installed	/Activate	q - N0 -V
Landing Gear - TAILWHEEL-ALL FIXED					all Warning		UNK/NR
Max Gross Wt - 1300			PROCATING-CARBU	RETOR We	ather Radar	- NO	
No. of Seats - 2	Rated Powe	r - (					
Environment/Operations Information	<b>-</b>						
Weather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAN JOSE,			UN A	IRPORT		
Completeness - N/A	Destination	CA		Airport	Data		
Easic Weather - VMC	SANTA CRU	7 CΔ		SKYP			
Wind Dir/Speed- 130/005 KTS	3/11/2 31/3	2,0//			av Ident	- 31	
Visibility - 50.0 SM	ATC/Airspace			Runw	ay Lth/Wid	- 2620/	
Cloud Conditions(1st) - NONE	Type of Fli				ay Surface		T
Cloud Conditions(2nd) - NONE	Type of Cle			Runw	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - I	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - UNK/NR		edical Certific			NO MAINER	S/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight R	eview	To+01 -	ght Time	(Hours)	24 Unc -	0
SE LAND	Months Since	- 1ES	Total - Make/Model-	57	Last Last	30 Dave-	HNK/NB
SE LAND	Aircraft Type			44	Last	90 Days-	14
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3,1,1,1					
Instrument Rating(s) - AIRPLANE							
NATERATIVE NG ARRIVAL. THE PILOT ENTERED TRAFFIC TO U	AND ON RUNWAY 31	WITH A WIND	FROM 130 DEG A	T 5 KTS	THE FIRST		
OACH TO LAND WAS HIGH, SO A GO-AROUND WAS							
RTEDLY, THE AIRCRAFT BEGAN TO VEER TO THE						. THE	
T THEN ABORTED THE GO-AROUND, BUT WAS TOO							

File No. - 2362 8/15/82 SANTA CRUZ,CA A/C Reg. No. N47325 Time (Lc1) - 0935 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

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

Finding(s)

4. GO-AROUND - INITIATED - PILOT IN COMMAND

5. ABORT - PERFORMED - PILOT IN COMMAND

6. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

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

File No 2363 8/15/82 SANT	A ROSA,CA	A/C Reg. No. N	125484	Т	ime (Lcl) -	1031 PDT	
Type Operating Certificate-NONE (GENER.  Type of Operation -INSTRUCTION.  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	0		None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Eng Engine Type	odel - LYCOMING O- ines - 1 e - RECIPROCATI	235	ELT Stal	Installed/A l Warning S	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- CALM Visibility - 15.0 SM Cloud Conditions(1st) - 20000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AS Destination  ATC/Airspace  TTERED Type of Flig  Type of Clea	CC/INC		ON AIR Airport D SANOMA Runway Runway Runway	ata COUNTY	ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 38 Biennial Flight Re Current Months Since Aircraft Type	eview	Flight	t Time (H	) MEDICAL-NO lours) Last 24 Last 30 Last 90		
Instrument Rating(s) - NONE							
THE STUDENT PILOT WAS ON HIS FIRST SUPERVISED THROUGH ON A TOUCH AND GO WHEN HE LOST DIRECT RUNWAY, HIT A DITCH AND CAME TO REST INVERTED BEFORE HE RETRACTED THE FLAPS FOR TAKEOFF. AS HAVE STUDENTS MAKE FULL STOP LANDING ON INITIAL AIRCRAFT FOR TAKEOFFS.	FIONAL CONTROL. THE D. REPORTEDLY, THE S FTER THIS MISHAP, TH	AIRCRAFT VEERED LI Student had lost co He operator recomm	EFT, RAN OF ONTROL DURI ENDED THE F	F THE SI NG THE T LIGHT IN	DE OF THE OUCH AND GO ISTRUCTORS		

File No 23	63 8/15/82 	SANTA ROSA, CA	A/C Reg. No. N25484	Time (Lcl) - 1031 PDT
Occurrence #1 Phase of Operation		- ON GROUND		
	S - NOT PERFORMED E OF EQUIPMENT/AIR TROL - NOT PERFORM RVE - INADVERTENT	- PILOT IN COMMAND CRAFT,DIVERTED ATTENTI ED - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITI	ON - DITCH			
Occurrence #3 Phase of Operation	LANDING			
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 6		

File No 2256 8/17/82 SA	A/C Reg.	A/C Reg. No. N739UY			Time (Lc1) - 2230 PDT			
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da	mage		Injur	ies		
3		DESTROYED	•	Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0	
Accident Occurred During -UNKNOWN								
Aircraft Information								
Make/Model - CESSNA 172N	Eng Make,	/Model - LYCOMII	NG 0-320-N2AD	ELT	Installed/A	ctivated ·	- YES/N	
Landing Gear - TRICYCLE-FIXED							ES	
Max Gross Wt - 2150			OCATING-CARBURE	TOR Weat	her Radar -	NO		
No. of Seats - 4	Rated Po	ver - 160	HP					
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP			
Method - N/A	SAN DIE							
Completeness - N/A	Destination	٦	,	Airport D	ata			
Basic Weather - VMC	UNK/NR							
Wind Dir/Speed- UNK/NR					Ident -			
Visibility - 5.0 SM					Lth/Wid -			
Cloud Conditions(1st) - 2000 FT Se	CATTERED Type of F	light Plan - NOI	NE		Surface -			
Cloud Conditions(2nd) - UNK/NR	Type of C	learance - NOI	NE	Runway	Status -	N/A		
Upstructions to Vision- HAZE	Type Apch/	<sup>/</sup> Lndg - N0I	NE .					
Precipitation - NONE								
Condition of Light - NIGHT (DAR	< ) 							
Personnel Information						T. / = D.O. / ! T.M.	- ~-	
Pilot-In-Command	Age - 70	Med	ical Certificate	e - VALID	WEDICAL-WA	IVERS/LIM.	l I	
Certificate(s)/Rating(s)	Age - 70 Biennial Flight Current	Review	Fligh	t lime (H	ours)		. /	
PRIVATE	Current	- UNK/NR	lotal -	11/7	Last 24	Hrs - UN	(/NR	
SE LAND	Months Since	e - UNK/NR	Make/Model-	943	Last 30	Days- UN	(/NR	
	Aircraft lyp	De - UNK/NK	Instrument- UN	K/ NK	Last 90	uays- UN	V/ NK	
Instrument Rating(s) - NONE								
Narrative RAFT DECLARED MISSING BY WIFE OF PASSE	NOED DARTS OF THE A	AIDODAET WEDE E	NIND BY BOATED	AND DEACH	WALKEDS			
	NOLK. PAKIS OF THE A	ATVOVALL MEKE LI	JUNU DI DUATER A	AIND DEACH	MALVEKS			
1 8/18 TO 8/25. INJURY INDEX PRESUMED.								

File No 225	6 8/17/82 	SAN CLEMENTE, CA	A/C Reg. No. N739UY	Time (Lc1) - 2230 PDT	
Occurrence Phase of Operation	IN FLIGHT COLLIS UNKNOWN	SION WITH TERRAIN			
Finding(s) 1. UNDETERMINED					
Probable Cause	-				

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

File No 2359 8/21/82 MIRA LOMA,CA		A/C Reg. No. N29473			Time (Lc1) - 1030 PDT				
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	·ies			
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANTIAL		Fatal	Serious		None		
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	1		
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - AERONCA 65-TC	Eng Make/M	odel - CONTINENTAL	A-65-8	ELT	Installed/A	ctivate	a - UNK/N		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1		Stal	l Warning S	ystem -	UNK/NR		
Max Gross Wt - 1250		e - RECIPROCATIN	G-CARBURETO	R Weat	ner Radar -	· UNK/NR			
No. of Seats - 2	Rated Powe	r - 65 HP 							
-Environment/Operations Information									
Weather Data	Itinerary		А		Proximity				
Wx Briefing - UNK/NR	Last Depart			OFF AI	RPORT/STRIF	)			
Method - UNK/NR	RIVERSIDE	, CA			- 1				
Completeness - UNK/NR Basic Weather - VMC	Destination LONG BEAC		Α1	rport D	ata				
Wind Dir/Speed- 360/005 KTS	LUNG BEAC	н,са		Punway	Ident -	- NI / A			
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -				
Cloud Conditions(1st) - 8000 FT		oht Plan - NONE			Surface -				
Cloud Conditions(2nd) - 15000 FT					Status -				
Obstructions to Vision- NONE		nda - VISUAL S	TRAIGHT-IN						
Precipitation - NONE	31 1 - 7 -	3							
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 48	Medical C	ertificate	- VALID	MEDICAL-WA	IVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	Time (H	ours)				
PRIVATE	Current	eview - YES Total - 7 Make/	- 8	00	Last 24	Hrs -	UNK/NR		
SE LAND	Months Since	- 7 Make/	Model- 3	33	Last 30	Days-	UNK/NR		
	Aircraft Type	- UNK/NR Instr	ument-	O	Last 90	Days-	24		
Instrument Rating(s) - NONE									
PILOT REPORTED THAT DURING FLIGHT, HE	RAN OUT OF FUEL AND TH	HE PLANE WAS DAMAGE	D DURING A	FORCED	AND ING.				
EXAMINATION VERIFIED THERE WAS NO PREI									
L FILTER, CARBURETOR, HEADER TANK AND									

File No 23	59 8/21/82 MIRA LOMA,CA		Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
2. FLUID.FUEL - EX	MISJUDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Phase of Operation			
Probable Cause			
The National Transpo	rtation Safety Board determines that the F 2,3	Probable Cause(s) of this accide	ent

File No 2358 8/21/82 \	'ENTURA, CA	A/C Reg. No. N5ORT			Time (Lcl) - 1445 PST				
Type of Operation PERSONAL Flight Conducted Under -14 CFR S		Aircraft D DESTROYED Fire NONE	)	Fa Crew Pass	ital O O	Injur Serious O O		1	
Accident Occurred During -LANDING									
Aircraft Information Make/Model - MIDGET MUSTANG Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Number Eng	lodel - LYCOM lines - 1 le - RECIP er - 12	ROCATING-CA		Stall	Warning S	ystem -		
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 280/014 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 10000 FT Cloud Conditions(2nd) - 25000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart SANTA PAU Destination  ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle	ILA,CA ght Plan - N	IONE	Airr F F F F	OFF AIR OORT Da Bunway Bunway Bunway	roximity PORT/STRIP ta Ident - Lth/Wid - Surface - Status -	UNK/NR UNK/NR DIRT		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 41 Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR	Total Make/Mode	Flight Ti - 600 1- 43	me (Ho	urs) Last 24	Hrs - Days-	UNK/NR UNK/NR	

File No 23	58 8/21/82 VENTURA.CA	A/C Reg. No. N5ORT	Time (Lcl) - 1445 PST
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Probable Cause	~-		

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

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

		eg. No. N64552	1 11	me (Lcl) - (	)91/ PUI	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf	t Damage		Injurie	es	
Type of Operation -PERSONAL		NTIAL	0	Serious 1	Minor O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - LINDGREN EVANS VP-1 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - VW Number Engines - 1			nstalled/Act Warning Sys		
Max Gross Wt - 900 No. of Seats - 1	Engine Type - RE Rated Power -		TOR Weath	er Radar - N	10	
Environment/Operations Information						
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A	Itinerary Last Departure Point ANTIOCH.CA		Airport Pr OFF AIR	PORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOWERLAKE,CA		Airport Da		,	
Wind Dir/Speed- UNK/NR Visibility - 60.0 SM	ATC/Airspace			Ident - N _th/Wid - N		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	,	Surface - N Status - N		
-Personnel Information Pilot-In-Command	Age - 32	Medical Certificat			/AIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)    STUDENT</pre>	Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Fligh Total - UNI Make/Model- UNI Instrument- UNI Multi-Eng - UNI	K/NR	Last 24 F Last 30 D	ays- UN	K/NR
Instrument Rating(s) - NONE						

File No 22	57 8/30/82 WINTERS.CA	A/C Reg. No. N64552	Time (Lcl) - 0917 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING		
Finding(s)  1. FLUID,FUEL - EX  2. FUEL SUPPLY -	HAUSTION NOT MAINTAINED - PILOT IN COMMAND		·
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2	Probable Cause(s) of this accide	ent

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Injur	ies	
Type operating certificate None (GENERAL	SUBSTA	3	Fatal	•		None
Type of Operation -PERSONAL	Fire		w O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LY	COMING 0-320	ELT	Installed/Ad	ctivated -	YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning Sy		S
Max Gross Wt - 2075	Engine Type - RE		RETOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity		
Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIR	PURT		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	Des tina tion			K-GLENDALE-F	PASADENIA	
Wind Dir/Speed- VARIABLE-UNK/NR				Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		00
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE	Runway	Surface -	CONCRETE	
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51	Medical Certific	ate - VALID ght Time (H		WAIVERS/L	INII
PRIVATE	Biennial Flight Review Current - YES	Total -	197	last 24	Hrs -	0
SE LAND	Months Since - 12	Make/Model-	36	Last 30	Davs- UNK	/NR
SC CANO	Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days-	3
Instrument Rating(s) - NONE					ŕ	
Narrative OT DOING TOUCH AND GO CUT OFF CARB. HEAT WA WE DID NOT CLIMB OUT OF GROUND EFFECT HE CL OE HEAD ON.	NITED FOR FULL FLAP RETRACT OSED THROTTLE, LANDED, AND	ION THEN ADDED PO GROUND LOOPED IN	WER FOR TAK TO WALL TO	EOFF. WHEN AVOID BLAST		

File No 22	88 9/18/82 	BURBANK, CA	A/C Reg. No. N634NH	Time (Lc1) - 0900 PDT
Occurrence #1 Phase of Operation				
Finding(s)  1. TOUCH AND GO LAI  2. IMPROPER US  3. THROTTLE/POWER	NDING - PERFORMED E OF PROCEDURE,LAC CONTROL - DELAYED E OF PROCEDURE,LAC	K OF TOTAL EXPERIENC - PILOT IN COMMAND K OF RECENT TOTAL EX OT IN COMMAND	CE IN TYPE OF AIRCRAFT - PILOT IN (PERIENCE - PILOT IN COMMAND	COMMAND
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 6. OBJECT - AIRPOR 7. GROUND LOOP/S		L - PILOT IN COMMAND		
Probable Cause		*		
The National Transpor	rtation Safety Boa	rd determines that t	the Probable Cause(s) of this acci	dent

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

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

File No 2281 9	/24/82	SANTA ROSA,	CA A/C	Reg. No. N11631	1	Time	e (Lc1) -	0942 PDT	
-Basic Information Type Operating Certifica	te-NONE	(GENERAL AVIA	TION) Aircr	aft Damage			Injuri	es	
, , ,				STANTIAL	Fa	ital :	Serious	Minor	None
	-PERSO		Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	1
Accident Occurred During	-LANDI	NG							
-Aircraft Information									
Make/Model - MOONEY M:			Eng Make/Model -	CONTINENTAL TSIC	-360	ELT Ins	stalled/Ac	tivated	- YES/N
Landing Gear - TRICYCLE	-RETRACT	ABLE	Number Engines -				Warning Sy		NK/NR
Max Gross Wt - 2900			Engine Type -		JECTED	Weather	r Radar -	UNK/NR	
No. of Seats - 4			Rated Power -	210 HP					
-Environment/Operations Info	ormation								
Weather Data		I	tinerary		Δir	port Pro	oximity		
Wx Briefing - FSS			Last Departure Poi	nt	C	N AIRPOR	₹Т		
Method - UNK/NR			HOLLISTER, CA						
Completeness - FULL			Destination		,	ort Data			
Basic Weather - IMC			SANTA ROSA,CA			ONOMA CO			
Wind Dir/Speed- CALM						unway Id		32	
Visibility - 1.5			TC/Airspace				th/Wid -		150
Cloud Conditions(1st)	- 400	FI SCATTERED.	Type of Flight Pla	n - IFR		_	urface -		
Cloud Conditions(2nd) - Obstructions to Vision		FI UVERCASI	Type of Clearance Type Apch/Lndg		k	unway S	tatus -	WEI	
Precipitation			Type Apch/Lndg	- VUR/ I VUR					
Condition of Light		J⊤							
-Personnel Information Pilot-In-Command		A ===	F.O.	Madiaal Cant	C:+-	\/ A   T D   MI	EDICAL MAI	VEDC /L TM	T T
Certificate(s)/Rating(s	1		50 ial Flight Review	Medical Certi	Flight Ti			VERS/LIM	11
PRIVATE	,		urrent - YES				Last 24	Unc -	3
SE LAND, ME LAND			onths Since - 1				Last 30		_
SE CAND, ME CAND			ircraft Type - UNK/				Last 90		101
		μ	TI CI AI C Type ONK/	Multi-End			203 ( 30	Days	101
					, , , , , ,				
Instrument Rating(s)	- AIRPI	LANE							
-Narrative									
CRAFT LANDED LONG AFTER ONE	MISSED .	V D D D U V C H V V I D .	DAN OFF THE END OF	THE DUNWAY					

File No. - 2281 9/24/82 SANTA ROSA,CA A/C Reg. No. N1163N Time (Lc1) - 0942 PDT

Occurrence OVERRUN Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION RAIN
- 4. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 5. ABORTED LANDING NOT PERFORMED PILOT IN COMMAND
- 6. GO-AROUND NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5.6

Factor(s) relating to this accident is/are finding(s) 1.2.3

File No 2282 9/	26/82	SANTA ROSA,	CA A	/C Reg. No. N3	579	Т	ime (Lcl)	- 1500	PDT
Basic Information Type Operating Certificat	e-NONE	(GENERAL AVIA	TION) Air	craft Damage			Inju	ries	
Type operating our tirreat	0 110112	COLITERAL AVIA		BSTANTIAL		Fatal	Serious		r Non
Type of Operation	-PERSOI	ΙΔΙ		e	Crew	0	0	0	1
Flight Conducted Under	-14 CFF	₹ 91		NE	Pass	0	0	0	1
Accident Occurred During	-LANDI	NG							
Aircraft Information									
Make/Model - NORTH AME	RICAN SI	NJ-6	Eng Make/Model	- P & W R-1340		ELT :	[nstalled/	Activat	ed - YES/
Landing Gear - TAILWHEEL	FIXED-	MAINS RETRACT	Number Engines	- 1		Stal	Warning	System	- UNK/NR
Max Gross Wt - 5300			Engine Type	- RECIPROCATING	G-CARBURE	TOR Weath	ner Radar	- UNK/N	R
No. of Seats - 2				- 550 HP					
Environment/Operations Info	rmation								
Weather Data			tinerary			Airport F			
Wx Briefing - UNK/NR Method - UNK/NR			Last Departure P	oint		ON AIR	PORT		
Method - UNK/NR			SAME AS ACC/IN	C					
Completeness - UNK/NR			Destination			Airport Da	ata		
Basic Weather - VMC						SONOMA	COUNTY		
Wind Dir/Speed- 320/010	KTS					Runway	Ident	- 32	
Visibility - 50.0	SM	Д	TC/Airspace			Runway	Lth/Wid	- 5115	/ 150
Cloud Conditions(1st) -	NONE		Type of Flight P	lan - NONE		Runway	Surface	- ASPHA	LT
Cloud Conditions(2nd) -	NONE		Type of Clearanc	e - TOWER		Runway	Status	- UNK/N	R
Obstructions to Vision-	NONE		Type Apch/Lndg	- UNK/NR		•			
Precipitation -	NONE		, , ,						
Condition of Light -		НT							
Personnel Information									
Pilot-In-Command		Age -	21 ial Flight Review	Medical Co	ertificat	e - VALID	MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)		Bienn	ial Flight Review		Fligh	t Time (Ho	ours)		
PRIVATE		C	urrent - YE	S Total	-	173	Last 2	4 Hrs -	UNK/NR
SE LAND			onths Since - 1						
		А	ircraft Type - UN	K/NR Instru	ument-	0	Last 9	O Days-	32
Instrument Rating(s)	- NONE								
Name									
Narrative NE QUIT AT 500 FEET AGL AFT									

File No 22	82 9/26/82	SANTA ROSA, CA	A/C Reg. No. N3579	Time (Lcl) - 1500 PDT
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED	· 			
Occurrence #2 Phase of Operation		OUCHDOWN		
Occurrence #3 Phase of Operation				

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

is/are finding(s) 1

File No 2287 9/26/82 PLACE	RVILLE,CA A/C	Reg. No. N9620T	Т	ime (Lcl)	- 1110 PDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			w O			None O O
Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Engines -	CONTINENTAL IO-470 1 RECIP - FUEL INJECT 260 HP	Stal	Installed/All Warning Sher 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- 130/005 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 Poir  S. LAKE TAHDE,CA  Destination  PLACERVILLE,CA  ATC/Airspace  Type of Flight Plar  Type of Clearance  Type Apch/Lndg	n – NONE – NONE	OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface - Status -	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Review Current - YES Months Since - 23 Aircraft Type - UNK/N	Flig Total -	ght Time (H 1450	ours) Last 24	1 Hrs -	0
Instrument Rating(s) - NONENarrative PILOT STATES HE WAS DESCENDING FROM 10,000 FE RED ARC-NO STEEP OR SHARP MANEUVERS. NO MENTI MADE CIRCLING TO RIGHT-USEABLE FUEL WAS IN TH WAS HARD COLLAPSING RIGHT MAIN AND NOSE GEAR. THAN ONE FROM LEFT AND LESS THAN 2 FROM RIGHT ZERO FUEL INDICATION ON LEFT TANK AND RIGHT T	ON OF RATE OF DESCENT OR DE E RIGHT TANK. LANDING GEAF FUEL LATER DRAINED WAS TW TANK. AIRCRAFT REMAINED U	DECK ANGLE IN DESCE R DOWN AND FULL FLA WO TO THREE GALS. F	NT. FORCED PS FOR LAND ROM BOTH TA	LANDING WAS ING. LANDIN NKS. LESS	√G	

File No 22	87 9/26/82	PLACERVILLE, CA	A/C Reg. No. N9620T	Time (Lc1) - 1110 PDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID.FUEL - ST 2. REFUELING - N		OT IN COMMAND		
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI 4. GEAR EXTENSIO 5. LOWERING OF FLA	N - INTENTIONAL - PS - PERFORMED - P	ILOT IN COMMAND		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 3,4,5		

Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operation  Aircraft Damage  Type of Operation  Aircraft Damage  Fatal Serious Minor  Type of Operation  Accident Occurred During Aircraft Information  Make/Model - GRUMMAN G-164B  Landing Gear - TAILWHEEL-ALL FIXED  Nomber Engines - 1  Rated Power - 450 HP Environment/Operations Information  Weather Data  War Briefing  No RECORD OF BRIEFING  Basic Weather - VMC  Wind Dir/Speed - 225/OO5 KTS  Visibility - 30.0 SM  Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - NONE  Condition of Light - DAYLIGHT Personnel Information  Personnel Information  Personnel Information  Personnel Information  Personnel Information  Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  COMMERCIAL  COMPERCIAL  Age - 30  Medical Certificate - VALID MEDICAL-NO WAIVER  Compensed - VALID MEDICAL-NO WAIVER  Compensed - VALID MEDICAL-NO WAIVER  Compensed - VALID MEDICAL-NO WAIVER  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command  Age - 30  Medical Certificate - VALID MEDICAL-NO WAIVER  Compensed - VALID Medical - VALI	Т
Type of Operation -APPLYING SEEDS, CHEMICALS, ETC Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During -MANEUVERING Pass 0 0 0 0 Accident Occurred During Pass 0 0 Accident Occurred During During Pass 0 0 Accident Occurred During Pass 0 0 Accident During During Pass 0 0 Accident Occurred During Pass 0 0 Accident During During Pass 0 0 Accident During During During Pass 0 0 Accident During Duri	None
Make/Model - GRUMMAN G-164B	1 0
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 225/005 KTS Wisibility - 30.0 SM Cloud Conditions(1st) - 2000 FT SCATTERED Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Current - YES Cornel  Itinerary Last Departure Point DELANO,CA DELANO,CA DELANO,CA Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP DAYLOGA Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT OFF AIRPORT/STRIP OFF AIRPORT OF	
Wind Dir/Speed- 225/005 KTS  Visibility - 30.0 SM ATC/Airspace  Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - NONE  Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE  Cloud Conditions to Vision-  NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVER  Certificate(s)/Rating(s)  COMMERCIAL Current - YES Total - 847 Last 24 Hrs -  SELAND Months Since - 20 Make/Model - 225 Last 30 Days-	
Personnel Information  Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVER  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 847 Last 24 Hrs -  SELAND Months Since - 20 Make/Model - 225 Last 30 Days -	•
SELAND Months Since - 20 Make/Model- 225 Last 30 Days-	
Aircraft Type - UNK/NR Instrument- 10 Last 90 Days-	4 NK/NR 53
Instrument Rating(s) - NONE	
Narrative VIRCRAFT COLLIDED WITH WIRES DURING SPRAYING OF GRAPES. NO AIR OR GROUND SURVEY MADE WHICH WAS A NORMAL PROCEDURE. VORK PRESSURE CREATED THE DEVIATION.	

A/C Reg. No. N48482 Time (Lc1) - 1000 PDT File No. - 2283 9/27/82 DELANO, CA

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

Finding(s)

- 1. OBJECT WIRE, STATIC
- 2. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS OTHER PERSONNEL

----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 2317 11/14/82 DEAT	H VALLEY,CA	A/C Reg. No.	N1234	1	ime (Lc1) -	- 1100 PST	
Basic Information Type Operating Certificate-NONE (GENER.  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Damag DESTROYED Fire NONE	crew Pass	Fatal O O	Injur Serious 1		None O O
Aircraft Information Make/Model - AMATEUR BUILT QUICKIE ( Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1000 No. of Seats - 2	Number Eng	lodel - VOLKSWAGE pines - 1 pe - RECIPROCA pr - 64 HP	TING-CARBURE	Stal	1 Warning S	System - NO	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- O10/005 KTS Visibility - 75.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	, CA	R	ON AIR Airport D DEATH Runway Runway Runway Runway	ata VALLEY AIRF	- 33 - 3040/ - ASPHALT	72
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 50 Biennial Flight R Current Months Since Aircraft Type	eview - YES To - 15 Ma	l Certificat Fligh tal - ke/Model- strument-	t Time (F 685 95	lours) Last 24 Last 30	Hrs - Days-	IMIT 2 23 45
Instrument Rating(s) - AIRPLANE	-						
THE PILOT REPORTED THAT WHEN HE WAS ABOUT 100 AN INVESTIGATION REVEALED THAT THE PLANE INITIAL END OF THE RUNWAY. THERE WAS ANOTHER AIRCRAF NOT SEE THE ACTUAL IMPACT, BUT HE REPORTED THE STATED THAT THE AIR WAS SMOOTH EXCEPT FOR SOIT ROSE NEARLY STRAIGHT-UP AND DRIFTED GRADUA	TIALLY IMPACTED WIT T IN THE PATTERN BE HAT N1234 FLEW A LO ME THERMALS ON DOWN	H A 6 FT SAND DU HIND N1234. THE NG DOWNWIND AND WIND. HE SAW THE	NE ABOUT 60 PILOT OF THE A LONG, LOW DUST FROM T	FT FROM T OTHER PL FINAL APP HE CRASH	HE APPROACH ANE DID ROACH. HE AND SAID	1	

File No 23	17	DEATH VALLEY, CA	A/C Reg. No. N1234	Time (Lc1) - 1100 PST
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH		
Finding(s)  1. DISTANCE - MISU  2. ALTITUDE - MISU	JDGED - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN PATTERN - FINAL APPROACH		
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI		/SANDY		
Probable Cause				
The National Transpois/are finding(s) 1.		ard determines that the P	robable Cause(s) of this accid	dent

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

File No 2315 8/12/82 MEREC	DITH,CO A/C Re	eg. No. N5014F	Time (Lc1) - 1815 MDT			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	NTIAL Crev Pas:	w O	Injur Serious 2 O		None O O
Aircraft Information Make/Model - HUGHES 369D Landing Gear - SKID Max Gross Wt - 2100 No. of Seats - 4	Eng Make/Model - ALL Number Engines - 1 Engine Type - TUF		ELT Stal	Installed/A I Warning S her Radar -	ystem - NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 30.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	NONE	OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	UNK/NR UNK/NR DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER  Instrument Rating(s) - NONE	Age - 35 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/NR	Total - Make/Model-	2240 1115	Last 24 Last 30 Last 90	Hrs - Days- UN	6 242
THISTOURIER RACTING(S) - NONE Narrative THE PILOT REPORTED THAT DURING FLIGHT, THE EN C CLEARING, BUT HAD TO USE RESIDUAL RPM TO CL HARD AND WAS SUBSTANTIALLY DAMAGED. AN ENGINE REVEAL ANY EVIDENCE OF MECHANICAL FAILURE THA THE ACCIDENT SITE WAS ABOUT 7000 FT MSL.	EAR TREES DURING THE APPROACT TEARDOWN AND SUBSEQUENT TES	CH. SUBSEQUENTLY, STS OF THE ENGINE	THE HELICO	PTER LANDED DID NOT		

File No 23	8/12/82 MEREDITH,CO	A/C Reg. No. N5014F	Time (Lcl) - 1815 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE - NORMAL		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
	ON - HIGH DENSITY ALTITUDE ON - HIGH OBSTRUCTION(S)		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent

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

* File No 2252 9/10/82 FALCO	DN,CO A/C Reg	g. No. N5666Q	Time	(Lc1) -	1335 MD	T 
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraft SUBSTAN' Fire NONE		Fatal S O O	Injur erious O O		None 1 0
Aircraft Information Make/Model - MOONEY M2OE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Eng Make/Model - LYC( Number Engines - 1 Engine Type - REC Rated Power -		Stall W	arning S	ystem - \	- YES/YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL_LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- 160/007 KTS Visibility - 65.0 SM Cloud Conditions(1st) - 10000 FT SCAT Cloud Conditions(2nd) - 25000 FT SCAT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MCALISTER,OK  ATC/Airspace TERED Type of Flight Plan - TERED Type of Clearance -	VFR	Airport Pro OFF AIRPO Airport Data MEADOW LA Runway Id Runway Lt Runway Su Runway St	RT/STŔIP KE ent - h/Wid - rface -	33 5000/ ASPHALT	35
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 M Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - M-20E	Total -	t Time (Hour: 572 180		Hrs - Days-	0 15 25
Instrument Rating(s) - NONE						
SE LAND	Months Since - 16 Aircraft Type - M-20E  PHILL GRADIENT RWY. THE ACFT KEOFF ROLL WAS STARTED ABEAM 1,300 FT OF USABLE DIRT RWY WA FLAPS WERE NOT USED. PERFORM THAT UNDER THE EXISTING CONDIT	Make/Model- Instrument-  ROTATED SEVERAL T: THE RUNUP PAD WHICAS AVAILABLE SOUTH MANCE DATA FROM THE	180 40 IMES BEFORE CH PROVIDED CONTROL THE RUNUI E MANUFACTURE DFF FLAPS OF	Last 30 Last 90 Last 90 LIFTING 3,500 FT P PAD. T ER USING 15 DEG	Days- Days- OFF INTO FOR HE FIGURES	15

File No. - 2252 9/10/82 FALCON, CO A/C Reg. No. N5666Q Time (Lcl) - 1335 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. WEATHER CONDITION - TAILWIND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - UPHILL 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. PERFORMANCE DATA - NOT OBTAINED - PILOT IN COMMAND 6. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 7. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND 8. STALL - UNCONTROLLED - 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) 4.5,6.7

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

File No 2275 9/14/82 3/4 N	.E. OF NUCLA,CO	A/C Reg	No. N7446N	1	Time (Lcl) -	1140 MDT	
Type Operation Type Operation Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	,	Aircraft [ SUBSTANT] Fire NONE	Cre Pas	ew O	0		None 1 0
Aircraft Information Make/Model - CESSNA 182P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Number Eng Engine Typ	odel - CONTI	NENTAL 0-470-F PROCATING-CARBU	R ELT Stal	Installed/Ad	/stem - Y	
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/O04 KTS Visibility - 25.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departo NUCLA.CO Destination  ATC/Airspace Type of Flig Type of Clea	ght Plan - N arance - N	IONE	OFF AI Airport E Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -		
Personnel Information Pilot-In-Command	Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 4 - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	ght Time (F 6000 505 90 350	lours) Last 24 Last 30 Last 90	Hrs - Days- Days-	LIMIT O O 4
SUFFICIENT POWER TO SUSTAIN FLIGHT. DURING THE REPORTED THAT EVIDENTLY A VALVE ROCKER BOSS FRINTAKE OPEN.	E LANDING IN AN OPI	EN FIELD THE	HORIZONTAL ST	ABLIZER HIT	A FENCE. TH	IE PLT	

File No 22	75 9/14/82	3/4 N.E. OF NUCLA, CO	A/C Reg. No. N7446N	Time (Lcl) - 1140 MDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILURE/MALF L CLIMB	F	
Finding(s) 1. ENGINE ASSEMBLY	,VALVE - FAILURE,P			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 2. OBJECT - FENCE				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the Pro	obable Cause(s) of this accid	lent

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

File No 2369 8/08/82 BURLI		g. No. N1836A	T 1	ime (Lc1)	- 1300 EDT	
Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTANT Fire NONE	TAL Crew Pass	-	Injur Serious O O		None 1 2
Aircraft Information Make/Model - PIPER PA-20 . Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 4	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power -	PROCATING-CARBUR	Stall	installed/A Warning S her Radar	System - N	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/015 KTS Visibility - 6.0 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  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	ON AIRF Airport Da JOHNNYO Runway Runway Runway	ata CAKE Ident - Lth/Wid - Surface -	- 19 - 2675/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 70 M Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Total -	ht Time (Ho 1989	ours) Last 24	Hrs -	0
Instrument Rating(s) - UNK/NRNarrative HE PILOT BEGAN TAKING OFF ON RUNWAY 19 WITH NCOUNTERED AND THE AIRCRAFT VEERED OFF THE L HAT WENT UNDER THE RUNWAY. TO AVOID THE OPEN HE PILOT WAS UNABLE TO SLOW THE AIRCRAFT AS ANEUVER THE PLANE BETWEEN THE CULVERT OPENIN IND WAS ESTIMATED TO BE FROM 270 DEG AT 15,	EFT SIDE OF THE RUNWAY. IT HE ING, THE PILOT TURNED THE AIF IT PROCEEDED DOUNGRADE WITH A G AND A TREE; HOWEVER, THE LE	ADED TOWARD THE (CRAFT FURTHER LE) QUARTERING TAILS	OPENING OF FT. AFTER T WIND. HE T	A CULVERT THE LEFT TU TRIED TO	JRN,	

File No 236	69 8/08/82	BURLINGTON,CT	A/C Reg. No. N1836A	Time (Lcl) - 1300 EDT
Occurrence #1 Phase of Operation				
3. WEATHER CONDITION 4. COMPENSATION N 5. IMPROPER DECEMBER OF CONTRACTIONAL CONTRACTI	CISION,OVER CONFIL DN - CROSSWIND FOR WIND CONDITION CISION,OVER CONFIL TROL - NOT POSSIBL	DENCE IN PERSONAL ABIL NS - NOT POSSIBLE - PI	ITY - PILOT IN COMMAND LOT IN COMMAND ILITY - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 8. ABORTED TAKEOFF 9. TERRAIN CONDITION 10. MANEUVER - PER 11. TERRAIN CONDITION 12. OBJECT - TREE(S)	ON - TERRAIN/RUNWA RFORMED - PILOT IN ON - DOWNHILL )	Y CONDITION COMMAND		
Probable Cause				
The National Transporis/are finding(s) 1	rtation Safety Boa	rd determines that th	e Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3,9,11,12

File No 2396 5/24/82 ALPHA	,FL	A/C Reg. N	No. N53277	Т	ime (Lc1) -	1200 EDT	
Type Operating Certificate-NONE (GENERA  Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Aircraft Dan DESTROYED Fire NONE	nage Crew Pass		Injur Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA 188 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4000 No. of Seats - 1	Number Ena	odel - CONTINE ines - 1 e - RECIPRO r - 300	CATING-CARBUR	Stal	Installed/A l Warning S her Radar -	ystem - U	•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 235/002 KTS Visibility - 10.0 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	CC/INC ght Plan - NON arance - NON	IE.	OFF AI Airport D COUNTY Runway Runway Runway	Proximity RPORT/STRIP  lata LINE AIRPO Ident - Lth/Wid - Surface - Status -	RT 18 2000 -U GRAVEL	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP.CFI SE LAND.ME LAND HELICOPTER	Age - 37 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 1 - UNK/NR	Total - Make/Model-	ht Time (F 12000 1000 1550	lours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	0
Instrument Rating(s) - AIRPLANENarrative THE PILOT REPORTED THAT DURING TAKEOFF, THE EIFUEL PRESSURE HAD INCREASED ABNORMALLY AND BLAUDAD AND GAINED A SMALL AMOUNT OF ALTITUDE, TISOME TREES BEFORE THE AIRCRAFT HIT THE GROUND MALFUNCTION COULD NOT BE DUPLICATED.	ACK PUFFS OF SMOKE HEN THE ENGINE QUI	WERE COMING C T. DURING A FO	OUT OF THE EXH DRCED LANDING,	AUST. HE D HE BARELY	UMPED HIS CLEARED		

File No. - 2396 5/24/82 ALPHA,FL A/C Reg. No. N53277 Time (Lc1) - 1200 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - HIGH OBSTRUCTION(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

File No 2384 6/19/82 NEAR	STUART,FL	A/C Reg.	No. N6359F	٦	Time (Lcl)	- 1312 ED	Т
Basic Information Type Operating Certificate-NONE (GENER,	AL AVIATION)	Aircraft D DESTROYED		Fatal	•	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	1 0	0	0
Aircraft Information Make/Model - CESSNA 337 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4200 No. of Seats - 5	Number Engi	nes - 2 - RECIP	NENTAL IO-360 - FUEL INJECTED O HP	Stal	Installed/ Il Warning ther Radar	System -	
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 5000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - RAIN	Itinerary Last Departu SEBRING.FL Destination FREEPORT  ATC/Airspace TERED Type of Fligh Type of Clean Type Apch/Lne	nt Plan - V rance - N	FR DNE	OFF AI Airport C Runway Runway Runway		- UNK/NR - UNK/NR - WATER	СНОРРУ
Condition of Light - DAYLIGHT	Biennial Flight Rev	/iew - UNK/NR - UNK/NR	Total -	t Time (F 250 200	lours) Last 2 Last 3	AIVERS/LI 4 Hrs - O Days- U O Days-	1 NK/NR
Instrument Rating(s) - NONE			Martr Eng	200			
Narrative HE PILOT MADE AN UNEVENTFUL FLIGHT FROM GAIN EPARTED ON A VFR FLIGHT TO FREEPORT ON THE ( O MILES EAST OF THE FLORIDA COAST WHEN THE F OUT THE FRONT ENGINE ALSO BEGAN TO MALFUNCTION ERCEIVED SERIOUS BACK INJURIES. THE PILOT UEL SYSTEM PRIOR TO DEPARTING GAINSVILLE. HE HIS WAS NOT VERIFIED SINCE THE AIRCRAFT SANK	GRAND BAHAMA ISLAND. REAR ENGINE BEGAN TO DN, SO HE ELECTED TO STATED THAT HE HAD ( E ATTRIBUTED THE ENG	THE PILOT: MALFUNCTION DITCH THE A DRAINED ABOU	STATED THE HE HA N. HE TURNED BAC AIRCRAFT NEAR A JT ONE QUART OF TIONS TO FUEL CO	D PROCEED K TOWARD BOAT. WHI WATER FRO	DED ABOUT THE COAST, LE DITCHIN DM THE		

File No 23	84 6/19/82 NEAR STUART,FL	A/C Reg. No. N6359F	Time (Lcl) - 1312 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	DITCHING LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

File No 2327 8/21/82 LANTANA	A,FL A/C Re	g. No. N68738	Т	ime (Lcl) -	1315 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Injur	ies	
	DESTROY		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew	0	Serious 1 O	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING						
ircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYC					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 1670	Engine Type - REC		RETOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	115 HP				
nvironment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC			_	<b>-</b>		
Wind Dir/Speed- 160/006 KTS	ATO /A :				N/A	
Visibility - 7.0 SM Cloud Conditions(1st) - UNK/NR	ATC/Airspace	NONE		Lth/Wid - Surface -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan - Type of Clearance -			Surface - Status -		
Obstructions to Vision- NONE	Type of Crearance -		Runway	status -	N/A	
Precipitation - NONE	Type Apeny Ling	NONE				
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command	Age - 30	Medical Certifica	+0 - VALID	MEDICAL -NO	WATVEDS/	TMTT
	Biennial Flight Review		ht Time (H		WAIVLK3/	CIMI
PRIVATE	Current - YES				Hrs -	3
SE LAND	Months Since - 15	Make/Model-		Last 30		
	Months Since - 15 Aircraft Type - UNK/NR	Instrument-	5	Last 90	Davs-	19
	<b>7 -</b>	Multi-Eng -	4		,	
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE	ER THE OCEAN MAKING BANKS,			TO CRASHING	THE	

File No. - 2327 8/21/82 LANTANA,FL A/C Reg. No. N68738 Time (Lc1) - 1315 EDT

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

Finding(s)

- 1. AEROBATICS PERFORMED PILOT IN COMMAND
- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. BUZZING PERFORMED PILOT IN COMMAND
- 4. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 5. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 2339 9/04/82 HIGH	SPRINGS, FL	A/C Reg. No. N	Time (Lcl) - 1600 EDT				
Basic Information Type Operating Certificate-NONE (GENER.  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F.	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Serious O O		None 1 O
Aircraft Information Make/Model - SCHWEIZER SGS 1-26B Landing Gear - N/A Max Gross Wt - 600 No. of Seats - 1	Eng Make/Model Number Engines Engine Type Rated Power	s - N/A - N/A		ELT Stal	Installed,	/Activated - System - NC - NO	
Environment/Operations Information weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 5.0 SM Cloud Conditions(1st) - 3500 FT SCA Cloud Conditions(2nd) - 25000 FT BROW Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/I Destination ATC/Airspace TTERED Type of Flight	INC Plan - NONE nce - NONE	,	OFF AI Airport D Runway Runway Runway Runway	Ident Lth/Wid Surface	- UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER Instrument Rating(s) - NONENarrative THE PILOT WAS ON A ROUND ROBIN CROSS-COUNTRY SUFFICIENT LIFT TO REACH THE DESTINATION. A I FIELD CONTAINED A STAND OF WAIST HIGH COFFEE HE WOULD BE LANDING IN A PASTURE. DURING THE	LARGE, UNOBSTRUCTED FIE WEEDS WHICH THE PILOT	ZES Tota  TOTA  Make  JNK/NR Inst  G OF THE FLIGH  LD WAS SELECTE  DID NOT RECOGN	il - e/Model- rument-  IT, HE WAS L D FOR A LAN	163 14 4 JNABLE TO JDING. HO	Last 2 Last 3 Last 9  LOCATE WEVER, THE	24 Hrs - 30 Days- UNK 30 Days-	2 /NR 9

File No. - 2339 9/04/82 HIGH SPRINGS, FL A/C Reg. No. N2460W Time (Lcl) - 1600 EDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

### Finding(s)

- 1. WEATHER CONDITION WEATHER CONDITION
- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH VEGETATION
- 4. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2280 9/13/82 MADISON,FL			A/C Reg. No.	N1151W	Time (Lc1) - 1030 EDT			
-Basic Information Type Operating Certificate	∍-NONE (GENERAL	AVIATION)	Aircraft Damag	)e		Injuri	es	
			SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-APPLYING SEEDS	, CHEMICALS, ETC	Fire	Crew Pass	0	0	1	0
			NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING							
-Aircraft Information								
Make/Model - BELL 47G4		Eng Make/Mo	del - LYCOMING	VO-540-B1B3	ELT	Installed/Ac	tivated	- NO -N
Landing Gear - SKID			ines - 1					
Max Gross Wt - 2950		Engine Type	- RECIPROCA	TING-CARBURE	TOR Weat	ner Radar -	NO	
No. of Seats - 3		Rated Power	- 280 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECOR	RD OF BRIEFING	Last Départu	ıre Point		OFF AI	RPORT/STŔIP		
Method - N/A		MADISON, FL	-					
Completeness - N/A		Destination	Airport Data					
Basic Weather - VMC								
Wind Dir/Speed- VARIABLE-UNK/NR					Runway	Ident -	N/A	
Visibility - 10.0 SM ATC/Airspace					Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 3000 FT SCATTERED Type of Flig			ght Plan - NONE		Runway	Surface -	N/A	
Cloud Conditions(2nd) -	NONE	Type of Clea	arance - NONE		Runway	Status -	N/A	
	1.0.12	Type Apch/Lr	ndg - NONE					
Precipitation -	NONE		_					
Condition of Light -								
-Personnel Information								
Pilot-In-Command Age - 35		Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM				LIMIT		
<pre>Certificate(s)/Rating(s)</pre>	В	iennial Flight Re	eview	Fligh	nt Time (Ho	ours)		
COMMERCIAL, CFI		Current	- YES To	otal -	1960	Last 24	Hrs -	
SE LAND, ME LAND		Months Since	- 15 Ma	ike/Model-	62	Last 30	Days-	8
HELICOPTER		Aircraft Type	- 15 Ma - UNK/NR Ir Mu	strument-	62	Last 90	Days-	250
			Mu	ılti-Eng -	19	Rotorcra	ft -	260
Instrument Rating(s)	- AIRPLANE, HELI	COPTER						
None Alexander								
-Narrative ENG DID NOT RESPOND WHEN POW	.ED 1446 ADDED DE	OTAINTAIO A CUATU S	THE DIT !!!	. THE DIME		- TT 1 CON T : : -		
ENG LITE NITE RESPINIE WHEN PILE	VER WAS ADDED BE	GINNING A SWATH R	ZUN THE PLI HIT	THE DUMP BU	ולי טו אטווו	ETITSON THE	LUAD &	
LIDED WITH THE GROUND, ENG TE								

File No 22	.80 9/13/82 MADISON,FL	A/C Reg. No. N1151W	Time (Lc1) - 1030 EDT
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		
	INITIATED - PILOT IN COMMAND NOT POSSIBLE - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo	ortation Safety Board determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENER	OAL AVIATION) Aince	aft Damage		Injur	ies	
Type operating certificate-none (Gener		TANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		w O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	Ο	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182		CONTINENTAL 0-470				
Landing Gear - TRICYCLE-FIXED		1		11 Warning S		ES
Max Gross Wt - 2950	Engine Type Rated Power	RECIPROCATING-CARBL	RETUR Wea	ther Radar -	NO	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	NG Last Departure Poi BARTOW.FL	nt	UN AI	RSTRIP		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	Destination			LL (PRIVATE)		
Wind Dir/Speed- 100/007 KTS				v Ident -		
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid ~		NK/NR
Cloud Conditions(1st) - 3500 FT SCA	ATTERED Type of Flight Pla	n - NONE	Runwa	y Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance		Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- CONTACT				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		M - 11 - 1 - 0 - 1161			TVEDC / L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review		ate - VALI ght Time (		IVERS/LIM.	11
PRIVATE	Current - YES	Total	196	lact 24	Hrs -	0
SE LAND	Months Since - 11	Make/Model-	31	Last 30	Davs- UN	K/NR
SE EARO	Months Since - 11 Aircraft Type - UNK/	NR Instrument-	10	Last 90	Days-	25
					ŕ	
Instrument Rating(s) - NONE						
This chameric Raching(s) Noive						
 Narrative	NG. BUT WHEN HE APPLIED TH	F BRAKES. THEY WERE	OK FOR AB	OUT 5 SECOND	S.	
					S,	

File No 23	40 9/17/82		A/C Reg. No. N759UV	
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFU	NCTION	
Finding(s)  1. LANDING GEAR,NO 2. LANDING GEAR,NO		- FAILURE, TOTAL		
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - HIGH VEGETATIO	ON		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is,	/are finding(s) 1,3		

Basic Information							
Type Operating Certificate-NONE (GENERA		raft Damage		Injur			
		STANTIAL	Fatal				
Type of Operation -CROP CONTROL				0	•	1	
Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	NON	IE Pa	ass 0	0	0	0	
Accident occurred burning - TAREOFF							
Aircraft Information							
Make/Model - PIPER PA-36-375		LYCOMING IO-720-D		Installed/A			
Landing Gear  - TAILWHEEL-ALL FIXED Max Gross Wt  -   3900	Number Engines -			1 Warning S her Radar -		JNK/NR	
No. of Seats - 1	Rated Power -	RECIP - FUEL INJEC	SIED weat	ner kadar -	NU		
Environment/Operations Information Weather Data	Itinopopu		A :	Dan maria di			
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int	ON AIR	Proximity			
Method - N/A	ASTATULA, FL	1116	ON AIN	SINII			
Completeness - N/A	Destination	Airport Data					
Basic Weather ~ VMC			FRANK'	FRANK'S FARM (AG STRIP)			
Wind Dir/Speed- 010/005 KTS				Ident -			
Visibility - 3.0 SM ATC/Airspace Cloud Conditions(1st) - NONE Type of Fligh				Lth/Wid -		JNK/NR	
			,	Surface -			
Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE	Type of Clearance		Runway	Status -	DRY		
Precipitation - NONE	Type Apch/Lndg	- NOINE					
Condition of Light - DAWN							
Pilot-In-Command	Age - 39	Medical Certif	icate - VALID	MEDICAL-NO	WAIVERS	/I TMTT	
Certificate(s)/Rating(s)	Biennial Flight Review	F '	liaht Time (F	t Time (Hours)			
COMMERCIAL	Current - YES	Total	- 7500	Last 24			
SE LAND, ME LAND	Months Since - 9 Aircraft Type - UNK	Make/Model	- 2500	Last 30	Days- U	NK/NR	
	Aircraft Type - UNK	/NR Instrument	- 20	Last 90	Days-	120	
Instrument Rating(s) - NONE				•			
Narrative							
E PLT STATED THE ACFT FAILED TO BECOME AIRB	ORNE AT THE USUAL TAKEOF	F POINT & DID NOT (	CLIMB WHEN FO	RCED INTO T	HE AIR.		
E ACFT THEN SETTLED INTO SOFT SAND.	THE OUTER TAREOT						

File No 22	269 9/18/82 	ASTATULA, FL	A/C Reg. No. N3808E	Time (Lc1) - 0630 EDT	
Occurrence #1 Phase of Operation					
	- NOT ATTAINED - P				
Occurrence #2 Phase of Operation	4				
Finding(s) 3. TERRAIN CONDITI	ON - SOFT				
Probable Cause					
The National Transpo	ortation Safety Boa	rd determines that th	e Probable Cause(s) of this acci	dent	
Factor(s) relating t	o this accident is	/are finding(s) 1,3			

File No 2276 9/19/82 KIS	SSIMMEE,FL A/	C Reg. No. N50723	1	Time (Lc1) - 1730 EDT			
-Basic Information Type Operating Certificate-NONE (GENE	FRAL AVIATION) Airc	raft Damage		Injun	ies *		
Type operating our triveate Noise (delite		STANTIAL	Fatal	Serious			
Type of Operation -PERSONAL	Fire			0	0	1	
Flight Conducted Under -14 CFR 91	NON	E Pa	ss 0	0	0	2	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - HUGHES 500	Eng Make/Model -	ALLISON 250-C20B	ELT	Installed/Ad	ctivated	- NO -N/	
Landing Gear - SKID	Number Engines -	1	Stal	1 Warning Sy	ystem - N	0	
Max Gross Wt - 3000	Engine Type -		Weat	her Radar -	NO		
No. of Seats - 5	Rated Power -	375 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departure Po	int	OFF AI	RPORT/STRIP			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC							
Wind Dir/Speed- 140/007 KTS					N/A		
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -			
Cloud Conditions(1st) - 3500 FT SC				Surface -			
Cloud Conditions(2nd) - 25000 FT SC			Runway	Status -	N/A		
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35				WAIVERS/	LIMII	
Certificate(s)/Rating(s)	Biennial Flight Review	F 1	ight Time (F				
COMMERCIAL	Current - YES	lotal -	5000			2	
SE LAND, ME LAND	Months Since - UNK,	/NR Make/Model-	UNK/NR	Last 30	Jays- UNI	K/NR	
HELICOPTER	Aircraft Type - UNK,		UNK/NR	Last 90	Days-	10	
		Multi-Eng -	2400	Rotorcra	aft -	1100	
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING TAKEOFF AT ABOUT 75-100 FT THE ENG Q	WITT THE M/D BLADES ELEVED	DOWN & SEVERED THE	TATI DOOM D	LIDING THE			
OROTATIVE LANDING IN A PASTURE. AFTER TH			TAIL BOOM C	OKING IHE			

. File No 22		MEE,FL 	A/C Reg. No. N50723	Time (Lcl) - 1730 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOW	N		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN COMMA			
Phase of Operation	IN FLIGHT COLLISION WITH LANDING - FLARE/TOUCHDOW	N		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Board deter	mines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are fin	ding(s) 2		

File No 2273 9/21/82 N. CHIPLEY,FL		A/C Reg.	No. N2327Y	Time (Lc1) - 1100 CDT				
-Basic Information Type Operating Certificate	e-NONE (GENERAL A	(VIATION)				Injur		
			DESTROYED			Serious		None
Type of Operation	-APPLYING SEEDS,	CHEMICALS, ETC		Crev	v 0	0	0	1
Flight Conducted Under			ON GROUND	Pass	5 0	0	0	0
Accident Occurred During	-MANEUVERING							
-Aircraft Information								
Make/Model - PIPER PA-:	36	Eng Make/Mo		NG I0-540		Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engi				1 Warning S		UNK/NR
Max Gross Wt - 4400				- FUEL INJECTE	D Weat	her Radar -	NO	
No. of Seats - 1		Rated Power	- 300	) HP				
-Environment/Operations Info				· · · · · · · · · · · · · · · · · · ·				
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Last Departs		re Point		OFF AI	RPORT/STRIP			
Method - N/A		CHIPLEY, FL						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC								
Wind Dir/Speed- 330/006		,				Ident -		
Visibility - 7.0						Lth/Wid -		
Cloud Conditions(1st) -						Surface -		
Cloud Conditions(2nd) -					Runway	Status -	N/A	
Obstructions to Vision-		Type Apch/Lr	nag - Ni	INE				
Precipitation - Condition of Light -								
-Personnel Information								
Pilot-In-Command	AÇ	ge - 44 ennial Flight Re	Med.	dical Certifica			WAIVERS	/ LIMII
Certificate(s)/Rating(s)	Bı	Current	eview	FIIG	ght Time (H		Lla -	0
COMMERCIAL SE LAND		Months Since				Last 24		8 NIZ / NID
SE LAND HELICOPTER		Months Since Aircraft Type		Make/Model- Instrument-		Last 30		
HELICOFIER		All Chart Type	UINK/ INK	This trument	130		aft -	
Instrument Rating(s)	- AIRPLANE							
CRAFT COLLIDED WITH A TREE W	LITLE CODAVING AT	DODAET THEN ! AND	CD LIADO TAL	THE BEAM ETTER				

File No 22	73 9/21/82 N. CHIPLEY,FL	A/C Reg. No. N2327Y	Time (Lcl) - 1100 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT		
Finding(s) 1. OBUECT - TREE(S	) ISJUDGED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAI MANEUVERING - AERIAL APPLICATIO		
Finding(s) 3. TERRAIN CONDITI	ON - CROP		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines t	that the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	) 3	

File No 2270 9/30/82 MIAMI	,FL A/C Reg.	A/C Reg. No. N921C			Time (Lc1) - 1412 EDT			
	.L AVIATION) Aircraft [	)amage		Injur	ies			
,, , <u>, , , , , , , , , , , , , , , , ,</u>	SUBSTANTI	[AL	Fata1	Serious	Minor	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 -LANDING								
-Aircraft Information								
Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOM							
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		YES		
Max Gross Wt - 2150	Engine Type - RECIF		TOR Weat	her Radar -	YES			
No. of Seats - 4	Rated Power - 15	50 HP						
Environment/Operations Information				<del></del>				
Weather Data	'Itinerary			Proximity				
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point		OFF AI	RPORT/STRIP				
Method - TELEPHONE	TAMPA,FL							
Completeness - FULL	Destination		Airport D	ata				
Basic Weather - VMC	BOCA RATON, FL							
Wind Dir/Speed- 110/014 KTS				Ident -				
Visibility - 7.0 SM	,,			Lth/Wid -				
Cloud Conditions(1st) - 2000 FT SCAT				Surface -				
Cloud Conditions(2nd) - 10000 FT BROK			Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg - N	NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
		edical Certificat			WAIVERS.	/LIMIT		
Pilot-In-Command				oursi		0		
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	it time (H		1.1			
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Review Current - YES	Fligh	589	Last 24	Hrs -	NIIZ /NID		
Certificate(s)/Rating(s)	Current - YES Months Since - 4	Total - Make/Model-	589 25	Last 24 Last 30	Hrs - Days- UI	NK/NR		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - PA44180	Total - Make/Model- Instrument-	589 25 166	Last 24 Last 30	Hrs - Days- UI Days-	NK/NR 34		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Current - YES Months Since - 4	Total - Make/Model-	589 25	Last 24 Last 30	Hrs - Days- UI Days-	NK/NR 34		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Current - YES Months Since - 4	Total - Make/Model- Instrument-	589 25 166	Last 24 Last 30	Hrs - Days- UI Days-	NK/NR 34		
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 4	Total - Make/Model- Instrument-	589 25 166	Last 24 Last 30	Hrs - Days- UI Days-	NK/NR 34		
Certificate(s)/Rating(s) COMMERCIAL SE LAND.ME LAND  Instrument Rating(s) - AIRPLANE	Current - YES Months Since - 4 Aircraft Type - PA44180	Total Make/Model- Instrument- Multi-Eng -	589 25 166 260	Last 24 Last 30 Last 90	Days-	NK/NR 34		
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND  Instrument Rating(s) - AIRPLANENarrative	Current - YES Months Since - 4 Aircraft Type - PA44180	Total - Make/Model - Instrument - Multi-Eng -	589 25 166 260	Last 24 Last 30 Last 90	Days N OF THE	NK/NR 34		
Certificate(s)/Rating(s) COMMERCIAL SE LAND.ME LAND  Instrument Rating(s) - AIRPLANENarrative GINE QUIT WHILE CRUISING AND A FORCED LANDI	Current - YES Months Since - 4 Aircraft Type - PA44180	Total - Make/Model - Instrument - Multi-Eng -	589 25 166 260	Last 24 Last 30 Last 90	Days N OF THE	NK/NR 34		

File No 22	270 9/30/82 MIAMI,FL	A/C Reg. No. N921C	Time (Lc1) - 1412 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CRUISE - NORMAL		
2. ENGINE ASSEMBLY	,,VALVE - FAILURE,TOTAL ,,CYLINDER - FOREIGN OBJECT		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI	ON - WET		
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

File No 2334 10/01/82 LAK	E CITY,FL	A/C Reg	. No. N8944U	Т	ime (Lcl) ~	1500 EDT	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft	Damage		Injur	ies	
		SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH 35-C33	Eng Make/	Model - CONT	INENTAL IO-470K	FIT	Installed/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number En	moder - cont	INENTAL TO 470K	C+ 2 1	1 Warning S		
Max Gross Wt - 3300	Engine Ty	po - PECT	P - FUEL INJECTED	Weat	her Padar -	NU O	INIX/ INIX
No. of Seats - 4		er - 2		wear.	nei kadai	140	
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - BRFG RCVD, SOURCE U	NK Last Depar	ture Point		ON AIR	PORT		
Method - UNK/NR	GAINESVI	LLE,FL					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	GREENVIL	LE,SC		LAKE C	ITY		
Wind Dir/Speed- 050/006 KTS					Ident -		
Visibility - 6.0 SM	ATC/Airspace			Runway	Lth/Wid -	6800 -U	NK/NR
Cloud Conditions(1st) - 1500 FT BR				Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - 8000 FT OV	ERCAST Type of C1	earance -	NONE	Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/	Lndg -	NONE				
Precipitation ~ NONE							
Condition of Light - DAYLIGHT							
Personnel Information				\/A  TD	MEDICAL NO	LIATVEDC /	
Pilot-In-Command			edical Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight			it Time (H			
PRIVATE	Current			304		Hrs -	
SE LAND	Months Since	- 19	Make/Model-	42	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR	Instrument-	38	Last 90	Days-	11
Instrument Rating(s) - NONE							
Narrative							
WHILE ENROUTE. THE PILOT DIVERTED TO LAKE C	ITY EL TO AVOID AD	VEDCE WEATHE	B ACCORDING TO T	LE DILOT	ΠE		
PLACED THE LANDING GEAR HANDLE IN THE DOWN							
ACCOMMODATE OTHER TRAFFIC, THEN TURNED BASE							
AIRCRAFT WAS LANDED WITH THE GEAR IN ITS RE							
ACTIVATED THE ELECTRICAL MASTER SWITCH AND		LE TO THE DO	WIN PUSTITUM. WHEN	HE DID I	HI2' IHF		
GEAR EXTENDED AND THE 3 GREEN LIGHTS ILLUMI	NATED.						

File No. - 2334 10/01/82 LAKE CITY, FL A/C Reg. No. N8944U Time (Lc1) - 1500 EDT

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

Finding(s)

1. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND

2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

File No 2335 10/03/82 ORLAN	10/03/82 ORLANDO,FL				Time (Lc1) - 1030 EDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	• Aircraf	•	F	ıtal	Inj Serious	uries Minor	n None	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L ~ SOLO	Fire NONE		Crew Pass	0	0	0	1	
Aircraft Information									
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number	Engines - 1 Type - REG	COMING 0-235-L CIPROCATING-CA 115 HP	REURETOR	Stal Weat	l Warning	System - - NO	- YES	
Environment/Operations Information									
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A		arture Point S ACC/INC			port N AIR	Proximity PORT			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/007 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 4000 FT SCAT Cloud Conditions(2nd) - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EN Type of	ce Flight Plan - Clearance -		C R R	unway unway unway	O NORTH Ident Lth/Wid Surface			
Personnel Information Pilot-In-Command	Age - 41		Medical Certi	ficate -	VALID	MEDICAL -	NO WAIVE	S/LIMIT	
Certificate(s)/Rating(s)	Biennial Fligh			Flight Ti	me (H	ours)		,	
STUDENT	Current Months Sind Aircraft T		Total Make/Mode Instrumen			Last Last Last	24 Hrs - 30 Days- 90 Days-	2 UNK/NR 18	
Instrument Rating(s) - NONE									
Narrative E STUDENT PILOT WAS PRACTICING TOUCH-AND-GO E AIRCRAFT FOR TAKEOFF. IMMEDIATELY AFTER A OM THE OPPOSITE DIRECTION. IN ORDER TO AVOIL GHT. THE AIRCRAFT SKIDDED ACROSS AN AREA OF TH THE EDGE OF A PAVED TAXIWAY. AT THAT TIM E STUDENT STATED THAT HE HAD MADE THE APPRO TTERN.	PPLYING POWER, I D A COLLISION, I GRASS IMMEDIAT E, THE NOSE GEAI	HE OBSERVED A HE CUT THE PO ELY NEXT TO T R COLLAPSED A	NOTHER PLANE WER, APPLIED HE RUNWAY AND ND THE PROPEL	(UNKNOWN BRAKES AN THE NOSE LER IMPAC	MAKE A ID TURI GEAR TED TI	& MODEL) NED TO TH COLLIDED HE ASPHAL	LANDING E		

File No. - 2335 10/03/82 ORLANDO,FL A/C Reg. No. N93286 Time (Lcl) - 1030 EDT Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT Phase of Operation TAKEOFF Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. MANEUVER - PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 4. AIRPORT FACILITIES.TAXIWAY CONDITION - ROUGH/UNEVEN 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

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

File No 2332 10/03/82 COCOA,FL	A/C Reg	. No. N2101R	7	ime (Lcl) -	1230 EST	
Basic Information Type Operating Certificate-NONE (GENERAL AN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	/IATION) Aircraft   SUBSTANT Fire NONE		Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3112 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2	PROCATING-CARBURE	Stal	Installed/A I Warning S her Radar -	ystem - U	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/010 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 4000 FT SCATTERE Cloud Conditions(2nd) - 10000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination TITUSVILLE,FL  ATC/Airspace ED Type of Flight Plan - I Type of Clearance - I Type Apch/Lndg - I	NONE NONE	ON AIR dirport D MERRIT Runway Runway Runway		3500 -UI ASPHALT	NK/NR
	e - 45 M ennial Flight Review Current - YES Months Since - 31 Aircraft Type - UNK/NR	Total - 2 Make/Model-	: Time (H !738 203 :/NR	ours) Last 24 Last 30 Last 90	Days- UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative DURING TAKEOFF, THE ENGINE LOST POWER AS THE AIRC AND LANDED ON A CLEAR AREA BESIDE THE RUNWAY TO K COLLAPSED AND THE AIRCRAFT FLIPPED OVER. AN EXAM3 DR FAILURE. ABOUT 4 OUNCES OF WATER WAS FOUND IN IMPACT.	KEEP FROM GOING INTO A RIV INATION OF THE ENGINE REVE	ER. SUBSEQUENTLY, Aled No evidence (	THE NOSE OF A MALF	GEAR UNCTION		

File No 23	32 10/03/82 COCOA,FL	A/C Reg. No. N2101R	Time (Lc1) - 1230 EST
	LOSS OF POWER(TOTAL) - NON-MECHANICA TAKEOFF - INITIAL CLIMB	A L	
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	LIGHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING		
Finding(s) 3. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Occurrence #4 Phase of Operation	LANDING		
Probable Cause			

is/are finding(s) 1,2

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GEN</li> </ul>	IEDAL AVIATION)	Ainemoft Damese			Iniun	i 0.0	
Type operating certificate-none (GEN		Aircraft Damage SUBSTANTIAL	F	atal	Injur Serious		None
Type of Operation -INSTRUCTI	ONAL - SOLO		Crew	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28-161		el - LYCOMING 0-32					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325	Number Engin	es - 1 - RECIPROCATINO		Stall	Warning S	/stem - Y	ES
No. of Seats - 4		- 160 HP	-CARBORETOR	weath	er kadar -	NO	
-Environment/Operations Information							
Weather Data Wx Briefing - NWS	Itinerary Last Departur	o Doint		INPORT PI ON AIRPI	roximity		
Method - TELEPHONE	SAME AS ACC			UN AIRP	ואנ		
Completeness - UNK/NR	Destination	, 1113	Air	port Da	ta		
Basic Weather - VMC	MELBOURNE, F	L		DAYTONA	BEACH - R	EGIONAL	
Wind Dir/Speed- 020/013 KTS				Runway		06R	
Visibility - 10.0 SM	ATC/Airspace				th/Wid -		100
Cloud Conditions(1st) - 3000 FT S Cloud Conditions(2nd) - 25000 FT S	CATTERED Type of Fligh	t Plan - VFR			Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lnd			Runway .	status -	DRT	
Precipitation - NONE	Type Apcily Elia	g None				-	
Condition of Light - DAYLIGHT							
-Personnel Information					.557044 440		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 20 Biennial Flight Rev Current -	Medical Ce	rtificate -	· VALID I	MEDICAL-NO	WAIVERS/	LIMII
PRIVATE	Current -	YES Total	- 0	1111 <del>0</del> (1100	last 24	Hrs -	2
SE LAND	Months Since -	UNK/NR Make/M	lode I -	2	Last 30	Days- UN	K/NR
	Aircraft Type -	UNK/NR Instru	ıment-	0	Last 90	Days-	9
Instrument Rating(s) - NONE							
-Narrative							
DRDING TO THE PILOT, HE LOST DIRECTIONA							

File No. - 2333 10/26/82 Time (Lc1) - 1305 EDT DAYTONA BEACH, FL A/C Reg. No. N330FT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. CHARTS - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - RUNWAY LIGHT ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.4

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operating	File No 2313 7/14/82 SAVAN	INAH, GA	A/C Reg. No. N	53812	Τi	me (Lc1) -	1745 EDT	
Type of Operation -OTHER Fire Crew 0 0 0 0 2 2	= · · · · · - · · · · <del>-</del> · ·	L AVIATION)	Aircraft Damage		E2+21	Injuri		None
Aircraft Information Make/Model - BELLANCA 7ECA	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire	Crew	0	0	0	2
Weather Data Itinerary Airport Proximity  Weather Data Itinerary Airport Proximity  Weather Data Itinerary Airport Proximity  Method - N/A SAME AS ACC/INC  Completeness - N/A Destination Airport Data  Basic Weather - VMC SAME AS ACC/INC  Wind Dir/Speed- UNK/NR SCATTERED Type of Flight Plan - UNK/NR Runway Ident - 09  Runway Lth/Wid - 9000 - UNK/NR  Cloud Conditions(1st) - UNK/NR SCATTERED Type of Flight Plan - UNK/NR Runway Surface - ASPHALT  Cloud Conditions(2nd) - UNK/NR Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Hime (Hours)  PRIVATE Current - UNK/NR Total - 83 Last 24 Hrs - 0  Months Since - UNK/NR Make/Model - 58 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 13  Instrument Rating(s) - NONE Narrative  E OWNER/PILOT STATED THAT HE WAS CHECKING OUT THE OTHER PILOT IN THE TAILWHEEL EOUIPPED AIRCRAFT. THE OWNER SA PRIVATE PILOT AND THE OTHER PILOT WAS REPORTEDLY A FLIGHT INSTRUCTOR (IP). DURING THE LANDING ROLL, THE	Aircraft Information Make/Model - BELLANCA 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650	Number Engi Engine Type	nes - 1 - RECIPROCATIN - 115 HP	NG-CARBURETO	Stall DR Weath	Warning Sy er Radar -	stem - UN NO	NK/NR
Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 83 Last 24 Hrs - O SE LAND Months Since - UNK/NR Make/Model - 58 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days - 13  Instrument Rating(s) - NONE Narrative HE OWNER/PILOT STATED THAT HE WAS CHECKING OUT THE OTHER PILOT IN THE TAILWHEEL EOUIPPED AIRCRAFT. THE OWNER AS A PRIVATE PILOT AND THE OTHER PILOT WAS REPORTEDLY A FLIGHT INSTRUCTOR (IP). DURING THE LANDING ROLL, THE	Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - UNK/NR  Cloud Conditions(1st) - UNK/NR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Last Départu SAME AS AC Destination ATC/Airspace TERED Type of Flig Type of Clea Type Apch/Ln	C/INC ht Plan - UNK/NR rance - UNK/NR dg - NONE	<b>A</b> -	ON AIRP inport Da SAVANNA Runway Runway Runway Runway Runway	ort  ta H MUNICIPAL Ident - Lth/Wid - Surface -	09 9000 -UN ASPHALT	NK/NR
Narrative HE OWNER/PILOT STATED THAT HE WAS CHECKING OUT THE OTHER PILOT IN THE TAILWHEEL EQUIPPED AIRCRAFT. THE OWNER AS A PRIVATE PILOT AND THE OTHER PILOT WAS REPORTEDLY A FLIGHT INSTRUCTOR (IP). DURING THE LANDING ROLL, THE	Personnel Information Pilot-In-Cormand Certificate(s)/Rating(s) PRIVATE	Age - 22 Biennial Flight Re Current Months Since	Medical ( view - UNK/NR Tota - UNK/NR Make,	Certificate Flight I - /Model-	- VALID Time (Ho 83 58	urs) Last 24 Last 30	Hrs - Days- UNF	O K/NR
HE OWNER/PILOT STATED THAT HE WAS CHECKING OUT THE OTHER PILOT IN THE TAILWHEEL EQUIPPED AIRCRAFT. THE OWNER AS A PRIVATE PILOT AND THE OTHER PILOT WAS REPORTEDLY A FLIGHT INSTRUCTOR (IP). DURING THE LANDING ROLL, THE								
AMAGED.	HE OWNER/PILOT STATED THAT HE WAS CHECKING O AS A PRIVATE PILOT AND THE OTHER PILOT WAS R P OVERCORRECTED WITH THE RUDDER AND THE PLAN	REPORTEDLY A FLIGHT	INSTRUCTOR (IP). [	DURING THE L	ANDING R	OLL, THE	ALLY	

File No. - 2313 7/14/82 SAVANNAH,GA A/C Reg. No. N53812 Time (Lcl) - 1745 EDT

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

Finding(s)

- 1. SUPERVISION INADEQUATE PILOT IN COMMAND
- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL IMPROPER COPILOT
- 4. GROUND LOOP/SWERVE INADVERTENT COPILOT

----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 2310 7/23/82 MOULT	RIE,GA	A/C Reg. No. N	12998J	Т	ime (Lcl) -	1220 EDT	
Basic Information Taype Operating Certificate-NONE (GENERA  Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	RELATED FLIGHT	SUBSTANTIAL Fire NONE	Crew Pass	0	0	Minor O O	None 1 O
Aircraft Information Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 1	Number Eng Engine Type	odel - CONTINENTAL nes - 1 - RECIP - FUE - 310 HP	TSIO-520 L INJECTED	ELT Stal Weat	Installed/A l Warning S her Radar -	ctivated ystem - Y NO	ES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/004 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AC Destination ATC/Airspace Type of Flig Type of Clea	cc/INC		Airport OFF AI irport D Runway Runway Runway	Proximity RPORT/STRIP	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND  Instrument Rating(s) - NONE	ALTITUDE OF ABOUT S AY. HE REPORTED THA	eview - YES Tota - 9 Make - C-172 Inst Mult	1 - 2 /Model- 1 rument- i-Eng - UNK 	Time (H 000 040 50 /NR  S RETURN THE PLA	ours) Last 24 Last 30 Last 90 Rotoror	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR K/NR K/NR

File No 20	310 7/23/82 MOULTRIE,GA	A/C Reg. No. N2998J	Time (Lcl) - 1220 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/N CRUISE - NORMAL	ALFUNCTION	
	,RING - FAILURE,TOTAL		
	FORCED LANDING LANDING - FLARE/TOUCHDOWN	·	
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
	WERVE - INTENTIONAL - PILOT IN COMMAND		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 2235 9/11/82 NASHV	'ILLE,GA	A/C Reg. No.	N9184R	Tim	e (Lc1) -	0935 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag		atal	Injuri Serious		None
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	. RELATED FLIGHT			0	0	0	1 0
Aircraft Information Make/Model - CESSNA 188 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Number Engi Engine Type	del - CONTINENT nes - 1 - RECIP - FI - 230 HP	UEL INJECTED	Stall	stalled/Ac Warning Sy r Radar -	stem - Y	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departu SAME AS AC Destination			irport Pr OFF AIRP	ORT/STŔIP		
Wind Dir/Speed- CALM  Visibility - 5.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Type of Clea	nt Plan - NONE rance - NONE dg - NONE		Runway S	dent - th/Wid - urface - tatus -	ASPHALT	60
	Age - 32 Biennial Flight Re	Medica view	Certificate - Flight 1	· VALID M	EDICAL-NO	WAIVERS/	LIMIT
COMMERCIAL SE LAND	Current Months Since	- C-177RG In:	tal - 122 ke/Model- 78 strument- UNK/N lti-Eng - UNK/N	1R	Last 24 Last 30 Last 90 Rotorcra	Days-	254
Instrument Rating(s) - NONE							

File No 223	35 9/11/82	NASHVILLE, GA	A/C Reg.	No. N9184R	Time (Lc1) - 0935 EDT
Occurrence #1 Phase of Operation	The state of the s	DTAL) - MECH FAILURE,	/MALFUNCTION		
Finding(s)  1. FUEL SYSTEM,FUEL  2. FUEL SYSTEM,FUEL		D(TOTAL)			
Occurrence #2 Phase of Operation		TOUCHDOWN			
Occurrence #3 Phase of Operation					
Finding(s) 3. OBJECT - TREE(S)					
Probable Cause					
The National Transporis/are finding(s) 1,2		ard determines that	the Probable Cause(	s) of this acc	ident
Factor(s) relating to	this accident is	/are finding(s) 3			

File No 2214 11/16/82 JENKI	NSBURG,GA A/C	т.	Time (Lcl) - 1645 EST			
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	rias	
Type operating our triteate none (deneral	SUBST		Fatal	Serious		None
Type of Operation -PERSONAL		Crew		-	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - C	ONTINENTAL 0-470-R	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Eng Make/Model - C Number Engines -	1	Stal	1 Warning	System - Y	ES
Max Gross Wt - 2550	Engine Type - R	ECIPROCATING-CARBUR	ETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	JENKINSBURG, GA					
Completeness - N/A	Destination		Airport D	ata		
· Basic Weather - VMC			PRIVAT	E DIRT STR	ΙP	
Wind Dir/Speed- 270/010 KTS			Runway	Ident	- 18	
Visibility ~ 15.0 SM	ATC/Airspace		Runway	Lth/Wid	- 3200 -U	NK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE	Runway	Surface	- GRASS/TU	RF
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flia	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	576	Last 2	4 Hrs -	1
SE LAND	Months Since - 19	Make/Model-	236	Last 30	Days- UN	K/NR
	Aircraft Type - C-150			Last 90	Days-	45
		Multi-Eng -	8			
Instrument Rating(s) - AIRPLANE						
Newselling						
-Narrative	UD MADE A HARD LANDING					
OT STALLED AIRCRAFT 10 FEET ABOVE RUNWAY A	NU MADE A HARD LANDING.					

File No 22	14 11/16/82	JENKINSBURG, GA	A/C Reg. No. N3287Y	Time (Lcl) - 1645 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. FLARE - IMPROPE 2. STALL/MUSH - IN				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	lent

-Basic Information							
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage DESTROYED		Fo+01	Injur Serious		None
Type of Operation -INSTRU	CTIONAL - DUAL	Fire	Crew	2	-	0	0
Flight Conducted Under -14 CFR		NONE	Pass	1		Õ	Ö
Accident Occurred During -MANEUV							
-Aircraft Information							
Make/Model - BEECH C-45G	Eng Make	/Model - P&W R-985-	AN-14B	ELT	Installed/Ad	ctivated	- YES-UN
Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 9800	BLE Number E	ngines - 2 ype - RECIPROCAT		Stai	i warning Sy	ystem - Y	ES
No. of Seats - 10		wer - 450 HP	ING-CARBURE	TUR Weat	ner kadar -	NU	
-Environment/Operations Information-	~						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR		rture Point		OFF AI	RPORT/STRIP		
Method - N/A	HONOLUL						
Completeness - N/A Basic Weather - VMC	Destinatio	n		Airport D	ata		
Wind Dir/Speed- 050/017 KTS				Punway	Ident -	NI / A	
Visibility - 25.0 SM	ATC/Airspac	2			Lth/Wid -		
Cloud Conditions(1st) - 2800 F	T SCATTERED Tune of F	light Dian . NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of C  Type Apch	learance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGH	T						
Personnel Information Pilot-In-Command	Age - 55	Medical Review	Certificat	e - VALID	MEDICAL-WA	VERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	nt Time (H	ours)		
COMMERCIAL, CFI	Current	- YES Tota	al -	6904	Last 24	Hrs -	0
SE LAND, ME LAND	Months Since	e - 2 Mako pe - BE-18 Ins	e/Model-	2529	Last 30	Days-	15
	ATTCTATE TY	De - BE-18 INS	ti-Eng -	3104	Rotorcra	oays-	121
		1114	cr eng	0104	NO COT CT C		121
Instrument Rating(s) - AIRPL	ANE						
Narrative							
PURPOSE OF THE FLT WAS TO BE A REIN	DOCTRINATION/TRAINING	FLT FOR THE SECOND-	IN-COMMAND.	WITNESSE	S OBSERVED 1	THE ACFT	
SHORE FLYING PARALLEL TO THE CLIFFS	APPROXIMATELY 500 FT	OVER THE WATER. THE	ACET BANKE	D LEFT TH	EN RIGHT TO	A 90 DEG	
GHT WING LOW ATTITUDE WING-OVER TYPE							

File No 2352	10/03/82 W	AIMANALO,HI	A/C Reg. No. N215H	Time (Lcl) - 1510 HST
	IN FLIGHT COLLISION MANEUVERING	WITH TERRAIN		
Finding(s) 1. FLIGHT CONTROLS -	IMPROPER USE OF - F	PILOT IN COMMAND		

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

----Probable Cause----

File No 2336 11/16/82 HONO	LULU,HI	A/C Reg. No. N56351			Time (Lc1) - 0821 PST			
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS	AL AVIATION)	Aircraft DESTROYE Fire		Fatal ew O	Inju Serious O	ries Minor O	None 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	ss O	0	, 0	0	
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4		ngines - 1 pe - RECI	MING 0-320-E3D PROCATING-CARBU 50 HP	Stal	Installed/ Il Warning ! ther Radar	System - '		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 060/010 KTS Visibility - 30.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of F Type of C	ACC/INC MAN FIELD,HI ight Plan -	CONTROLLED VFR	OFF AI Airport E HONOLU Runway Runway	JLU INTL. A / Ident / Lth/Wid / Surface	IRPORT - 26L - 12000/	200	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Current Months Since Aircraft Typ	Review - YES	edical Certific Fli Total - Make/Model- Instrument-	ght Time (F 228		4 Hrs - O Days-	/LIMIT 2 4 18	
Instrument Rating(s) - NONE								
THE ENG QUIT & THE PLT DITCHED IN THE OCEAN INTHE ENG QUIT & THE PLT DITCHED IN THE OCEAN INTHE ENGLISH BEARING HOUSING. ONE ROD BOLT HEAD INTITUTE OF THE BOLT & FLUSH WITH THE THREADED INTERIOR OF THE BOLT & FLUSH WITH APPROXIMATELY THE BOTTO ON THE CONROD BOLTS: #1 ROD UPPER & LOU.OWER BOLT - 300 INCH POUNDS; #3 ROD UPPER & NOCH POUNDS.	WAS BROKEN OFF & T END OF THE BOLT. REE THREADS SHOWIN WER BOLTS - 660 IN	THE BOLT GRIP THE OTHER BO NG BEYOND THE NCH POUNDS; #	WAS NECKED DOW LT & NUT WERE S NUT. THE FOLLO 2 ROD UPPER BOL	/N. THE NUT STILL ATTACH SWING TORQUE .T - 250 INC	ON THIS BOU HED TO THE ( E READINGS ) CH POUNDS; *	LT WAS CRANKPIN WERE #2 ROD		

File No 2239 9/01/82 E	ELDORA, IA	A/C Reg. No. N724	70	Τi	me (Lc1) -	1630 CDT	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) A	ircraft Damage			Injur	ies	
	•	ircraft Damage SUBSTANTIAL ire	Fa	tal	Serious	Minor	None
Type of Operation -PERSONAL	_ F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 140	Eng Make/Mode	1 - CONTINENTAL C-	85	ELT I	nstalled/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine	S = 1		Stall	warning 5	ystem - N	0
Max Gross Wt - 1500		- RECIPROCATING-	CARBURETOR	Weath	er Radar -	ИО	
No. of Seats - 2	Rated Power	- 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIE		Point	0	FF AIR	PORT/STRIP		
Method - N/A	LAMOTTE,IA						
Completeness - N/A	Destination		Airp	ort Da	ita		
Basic Weather - VMC	SCOTTSBLUFF,	NE					
Wind Dir/Speed- 090/012 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 3000 FT					Surface -		
Cloud Conditions(2nd) - NONE	Type of Cleara		K	unway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Acc - 22	Modical Con	+ifica+a -	\/ <b>\</b>	MEDICAL -NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Age - 33 Biennial Flight Revi	Medical cer	Flight Ti	me (Ho	urs)	WAIVERS	CIMI
PRIVATE	Current -	UNK/NR Total	- 330	(110	last 24	Hrs - UN	K/NR
	Months Since -	UNK/NR Make/Mo	del- 250		Last 30	Davs- UN	K/NR
					200.00		40
SE LAND	Aircraft Type -	UNK/NR Instrum	ent- C	ı	Last 90	Davs-	
	Aircraft Type -	UNK/NR Total UNK/NR Make/Mo UNK/NR Instrum	ent- C	1	Last 90	Days-	
	Aircraft Type -	UNK/NR Instrum	ent- C		Last 90	Days-	
SE LAND Instrument Rating(s) - NONE	Aircraft Type -	UNK/NR Instrum	ent- C		Last 90	Days-	
SE LAND  Instrument Rating(s) - NONE  -Narrative							
SE LAND  Instrument Rating(s) - NONE  -Narrative OIL PRESSURE DROPPED TO ZERO & THE PL	T SHUT DOWN THE ENGINE, 8	THE ACFT LANDED I	 N A BEAN FI	 ELD. A	LL OF THE	OIL HAD	
SE LAND  Instrument Rating(s) - NONE  -Narrative	T SHUT DOWN THE ENGINE, 8	THE ACFT LANDED I	 N A BEAN FI	 ELD. A	LL OF THE	OIL HAD	

File No. - 2239 9/01/82 ELDORA, IA A/C Reg. No. N72470 Time (Lcl) - 1630 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM - LOOSE 2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND 3. FLUID, OIL - EXHAUSTION Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 2212 11/16/82	DUBUQUE, IA	A/C Reg. No. N68	138	Time (Lcl)	- 1145 CST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage		Inju	ries	
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUC	FIONAL - SOLO	Fire	Crew O	•	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152		del - LYCOMING 0-23				
Landing Gear - TRICYCLE-FIXED		nes - 1				NK/NR
Max Gross Wt - 1670	9	- RECIPROCATING	-CARBURETOR We	ather Radar -	- NO	
No. of Seats - 2	Rated Power	- 110 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - UNK/NR	Last Departu	re Point	ON A	IRPORT		
Method - UNK/NR	LA CROSSE,	WI				
Completeness - UNK/NR	Destination		Airport			
Basic Weather - VMC	DUBUQUE,IA			QUE MUNI		
Wind Dir/Speed- 210/009 KTS	/			ay Ident -		
	ATC/Airspace			ay Lth/Wid -		150
Cloud Conditions(1st) - 18000 FT Cloud Conditions(2nd) - 25000 FT	SCATTERED Type of Fing	nt Plan - VFR		ay Surface		
Obstructions to Vision- NONE		da - UNK/NR	Runv	ay Status -	· UKT	
Precipitation - NONE	Type Apch/En	ag - UNK/INK				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 24	Modical Co	rtificate - VAL	ID MEDICAL-NO	NATVEDS/I	TMTT
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time		WAIVERS/	_ 1 1 1 1
STUDENT	Current	- N/A Total	- 27	last 24	Hrs -	2
<u> </u>	Months Since	- N/A Make/M	odel- 27	Last 30	Davs- UN	K/NR
		- N/A Instru	ment- UNK/NR	Last 90	Davs-	10
STUDENT		- N/A Total - N/A Make/M - N/A Instru	- 27 odel- 27 ment- UNK/NR	Last 24 Last 30 Last 90	Hrs -   Days- UN    Days-	
Instrument Rating(s) - NONE						
Alexandra						
Narrative JDENT PILOT TRIED TO CONTACT TOWER ON 1	NCORRECT FREQUENCY. AP	PROACH WAS HIGH AND	LONG. STALLED	AIRCRAFT 25		
ET AGL HALF WAY DOWN RUNWAY.						

Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. AIR/GROUND COMMUNICATIONS NOT ATTAINED PILOT IN COMMAND
- 2. AIRSPEED MISJUDGED PILOT IN COMMAND
- 3. DISTANCE MISJUDGED PILOT IN COMMAND
- 4. FLARE IMPROPER PILOT IN COMMAND
- 5. STALL INADVERTENT PILOT IN COMMAND

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

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

File No 2328 8/07/82 KETCH	UM,ID A/C Reg. No. N736VC		Т	Time (Lcl) - 1500 MDT				
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur				
T C. On an a t. ' an	DESTRO	YED Crev	Fatal	Serious				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	UND Pass	,, 2 5 0	0	0	0		
Accident Occurred During -CRUISE	ON GRO	UND Fast	5 0	O	O	O		
Aircraft Information								
Make/Model - CESSNA R172K	Eng Make/Model - CO	NTINENTAL IO-360-	K ELT	Installed/A	Activated	- YES/N		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	Stall Warning System - YES				
Max Gross Wt - 1700	Number Engines - 1 Stall Warning Engine Type - RECIP - FUEL INJECTED Weather Radar			ner Radar -	- NO			
No. of Seats - 4	Rated Power -	210 HP						
Environment/Operations Information	<b>.</b>							
Weather Data Wx Briefing - NO RECORD OF BRIEFING		tinerary Airpo			)			
Method - N/A	HAILEY,ID		UFF AIR	RPORT/STRIP	,			
Completeness - N/A	Destination		Airport Da	ata				
Basic Weather - VMC	SPOKANE.WA		A., po. c s.					
Wind Dir/Speed- UNK/NR			Runway	Ident -	- N/A			
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -				
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -				
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	- N/A			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE Condition of Light - DAYLIGHT								
Condition of Eight - DATEIGHT								
Personnel Information	A-: 12	Madi1 C-ntifi-	-+- \\\	MEDICAL WA	TVEDC /LIM	• T		
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 43 Biennial Flight Review	Medical Centifica	dical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)					
COMMERCIAL	Current - UNK/NR	Total - l	JNK/NR	last 24	Hrs - UN	K/NR		
SE LAND	Current - UNK/NR Months Since - UNK/NR	Make/Model- L	JNK/NR	Last 30	Davs- UN	K/NR		
	Aircraft Type - UNK/NR	Instrument- l	JNK/NR	Last 90	Days- UN			
		Multi-Eng - l						
Instrument Rating(s) - NONE								
HE ACFT WAS OBSERVED FLYING LOW OVER A ROAD	IN MOUNTAINOUS TERRAIN PRIO	R TO IMPACT. ALL F	PILOT AND A	IRCRAFT REC	ORDS			
RE DESTROYED BY TIME.								

A/C Reg. No. N736VC File No. - 2328 8/07/82 KETCHUM, ID Time (Lcl) - 1500 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2240 9/08/82 TWIN	FALLS, ID A/C	A/C Reg. No. N97781 Time (Lc1) - 0914 I			- 0914 PDT	ıΤ	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra-	ft Damage		Inj	uries		
		ANTIAL	Fata	al Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Cre		0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pas	s (	0	0	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - STINSON 108-1	Eng Make/Model - FF	RANKLIN 6A4-150-B3		ELT Installed	d/Activated	- YES/YE	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warning		)	
Max Gross Wt - 2100	. Engine Type - RI		RETOR V	Veather Radar	· - NO		
No. of Seats - 4	Rated Power -	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airpo	ort Proximity	,		
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Poin	t		AIRPORT			
Method - N/A	BURLEY, ID						
Completeness - N/A	Destination		Airpor	Airport Data			
Basic Weather - VMC	TWIN FALLS, ID		TW1	TWIN FALLS-OLSEN FLD			
Wind Dir/Speed- 030/008 KTS			Rur	nway Ident	- 07		
Visibility - 30.0 SM	ATC/Airspace		Rur	nway Lth/Wid	- 7152/	150	
Cloud Conditions(1st) - 25000 FT	Type of Flight Plan	- NONE	Rur	way Surface	- ASPHALT		
Cloud Conditions(2nd) - NONE	Type of Clearance	- TOWER	Rur	nway Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 57	Medical Certific	ate - VA	LID MEDICAL-	NO WAIVERS/	_IMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours)					
PRIVATE	Current - YES	Total -	358	Last	24 Hrs - UNH	K/NR	
SE LAND	Months Since - 31	Make/Model- Instrument-	65	Last	30 Days- UN	K/NR	
	Aircraft Type - C-152						
		Multi-Eng -	UNK/NR	Rotor	craft - UN	K/NR	

File No. - 2240 9/08/82 TWIN FALLS,ID A/C Reg. No. N97781 Time (Lc1) - 0914 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

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

----Probable Cause----

File No 2208 9/30/82 SALMO	N,ID A/C R	A/C Reg. No. N2343M Time (Lcl) - 1345 MDT			Γ	
Type Operation	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass		Injuri Serious O O		None 1 O
	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	COMING 0-320-E2D	ELT Stal	1 Warning Sy	/stem - N	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/012 KTS Visibility - 30.0 SM Cloud Conditions(1st) - 3000 FT OVER Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination BIG CREEK,ID  ATC/Airspace CAST Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D COLD M Runway Runway Runway		17 4550/ DIRT	90
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Age - 30 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-P210	Total - Make/Model-	ht Time (H 2470 12		Hrs - Days-	/LIMIT 3 76 243
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANENarrative THE PLT REPORTED THAT THE STRIP HAD ABOUT 1,5 SLUSH. THE USABLE WIDTH OF THE FIRST 1,500 FT COVERED WITH HARD PACKED MELTING SNOW & SOME AREA OF SNOW/SLUSH. DIRECTIONAL CONTROL WAS L	WAS REPORTED AS 8-12 FT. A SLUSH. ABOUT 200 FT INTO TH	T THE TIME OF TAKE E TAKEOFF ROLL THE	OFF THE FI ACFT ENCO	RST 1,500 FT UNTERED A DE	WAS	

File No. - 2208 9/30/82 SALMON, ID A/C Reg. No. N2343M Time (Lc1) - 1345 MDT

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

Finding(s)

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

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

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

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

is/are finding(s) 3

Basic Information						
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Inj al Serious	uries Minor	None
Type of Operation -INSTRUCTION	AL - SOLO		Crew Pass			1
Flight Conducted Under -14 CFR 91		NONE	Pass	0 0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 152 .	Eng Make,	Model - LYCOMING O-	235	ELT Installed	/Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stall Warning	System - Y	ES
Max Gross Wt - 1670 No. of Seats - 2		/pe - RECIPROCATI wer - 115 HP	NG-CARBURETOR	Weather Radar	- NO	
NO. Of Seats - 2		ver - 115 AP				
Environment/Operations Information	Itinerary					
Weather Data			ort Proximity			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	G Last Depar SAME AS		ÜN	AIRPORT		
Completeness - N/A	Destination		Ainno	rt Data		
Basic Weather - VMC	Describation	'		NSING MUNI		
Wind Dir/Speed- 020/014 KTS				nway Ident	- 09	
Visibility - UNK/NR	ATC/Airspace	e	Ru	nway Lth/Wid	- 2340/	75
Cloud Conditions(1st) - 20000 FT		light Plan - NONE		nway Surface		
Cloud Conditions(2nd) - UNK/NR		earance - NONE	Ru	nway Status	- SNOW - C	OMPACTE
Obstructions to Vision- NONE	Type Apch,	<sup>'</sup> Lndg - NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
DATEIGHT	~ =					
Personnel Information Pilot-In-Command	A 0.5	<b>M</b> = -1.5 = - 3	0+:6:	ALID MEDICAL	UKTUEDS /LIM	
Certificate(s)/Rating(s)	Age - 35 Biennial Flight	Peview	Certificate - V Flight Tim		WAIVERS/LIM	11
STUDENT	Current	- N/A Tota	1 - 40	last:	24 Hrs -	5
31332111	Months Since	e - N/A Make	/Model- 40	Last	30 Davs- UN	K/NR
	Aircraft Typ	e - N/A Make pe - N/A Inst	rument- UNK/NR	Last	90 Days-	25
Instrument Rating(s) - NONE						
Narrative						
E ON A SUPERVISED SOLO THE ACFT DRIFTED	TO THE LEFT DURING	ROLLOUT ON RWY 9	THE LEFT MAIN G	FAR WAS CAUGH	T IN SNOW	

Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOWBANK

~--~-

----Probable Cause----

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

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

File No 2357 5/26/82 FAIR	BURY,IL	A/C Reg. No. N8348F			Time (Lcl) - 1500 CDT				
Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION)	AVIATION) Aircraft Damage SUBSTANTIAL Fire Crew NONE Pass							
Accident Occurred During -LANDING									
Aircraft Information Make/Model - HUGHES 369D Landing Gear - UNK/NR Max Gross Wt - 3000 No. of Seats - 5	Number E	/Model - ALLI ngines - 1 ype - TURB wer - 3		В	Stal	Installed/A 1 Warning S her Radar -	ystem - N		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC		rture Point ACC/INC n				Proximity RPORT/STRIF ata			
Wind Dir/Speed- VARIABLE/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		light Plan - learance -			Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI  HELICOPTER	Months Sinc	Review - YES	edical Cert Total Make/Mod Instrume	Flight - 4 el-	t Time (H	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2	
Instrument Rating(s) - NONE									
Narrative URING FLIGHT, THE N2 AND NR SUDDENLY ACCELE UTOROTATION. AN OPEN FIELD WAS SELECTED FOR ECIDED ON A FULL STOP LANDING RATHER THAN A LADES FLEXED DOWNWARD AND SEVERED THE TAIL ORROSION IN THE TURBINE GOVERNOR, PN 252470 NIT, PN 2524644-1. BOTH UNITS HAD 2.5 HRS O OVERNOR SHOWED THAT THE PG CHANNEL IN THE D NGINE OVERSPEED OF UP TO 112 PERCENT. THE G RAZIL. THE CORROSION WAS INDICATIVE OF LONG	A LANDING SITE; SLIDE-ON LANDING BOOM. AN INVESTIG 6-3. ALSO, SOME C F OPERATION SINCE RIVE BODY WAS COM OVERNOR HAD BEEN	HOWEVER, IT W TO AVOID A N ATION REVEALE ORROSION AND THEY WERE IN PLETELY BLOCK SALVAGED FROM	AS MUDDY WI OSE OVER. DI D THERE WAS FOREIGN MAT STALLED ON ED. THIS BLI A HELICOPT	TH STAN URING T SAND A ERIAL W THIS AI OCKAGE	DDING WAT OUCHDOWN AND ALUMI VAS FOUND ERCRAFT. WOULD HA	ER. THE PIL , THE MAIN NUM HYDROXI IN THE FUE AN INSPECTI VE RESULTED	OT ROTOR DE L CONTROL ON OF THE IN AN		

File No. - 2357 5/26/82 FAIRBURY, IL A/C Reg. No. N8348F Time (Lcl) - 1500 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. TURBOSHAFT ENGINE, FREE TURBINE GOVERNOR - CORRODED 2. TURBOSHAFT ENGINE, FREE TURBINE GOVERNOR - BLOCKED (TOTAL) 3. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL 4. TURBOSHAFT ENGINE - OVERSPEED Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND 7. TERRAIN CONDITION - WET 8. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3

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

File No 2319 7/09/82 ALTO	N,IL	A/C Reg. N	o. N61130	Τ	ime (Lcl)	- 1800 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam			Injur		
T		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	AL - DUAL	Fire NONE	Crew Pass	0	0	0	2
Accident Occurred During -LANDING		NOINE	Pass	O	O	U	· · ·
·Aircraft Information							
Make/Model - CESSNA 150J		Model - CONTINE	NTAL 0-200-A		Installed/		
Landing Gear - TRICYCLE-FIXED		gines - 1			1 Warning 9		ES .
Max Gross Wt - 1600	Engine Ty		CATING-CARBURE	ror Weat	her Radar -	- NO	
No. of Seats - 2	Rated Pow	er - 100	HP				
Environment/Operations Information							
Weather Data	Itinerary	I. Dalai		,	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Depar SAME AS			ON AIR	PURI		
Completeness - N/A	Destination			Airport D	2+2		
Basic Weather - VMC	Destination		<i>'</i>		MEMORIAL		
Wind Dir/Speed- 110/007 KTS						- 11	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		Α
Cloud Conditions(1st) - NONE		ight Plan - NON	E		Surface -		
Cloud Conditions(2nd) - NONE		earance - TOW		Runway	Status -	- DRY	
Obstructions to Vision- HAZE	Type Apch/	Lndg - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22		cal Certificate			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight			t Time (F			
COMMERCIAL, CFI	Current		Total -		Last 24		2 K (ND
SE LAND, ME LAND	Months Since Aircraft Typ		Make/Model- Instrument-	30 121	Last 30 Last 90	Days- UN	220
	All'Craft Typ		Multi-Eng -	140	Last st	Days-	220
Instrument Rating(s) - AIRPLANE							
Narrative HE STUDENT AND INSTRUCTOR PILOT (IP) WERE D	EDADTING ON AN INC	TDUCTIONAL ELIC	LIT IMMEDIATEL	/ AETED T	VREUEE THE	=	
RETARDED THE THROTTLE TO SIMULATE AN ENGI							
REMATURELY RAISED IT AGAIN. THE IP TOOK COR						•	
SCENT. JUST BEFORE TOUCHING DOWN. THE IP R							
SCENT. JUST BEFORE TOUCHING DOWN, THE IP R VIL ALSO CONTACTED THE SURFACE AND WAS DAMA		ADDONE THE SHOO					

File No. - 2319 7/09/82 ALTON, IL A/C Reg. No. N61130 Time (Lc1) - 1800 CDT

Occurrence HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PRECAUTIONARY LANDING SIMULATED OTHER CREW MEMBER
- 2. GO-AROUND PREMATURE DUAL STUDENT
- 3. SUPERVISION INADVERTENT USE PILOT IN COMMAND(CFI)

----Probable Cause----

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

File No 2316 7/24/82 LOAMI	,IL	A/C Reg.	1	Time (Lcl) - 1030 CDT				
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Aircraft D DESTROYED Fire NONE				uries Minor O	None 1 0	
Aircraft Information Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Number Eng	ines - 1 e - RECIP	NENTAL IO-520-0 - FUEL INJECTI O HP	Stal		M/Activated System - Y		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/006 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 Departo SAME AS AG Destination  ATC/Airspace Type of Flig Type of Clea	CC/INC  ght Plan - N arance - N	ONE	OFF AI Airport D PARKS Runway Runway Runway	Ident Lth/Wid Surface	IP	RF	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 27 Biennial Flight Re Current Months Since Aircraft Type	eview - YES	dical Certifica Flig Total - Make/Model- Instrument-	ght Time (F 2833	lours) Last	24 Hrs -	5	
Instrument Rating(s) - NONE Narrative  THE PILOT WAS TAKING OFF ON THE FIRST FLIGHT  TAKEOFF, THERE WAS A DIRECT CROSSWIND OF 6 KT  AFTER USING ABOUT 3/4 OF THE RUNWAY, THE PILO  TIME TO CLEAR A LINE OF TREES. HE ACTIVATED T  DUMP ONLY 1.5 BUSHELS PER ACRE. TO AVOID RUNN  THE PLANE, BUT IT CONTINUED INTO THE TREES WH	S AND THE TEMPERATU T BECAME AWARE THA HE EMERGENCY DUMP U ING INTO THE LINE (	JRE AND DEW T HE WAS A N LEVER, BUT T DF TREES, TH	POINT WERE 78 A OT GOING TO GET HE SYSTEM WAS F	AND 68 DEG, AIRBORNE PROGRAMMED	RESPECTI IN SUFFIC TO	VELY. IENT		

File No. - 2316 7/24/82 LOAMI,IL A/C Reg. No. N4970Q Time (Lc1) - 1030 CDT Occurrence #1 OVERRUN Phase of Operation Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 4

File No 2350 8/20/82 WEST	File No 2350 8/20/82 WEST CHICAGO,IL				Time (Lc1) - 1353 CDT				
Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Da SUBSTANTIA Fire NONE	L Crew		0		None 1 0		
Aircraft Information Make/Model - CASSUTT CASSUTT Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1400 No. of Seats - 1	Eng Make, Number Er Engine Ty	/Model - CONTIN ngines - 1 ype - RECIPR wer - 200	DCATING-CARBUR	Stal	Installed// I Warning S ther Radar	System - N			
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE UNI Method - RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 350/011 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 3500 FT SCA Cloud Conditions(2nd) - 20000 FT SCA Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination ATC/Airspace TTERED Type of F TTERED Type of C	ACC/INC n e light Plan - NO	NE	ON AIR Airport D DUPAGE Runway Runway Runway	ata	- 4000/ - ASPHALT	75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	Age - 51 Biennial Flight Current Months Since Aircraft Typ	Review - YES	Total -	nt Time (F 1420 71 200	lours) Last 24	1 Hrs -	0		
Instrument Rating(s) - AIRPLANENarrative THE PURPOSE OF THE FLIGHT WAS TO CHECK THE A TAIL WHEEL SWIVEL COTTER PIN FAILED AND THE I THEN VEERED OFF THE RIGHT SIDE OF THE RUNWAY HAD FLOWN THE AIRCRAFT 71.4 HRS.	PILOT LOST DIRECT	ONAL CONTROL DI	JRING THE LAND	ING. THE A	IRCRAFT	:			

File No 23	50 8/20/82	WEST CHICAGO,IL	A/C Reg. No. N223HC	Time (Lcl) - 1353 CDT
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MALFU	JNCTION	
	ONTROL - NOT POSSI	FAILURE,PARTIAL BLE - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITION	DN - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 4		

File No 2228 9/19/82 DANVI	LLE,IL	A/C Reg. No. N51	1Н	Time (Lc1) - 1215 CDT				
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	•	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	0			None 1 0	
Aircraft Information Make/Model - NAVY N3N-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3200 No. of Seats - 2	Engine Type	el - WRIGHT R-760 es - 1 - RECIPROCATING - 300 HP	G-CARBURE1	ELT Stal FOR Weat	Installed/Ad I Warning Sy her Radar -	ctivated - /stem - NO NO	- YES/NO D	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC Wind Dir/Speed- 300/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 4000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination DANVILLE.IL  ATC/Airspace TERED Type of Fligh Type of Clear	t Plan - NONE	Å	ON AIR Airport D VERMIL Runway Runway Runway Runway		3999/ CONCRETE	100	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND  Instrument Rating(s) - AIRPLANENarrative UPON ARRIVING AT AN AIR SHOW THE PLT WAS GIVE SUBSEQUENT INSPECTION REVEALED THAT THE TAILW	Months Since - Aircraft Type -	iew YES Total 14 Make/M UNK/NR Instru Multi-	Flight - 2 Model- ument- Eng -	Time (H 1486 24 297 175	ours) Last 24 Last 30 Last 90  TLY GROUND-L	Hrs - Days- UNK Days-	4 	
ENOUGH TO CONSISTENTLY CENTER THE TAILWHEEL P WAS TOO WEAK TO FORCE THE LOCK PIN INTO PLACE	OST SO THAT THE LOCK							

File No. - 2228 9/19/82 DANVILLE, IL A/C Reg. No. N51H Time (Lc1) - 1215 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. LANDING GEAR, TAILWHEEL ASSEMBLY - INADEQUATE 3. LANDING GEAR, TAILWHEEL ASSEMBLY - UNLOCKED 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, WHEEL - OVERLOAD 7. LANDING GEAR, WHEEL - SEPARATION ----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 2221 9/	'26/82 BEDFO					Time (Lcl) - 2300 CDT			
Basic Information Type Operating Certificat	e-AIR CARRIER		Aircraft	Damage		Inj			
		R TAXI	SUBSTAN	TAL C	Fatal	Serious	Minor	None	
Type of Operation Flight Conducted Under	-NON SCHED,DO	MESTIC,CARGO	Fire	C	rew O	0	-		
			NONE	Р	ass 0	0	0	0	
Accident Occurred During	-LANDING								
Aircraft Information									
Make/Model - CESSNA 20				INENTAL 10-52					
Landing Gear - TRICYCLE-	FIXED					all Warning		YES	
Max Gross Wt - 3800				P - FUEL INJE	CTED We	ather Radar	- NO		
No. of Seats - 6		Rated Pow	ver - (	800 HP					
Environment/Operations Info	ormation								
Weather Data		Itinerary			Airpor	t Proximity			
Wx Briefing - FSS		Last Depar			OFF	AIRPORT/STR:	[ P		
Method - TELEPHO	NE	MINNEAPO							
Completeness - FULL		Destination			Airport	Data			
Basic Weather - VMC		CHICAGO,	IL						
Wind Dir/Speed- 220/006						ay Ident			
Visibility - 10.0				7.55		ay Lth/Wid			
Cloud Conditions(1st) -						ay Surface			
Cloud Conditions(2nd) -		Type of CI	earance -	UNK/NR	Runw	ay Status	- N/A		
Obstructions to Vision-		Type Apch/	Lnag -	NUME					
Precipitation Condition of Light									
Personnel Information Pilot-In-Command		Acre - 20	٨	ledical Certif	icate - VAL	ID MEDICAL -V	MATVEDS/LTI	MITT	
Certificate(s)/Rating(s)		Riennial Flight	Review	F	light Time	(Hours)	, AI VERS/ EI		
COMMERCIAL, CFI		Age - 20 Biennial Flight Current Months Since	- YES	Total	- 883	Last 2	24 Hrs -	2	
SE LAND		Months Since	5	Make/Model	- 365	Last 3	30 Davs-	200	
		Aircraft Typ	e - C-207	Instrument	- 91	Last 9	0 Days-	310	
							,		
<pre>Instrument Rating(s)</pre>	- AIRPLANE								
Narrative OT MADE FORCED LANDING AT NI									

File No 22	21 9/26/82	BEDFORD PARK,IL	A/C Reg. No. N1728U	Time (Lc1) - 2300 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PA	ARTIAL) - MECH FAILURE/M	ALF	
Finding(s) 1. FUEL SYSTEM,LIN	E - LOOSE			
Occurrence #2 Phase of Operation		/TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	dent 1

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File No 2375	5/01/82 PENDLETO	N,IN A/C	Reg. No. N98L	Т	ime (Lcl) -	090 <b>5</b> EST	
Basic Information Type Operating Certific Type of Operation Flight Conducted Under Accident Occurred Durin	-PERSONAL -14 CFR 91			-	Injuri Serious 1 O	es Minor O O	None O O
Aircraft Information	ORT MS-1	Eng Make/Model - Number Engines -	CONTINENTAL C-65-A8 1 RECIPROCATING-CARBUR 65 HP	ELT Stal	Installed/Ac I Warning Sy her Radar -	stem - NO	
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/0 Visibility - 3. Cloud Conditions(1st)	CORD OF BRIEFING  OS KTS O SM - OBSCURED - 6000 FT SCATTER on- FOG - NONE	Itinerary Last Departure Poi CRAWFORDSVILLE,I Destination ANDERSON,IN  ATC/Airspace Type of Flight Pla ED Type of Clearance Type Apch/Lndg	N n - NONE	ON AIR Airport D HUNTZI Runway Runway Runway Runway Runway	ata NGER	GRASS/TUF	
Personnel Information Pilot-In-Command Certificate(s)/Rating( PRIVATE SE LAND	Ag	e - 59 ennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/	Flig Total - Make/Model-	ht Time (H 970 4 <b>5</b> 0		Hrs - Days- UNk	2
Instrument Rating(sNarrative WHEN THE PILOT ARRIVED AT AND A PRIVATE STRIP, AND DECIDED TO THE SOD RUNWAY, THE AIRCRA WERE HIDDEN BY TREES AND THE BUT AS OF THE DATE OF THE ACC	ERSON, INDIANA, HE TO LAND TO FIND OUT FT COLLIDED WITH PO LINES WERE NOT MARK	EXACTLY WHERE ACE AIR WER LINES AND CRASHED. ED. THE OWNER HAD OFFE	PORT WAS LOCATED. DU THE PILOT STATED TH RED TO ASSUME THE CO	RING AN AP IAT THE POW	PROACH ER LINE POLE	S	

File No 23	75 5/01/82	PENDLETON, IN	A/C Reg. No. N98L	Time (Lc1) - 0905 EST	
Occurrence #1 Phase of Operation		SION WITH OBJECT Pattern – Final Approa	АСН		
Finding(s) 1. OBJECT - WIRE,T 2. VISUAL LOOKOU		PILOT IN COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boa	urd determines that th	ne Probable Cause(s) of this acci	dent	
Factor(s) relating to	o this accident is	:/are finding(s) 1			

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	Aircraft Damage			Injuries			
,, , , , , , , , , , , , , , , , , , ,		JBSTANTIAL		Fatal	•		None	
Type of Operation -PERSONAL	Fir		Crew		0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NO	JNE	Pass	0	0	0	0	
Aircraft Information	F Mala / Mada 1	LVCOMING	00 00			- 1	V=6 /V	
Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model Number Engines				[nstalled/Ad   Warning Sy			
Max Gross Wt - 1750 No. of Seats - 2	Engine Type	Engine Type - RECIPROCATING-CARBURETOR Weather Rada Rated Power - 135 HP					arcy rain	
Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	RPORT/STRIP			
Method - N/A Completeness - N/A	SAME AS ACC/IN Destination	1C		Airport Da	· + a			
Basic Weather - VMC	LAPORTE.IN			HOBART	. ca			
Wind Dir/Speed- 225/020 KTS	•				Ident -			
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		40	
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight F Type of Clearand				Surface - Status -			
Obstructions to Vision- NONE	Type Apch/Lndg			Rullway	Status	DRI		
Precipitation - NONE	,, , , , , , , ,							
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 37	Medical C	ertificat	e - VALID	MEDICAL-NO	WAIVERS/L	IMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review			nt Time (Ho				
PRIVATE	Current - YE Months Since - 8	S Total	-		Last 24			
SE LAND, ME LAND	Months Since - 8 Aircraft Type - UN	Make/	Model- ument-		Last 30 Last 90			
	Arr Crar C Type Of		-Eng -		2231 30	Days	0.5	
Instrument Rating(s) - AIRPLANE								
Narrative								
NG TAKEOFF, THE ENGINE LOST POWER AT AN AING, THE AIRCRAFT FLEW THROUGH A ROW OF T								
E A GRAVE YARD. THE PILOT BELIEVED THAT E.						SS		
RRED DURING A NORMAL CLIMB. THE FIRE WALL		SURETOR BOWL WE NO PREIMPACT			JEL AND NO			

File No 23	45 6/20/82	HOBART.IN	A/C Reg. No. N897SP	Time (Lcl) - 1050 EST
Occurrence #1 Phase of Operation Finding(s)	LOSS OF POWER			
1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 2. OBJECT - TREE(S	)			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this acc	ident

ine National Transportation Safety Board determines that the Probable Causels) of this accide is/are finding(s) 1

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

	W OS O	Serious O O Installed/ Il Warning ther Radar	O O  Activated System - Y	None 1 3  - YES/NO YES
Pas  320-B2B	W OS O	O O Installed/ Il Warning ther Radar	O O  Activated System - Y	1 3 - YES/NO
Pas  320-B2B	S O  ELT Sta  RETOR Wea	O Installed/ Il Warning ther Radar	O  Activated System - \( \)	3 
320-B2B	ELT Sta RETOR Wea	Installed/ Il Warning ther Radar	Activated System - \	- YES/N
	Sta RETOR Wear  Airport	ll Warning ther Radar	System - '	- YES/NU YES
	Sta RETOR Wear  Airport	ll Warning ther Radar	System - '	- YES/NU YES
	Sta RETOR Wear  Airport	ll Warning ther Radar	System - '	- YES/NI YES
	Sta RETOR Wear  Airport	ll Warning ther Radar	System - '	YES
NG-CARBU	Airport		- NO	
	•			
	•			
	•			
	055 41	Proximity		
	UFF A.	IRPORT/STRI	P	
	Airport [	Data		
		y Ident		
		y Lth/Wid		
	Runway	y Status	- N/A	
	-+- \/^\ TF	NEDICAL N	O WAIVEDS	/: TAAT T
ertitic. Fli	ate - VALIL	J MEDICAL-N	U WALVERS,	LIMIII.
			4 Hrs =	2
Model -	1505	Last 2	4 DES -	\IK \ND
				25
americ	13	Edg ( 3	o bays	25
	Flig - Model-	Runway  Pertificate - VALII Flight Time (F) - 2550  Model - 1505	Runway Status   Pertificate - VALID MEDICAL-N Flight Time (Hours) - 2550 Last 2  Model- 1505 Last 3	Runway Surface - N/A Runway Status - N/A  Runway Status - N/A  Sertificate - VALID MEDICAL-NO WAIVERS/ Flight Time (Hours) - 2550 Last 24 Hrs - Model- 1505 Last 30 Days- UN  Sument- 15 Last 90 Days-

File No 23	66 8/21/82 KNOX,IN	A/C Reg. No. N5796W	Time (Lc1) - 1030 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - NON-MECHANICAL DESCENT - NORMAL		
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	LIGHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation			
Finding(s)  3. TERRAIN CONDITI  4. LANDING GEAR -	· ·		
Occurrence #4 Phase of Operation	LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the Pro 2	obable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is/are finding(s) 3		

Basic Information Type Operating Certificate-NONE (GENE	PAL AVIATION) Airona	f+ Damago		Inju		
Type operating centificate-none (GENE			Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -TAXI						
-Aircraft Information				,		,
Make/Model - PIPER PA-23-250	Eng Make/Model - L	YCOMING TIO-540-C1A	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - Engine Type - R	2	Stal	1 Warning S	System - U	NK/NR
Max Gross Wt - 5200 No. of Seats - 6	Engine Type - R Rated Power -	250 HP	D weat	ner kadar -	- UNK/INK	
No. or seats o	Rated Fower -					
-Environment/Operations Information Weather Data	Itinonon		Ainmont	Proximity		
Wx Briefing - UNK/NR	Itinerary Last Departure Poin	+	ON AIR			
Method - UNK/NR	EVANSVILLE, IN	C	OIV AIN	I OK I		
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	FORT WAYNE, IN		SMITH	FIELD		
Wind Dir/Speed- 310/005 KTS				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		100
Cloud Conditions(1st) - NONE	Type of Flight Plan		Runway	Surface -	- ASPHALT	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- UNK/NR	
Precipitation - NONE	Type Apeny Endg	- NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 27 Biennial Flight Review	Medical Certifica			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)	1 11	4
ATP SE LAND.ME LAND	Current - YES Months Since - 2 Aircraft Type - UNK/N	lotal -	8599	Last 24	Hrs -	4 V/ND
HELICOPTER	Aircraft Type - UNK/N	Make/Model-	735	Last 30	) Days- UN	159
HELICOFILK	ATTCTATE Type - DNK/N	Multi-Eng -	3404	Rotorci	raft -	500
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Instrument Rating(s) - AIRPLANE						
Narrative						
TAXIED OFF RWY ONTO GRASS TO GIVE WAY TO	) LANDING TRAFFIC PAVED TAX	TWAYS ARE NOT AVAIL	ABLE & 50	FT EITHER		
OF RUNWAY IS USED FOR TAXIING WITH THE					AVED	
THE GROUND GAVE WAY & THE NOSE AND GEAR						

File No. - 2251 9/16/82 FORT WAYNE,IN A/C Reg. No. N642MS Time (Lc1) - 1810 EST

Occurrence NOSE GEAR COLLAPSED Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. AIRPORT FACILITIES, TAXIWAY CONDITION HIDDEN OBSTRUCTION(S)
- 2. LANDING GEAR, NOSE GEAR FAILURE, TOTAL
- 3. LANDING GEAR, NOSE GEAR OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

File No 2226 10/03/82 MAD	(SON, IN A/C R	leg. No. N8055W	Time (Lc1) - 1900 CDT				
-Basic Information Type Operating Certificate-NONE (GENER		t Damage		Injur			
	SUBSTA	· · · · · ·	Fatal	-		None	
Type of Operation -INSTRUCTION		Cre		0	0	2	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s O	0	0	0	
Accident occurred buring -Landing							
-Aircraft Information							
Make/Model - GRUMMAN AA-1C	Eng Make/Model - LY			Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		/ E S	
Max Gross Wt - 1600	Engine_Type - RE		RETOR Weat	her Radar -	NO		
No. of Seats - 2	Rated Power -	108 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN			ON AIR	PORT			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC			MADISO				
Wind Dir/Speed- CALM				Ident -			
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		80	
Cloud Conditions(1st) - 4000 FT SCA				Surface -			
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 49	Medical Certific	ate - VALID	MEDICAL ~WA	TVERS/LIM	ИΙΤ	
Certificate(s)/Rating(s)			aht Time (H				
COMMERCIAL, ATP, CFI	Biennial Flight Review Current - YES	Total -	11000	Last 24	Hrs -	4	
SE LAND, ME LAND	Months Since - 4	Make/Model-	1005	Last 30	Days-	200	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	1200	Last 90	Days-	335	
GLIDER		Multi-Eng -	3500	Rotorcra	aft <sup>°</sup> - UN	NK/NR	
Instrument Rating(s) - AIRPLANE							
Narrat 17/0			0455 055 0	TUE   EAD 114	כ בטוואום		
-Narrative -R TAKENEE EROM A TOUCH & GO THE ENG LOSI	POWER THE #1 CYL UPPER PILL	G I FAD NUT HAD RA	CKED HEE &	THE LEAD WAY	> FIIIIIIIII		
ER TAKEOFF FROM A TOUCH & GO THE ENG LOST							
	PLUG LEAD NUTS HAD BACKED OFF	& BOTH LEADS WER	E NOT IN TH	E SPARK PLU			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

File No 2383 9/06/82 BUNKE	R HILL,KS	A/C Reg. N	lo. N756KD	Т	ime (Lc1) -	UNK/NR	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91  Accident Occurred During -CRUISE	L AVIATION)	Aircraft Dan DESTROYED Fire ON GROUND	age Crew Pass	1	Injur Serious O O		None O O
	Eng Make/M Number Eng Engine Typ Rated Powe	odel - LYCOMIN ines - 1 e - RECIPRO r - 250	G 0-540 Cating-carbure HP	TOR Weat	Installed/A l Warning S her Radar -	NO NO	E 3
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT (DARK)	GREAT BEN Destination LUCAS.KS  ATC/Airspace Type of Fli Type of Cle	ure Point D,KS	E E	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP	N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 66 Biennial Flight R Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR - UNK/NR	cal Certificat Fligh Total - UN Make/Model- Instrument- UN Multi-Eng - UN	nt Time (H JK/NR 123 JK/NR	ours)	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR K/NR K/NR
	T HAD CRASHED BETW SSELL, KS WAS (IN WEATHER CONTINUED TE CEILING, 100 FT DICAL CERTIFICATE,	AFTER 2000 CD EEN GREAT BEND PART) ESTIMATE TO DETERIORATE OBSCURED, VIS BUT NO PRE-AC	T ON 9/6/83 ON AND LUCAS. NO D 25000 BROKEN DURING THE NI IBILITY 1/2 MI CIDENT, MEDICA	I A FLIGHT PREIMPAC I, VISIBIL GHT. AT O WITH FOG	TO LUCAS, T, MECHANIC ITY 5 MI 555 THE NEX , TEMP AND	AL T	

File No 23	9/06/82	BUNKER HILL,KS	A/C Reg. No. N756KD	Time (Lc1) - UNK/NR
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
2. IMPROPER US	E OF PROCEDURE,QUA ING/PREPARATION - I - DARK NIGHT ON - FOG	WED - PILOT IN COMMAND LIFICATION - PILOT IN INADEQUATE - PILOT IN	COMMAND COMMAND	
Occurrence #2 Phase of Operation		- IN FLIGHT		
	E OF EQUIPMENT/AIR		TATION - PILOT IN COMMAND	
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 4,5		

File No 2206 9/07/82 ANDOV	ER,KS A/C Reg	g. No. N99088	Т	ime (Lcl)	- 1800 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	· · · · · · · · · · · · · · · · · · ·			Inju		
	SUBSTAN'			Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During -TAXI	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - ERCOUPE 415C	Eng Make/Model - CON					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1					NK/NR
Max Gross Wt - 1260	Engine Type - REC		TOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		ON AIR	SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	Des Cha Clon		A TI POI C D	ci Cci		
Wind Dir/Speed- UNK/NR			Runwav	Ident	- UNK/NR	
Visibility ~ 15.0 SM	ATC/Airspace				- 1700 -UI	VK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE	Runway	Surface	- GRASS/TUI	RF
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In Command	Age - 46 M				AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh				
PRIVATE	Current - YES	lotal -	2100	Last 2	4 Hrs -	3
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- Instrument-	60	Last 3	O Days- UN	10
	ATTCTATE Type - UNK/NR	Multi-Eng -	45 8	Last 9	O Days-	10
		MultirElig	٥			
Instrument Rating(s) - AIRPLANE						
Narrative						
LOT REPORTED HE WAS TAXIING AND TURNED TO A	VOID ANIMALS. AIRCRAFT THEN (	COLLIDED WITH A TR	EE. HE HA	GIVEN TW	0	
HER VERSIONS VERBALLY OF HOW THE DAMAGE OCC			, ,		=:	

File No. - 2206 9/07/82 ANDOVER,KS A/C Reg. No. N99088 Time (Lc1) - 1800 CDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

- 1. OBJECT TREE(S)
- 2. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

-Basic Information	ALEDA L. ANTATIONI)	A ' C. L. D			T	·	
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fa	a+a1	Injuri Serious		None
Type of Operation -PERSONAL		Fire	Crew	0		0	0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR S	9.1	NONE	Pass	Ō	0	Ō	0
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - PIPER PA-22-108		/Model - LYCOMING 0-					
Landing Gear - TRICYCLE-FIXED		ngines - 1			Warning Sy		)
Max Gross Wt - 1650		ype - RECIPROCATI	NG-CARBURETOR	Weath	er Radar -	NO	
No. of Seats - 2	Rated Po	wer - 108 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A			(	JEE ATRI	PORT/STRIP		
Completeness - N/A	KANSAS Destinatio		Ainr	ort Da	t a		
Basic Weather - VMC		SPRINGS,KS			A.SWALLEY A	IRPARK	
Wind Dir/Speed- 170/006 KTS	SAXTER	37 111443 , 113			[dent -		
Visibility - 20.0 SM	ATC/Airspac	e			_th/Wid -		47
Cloud Conditions(1st) - 10000 FT	SCATTERED Type of F	light Plan - NONE	F	Runwaý S	Surface -	ASPHALT	
Cloud Conditions(2nd) - 25000 FT				Runway S	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - VISUAL	FULL CIRCUIT				
Precipitation - NONE							
Condition of Light DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 44		Certificate -			WAIVERS/L	TMII
Certificate(s)/Rating(s) ATP	Biennial Flight	- YES Tota	Flight Ti	ime (Hoi	125+ 24	Hre - UNK	/ ND
SE LAND.ME LAND							
SE EAND, ME EAND	Aircraft Tv	e - 11 Make pe - l-382 Inst	rument- UNK/NE	?	Last 90	Days - UNK	/NR
	All of arc ry	Mult	i-Eng - 9400	)	2400	20,70	,,
Instrument Rating(s) - AIRPLAN	E						
Nannativo							
-Narrative ITNESS OBSERVED THE ACFT'S NOSE PITCH	HD WUENI THE ACET WAS	ON A DICHT BASE TUD	NITNIC ETNIAL TL	JE ACET	CTARTER TI	IDNITNIC	
TINESS OBSERVED THE ACT IS NOSE PITCH	OF WILLIA THE MOLL MAS	ON A KIGHT DAGE TUR	INTING FINAL. IF	IL ACI	JIAKILU IL	IVINTING	

File No. - 2399 10/17/82 BAXTER SPRINGS,KS A/C Reg. No. N4581Z Time (Lcl) - 1800 CDT

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

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 APPROACH - VFR PATTERN - BASE TO FINAL

----Probable Cause----

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

File No 2238 10/19/82 HUTCH		g. No. N63648	Time (Lcl) - 1614 CDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)			Injur			
	SUBSTAN			Serious		None	
Type of Operation -PERSONAL	Fire_	Crew	0		0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	0	0	0	0	
accident occurred buring -TAXI							
-Aircraft Information							
Make/Model - CESSNA 172PII	Eng Make/Model - LYC	OMING 0-320-D2J	ELT	Installed/A	ctivated	- YES/N	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	ystem - Y	/ E S	
Max Gross Wt - 2400	Engine Type - REC		ETOR Weat	her Radar -	NO		
No. of Seats - 4	Rated Power -	160 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Départure Point		ON AIR	PORT			
Method - N/A	WICHITA, KS			•			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	HUTCHINSON,KS		нитсні	NSON MUNI			
Wind Dir/Speed- 340/015 KTS	,			Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Cloud Conditions(1st) - 2500 FT BROKE		NONE	Runway	Surface -	N/A		
Cloud Conditions(2nd) - NONE	Type of Clearance -	TOWER	Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg -	UNK/NR	•				
Precipitation - NONE	71 1- 7 - 3	•					
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 37	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	/LIMIT	
	Biennial Flight Review	Fligh	nt Time (F				
PRIVATE	Current - YES	Total -			Hrs -	10	
SE LAND	Months Since - 15	Make/Model-		Last 30		NK/NR	
	Aircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	20	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Instrument- Multi-Eng -	1		,		
Instrument Rating(s) - NONE							
Nonnetive							
-Narrative	ITAIDO MILTE TAVITAD TO TIED	CUNI DOUNDUTNID THE	ATNO DIES	THE ATDODAG	т		
OT MADE THREE GO-AROUNDS BECAUSE OF GUSTY WINDS GUSTING TO 25 KTS.	VINUS. WHILE TAXIING TO TIEL	OMIN DOMINATION THE /	ATIAD BEEM	INE AIRCRAF	1		

File No. - 2238 10/19/82 HUTCHINSON, KS A/C Reg. No. N63648 Time (Lc1) - 1614 CDT

Occurrence #1 NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. WEATHER CONDITION GUSTS
- 3. PROPER ASSISTANCE NOT OBTAINED PILOT IN COMMAND

----Probable Cause----

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

-Basic Information	A)/IATION)				Ŧ	• _	
Type Operating Certificate-NONE (GENERAL		rcraft Damage JBSTANTIAL		Fatal	Injuri Serious		None
Type of Operation -PERSONAL			Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	DNE	Pass	0	0	0	0
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - ERCOUPE 415-C		- CONTINENTAL C					
Landing Gear - TAILWHEEL-ALL FIXED		- 1					ES
Max Gross Wt - 1260 No. of Seats - 1	Engine Type Rated Power	- RECIPROCATING - 65 HP	-CARBURETO	r weatr	ner kadar -	NU	
-Environment/Operations Information Weather Data	Itinerary		Δ	irport F	Proximity		
Wx Briefing - FSS	Last Departure A	Point		ON AIRF			
Method - TELEPHONE	MT. STERLING,	<b>&lt;</b> Y					
Completeness - FULL	Destination		Δi	rport Da			
Basic Weather - VMC	BRENHAM, TX			MADISON			
Wind Dir/Speed- UNK/NR Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -		
Cloud Conditions(1st) - 5000 FT BROKE		Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearand	ce - NONE			Status -		
Obstructions to Vision- UNK/NR	Type Apch/Lndg			,		,	
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
-Personnel Information							_
	Age - 29 Biennial Flight Review		rtificate Flight		MEDICAL-NO ours)	WAIVERS/	_IMII
STUDENT	Current - N,	/A Total	- (	65	Last 24	Hrs - UN	K/NR
	Months Since - N	/A Make/M	odel- UNK/I	NR	Last 30 Last 90	Days - UN	K/NR
	Aircraft Type - N,						
		Multi-	Eng - UNK/I	NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE							
-Narrative							
OT HAND PROPPED AIRCRAFT WHICH BROKE TAIL T	IE-DOWN ROPE AND TAXI:	ED UNATTENDED II	NTO A RUNW	AY LIGHT	AND A		
CH ABOUT 175 FEET FROM STARTING POINT.							

File No 2216	7/14/82 RICHMOND,KY	A/C Reg. No. N37109	Time (Lc1) - 1730 CDT	
Occurrence #1 ON ( Phase of Operation TAX)	GROUND COLLISION WITH TERRAIN.			
Finding(s) 1. PROPER ASSISTANCE - N 2. TERRAIN CONDITION - 0	NOT OBTAINED - PILOT IN COMMAND DITCH			

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

----Probable Cause----

File No 2311 7/25/82 SOMERSET, KY		A/C Reg. No. N4670J			Time (Lcl) - 1230 EDT				
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur				
		SUBSTANTIAL			Serious				
Type of Operation -INSTRUCTIONA		Fire	Crew			0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	O	0	0		
-Aircraft Information	- M / /N	L. / I. L. / COMTHO S		<b></b>	T 1 - 1 1 1 / A		LINUX /NI		
Make/Model - CESSNA 172N				ELT Installed/Activated - UNK/NI					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1								
Max Gross Wt - 2150		Engine Type - RECIPROCATING-CARBURE Rated Power - 160 HP				ETOR Weather Radar - NO			
No. of Seats - 4	Rated Powe	er - 160 HP							
-Environment/Operations Information									
Weather Data	Itinerary		Į.	Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		ON AIR	PORT				
Method - N/A	TRI-CITIE	S,TN							
Completeness - N/A	Destination		Α.	irport D					
Basic Weather - VMC	SOMERSET,	KY			ET-PULASKI				
Wind Dir/Speed- UNK/NR					Ident -				
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -				
Cloud Conditions(1st) - NONE		ght Plan - VFR			Surface -				
Cloud Conditions(2nd) - NONE	,	arance - NONE		Runway	Status -	UNK/NR			
Obstructions to Vision- UNK/NR	Type Apch/L	.ndg - NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command Age -		Medical	Medical Certificate - VALID MEDICAL-NO WAIVERS/L				LIMIT		
Certificate(s)/Rating(s)	Biennial Flight R	!e∨iew	Flight	Time (H	lours)				
STUDENT	Current	- N/A Tot	al - UNK, e/Model- UNK, trument-	/NR	Last 24	Hrs - UN	K/NR		
	Months Since	- N/A Mak	e/Model- UNK,	/NR	Last 30	Days- UN	K/NR		
	Aircraft Type	e - N/A Ins	trument-	0	Last 90	Days- UN	K/NR		
Instrument Rating(s) - NONE									
-Narrative									
STUDENT PIOT WAS ON A CONTROLLED CROSS-CO	INTRV ELIGHT WHI	LE LANDING AT THE	FIRST EN DOL	ITE AIDD	ORT THE				
CRAFT VEERED OFF THE RUNWAY AND THE NOSE G									
LANDING AND THE NOSE GEAR COLLAPSED PRIOR				. 500140	20 DOMING				
CANDING AND THE NOSE GEAR COLLARSED FRIOR	TO THE TIME THE A	TROUGHT DEFARIED	THE ROLLING !						

File No 2311 7/25/82 SOMERSET,KY		SOMERSET,KY	A/C Reg. No. N4670J	Time (Lc1) - 1230 EDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
<ol><li>IMPROPER US</li></ol>	BOUNCED LANDING - 1 SE OF EQUIPMENT/AIR	MPROPER - PILOT IN C	EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. LANDING GEAR,NO				
Occurrence #3 Phase of Operation		- ON GROUND		
		E - PILOT IN COMMAND - PILOT IN COMMAND		
Probable Cause				
The National Transpo	,	rd determines that th	ne Probable Cause(s) of this accide	ent

File No 2262 8/14/82 PREST	ONBURG, KY	A/C Reg.	No. N1410Q	Time (Lo	1) - 1215 EDT	Г
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91		Aircraft Da DESTROYED Fire NONE	_			- None 0 0
Accident Occurred During -TAKEOFF		110112	, 4,00	o o	Ŭ	<u> </u>
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Eng	gines - 1 pe - RECIPA	ENTAL 0-200-A OCATING-CARBURETOI HP	Stall Warni	ed/Activated ng System - Y ar - NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/008 KTS Visibility - 10.0 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 F1 Type of Cle	ACC/INC	A i i NE NE	irport Proximi OFF AIRPORT/S rport Data COMBS Runway Ident Runway Lth/Wi Runway Surfac Runway Status	TŔIP - 13 d - 3200 -U e - ASPHALT	JNK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 22 Biennial Flight F Current Months Since Aircraft Type	Review - YES - UNK/NR	Total - 24 Make/Model - 8 Instrument - 2	Time (Hours) 45 Las 85 Las		4 IK/NR
Instrument Rating(s) - AIRPLANE						
Narrative  IMMEDIATELY AFTER TAKEOFF FROM RWY 13 THE CFI UP A SMALL VALLEY EAST OF THE ARPT. THE CFI W. EVASIVE ACTION TO AVOID A COLLISION. HE WAS B WAS INOPERATIVE. THE PLT OF THE OTHER ACFT OB VALLEY LEADING TO RWY 31 FOR THE ACFT TO PASS TERRAIN & IT WAS A NORMAL PROCEDURE TO USE RW APPROACH END OF RWY 13.	AS UNABLE TO OUT-C ROADCASTING HIS IN SERVED THE ACFT TA & THERE WAS NO CO	CLIMB THE RISI NTENTIONS ON U AKING OFF & FE DLLISION DANGE	NG TERRAIN. THE CO NICOM AT ALL TIMES LT THERE WAS ADEQU R. THE ARPT IS LOC	FI STATED HE T S. THE OTHER A JATE CLEARANCE CATED IN MOUNT	OOK THIS CFT'S RADIO IN THE AINOUS	

File No. - 2262 8/14/82 PRESTONBURG,KY A/C Reg. No. N1410Q Time (Lc1) - 1215 EDT

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

Finding(s)

- 1. RADIO COMMUNICATIONS NOT POSSIBLE PILOT OF OTHER AIRCRAFT
- 2. VFR PROCEDURES CONFLICTING PILOT OF OTHER AIRCRAFT
- 3. VFR PROCEDURES CONFLICTING PILOT IN COMMAND(CFI)
- 4. REMEDIAL ACTION EXCESSIVE PILOT IN COMMAND(CFI)
- 5. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 6. TERRAIN CONDITION RISING

----Probable Cause----

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

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

File No 2237 8/25/82 CAMPE	ELLSVILLE,KY A/C R	eg. No. N6850J	Time (Lc1) - 2015 EDT			
-Basic Information Type Operating Certificate-NONE (GENERA	SUBSTA			Injur Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-34 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 6	Eng Make/Model - COI Number Engines - 2 Engine Type - RE Rated Power -	CIP - FUEL INJECTED	Stal	Installed/A I 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- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point LEXINGTON,KY Destination CAMPBELLSVILLE,KY  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIRI Airport Da TAYLOR Runway Runway Runway	ata COUNTY Ident Lth/Wid Surface		75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	lotal – Make/Model– UN	t Time (Ho	ours) Last 24	4 Hrs - UN	NK/NR
Instrument Rating(s) - NONE						

File No. - 2237 8/25/82 CAMPBELLSVILLE, KY A/C Reg. No. N6850J Time (Lc1) - 2015 EDT

Occurrence MAIN GEAR COLLAPSED Phase of Operation TAXI - FROM LANDING

### Finding(s)

- 1. LIGHT CONDITION DUSK
- 2. VISUAL LOOKOUT INATTENTIVE PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 4. LANDING GEAR, MAIN GEAR FAILURE, TOTAL
- 5. LANDING GEAR, MAIN GEAR OVERLOAD

----Probable Cause----

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

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

File No 2277 9/13/82 PROS	PECT, KY	A/C Reg. No. N	5115U	Time (Lc1) - 1730 EDT			
Basic Information Type Operating Certificate-NONE (GENER Type of Operation	AL AVIATION)	Aircraft Damage SUBSTANTIAL Fire		Fatal O		es Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass				3
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Number E Engine T	/Model - LYCOMING O- ngines - 1 ype - RECIPROCATI wer - 185 HP	NG-CARBURET	Stall	Warning Sy	stem - YE	
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - RADIO Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- UNK/NR	Itinerary Last Depa LOUISVI Destinatio TRI CIT	n		irport Da	PORT/STŔIP	N/A	
Visibility - 1.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- GROUND FOG Precipitation - UNK/NR Condition of Light - DAYLIGHT		e light Plan - IFR learance - NONE /Lndg - ILS - C		Runway	Lth/Wid - Surface - Status -	N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Age - 18 Biennial Flight Current	ъ .	Certificate Flight	T / (11)-			
SE LAND	Months Sinc Aircraft Ty	- YES Tota e - 2 Make pe - C-172 Inst Mult	/Model- rument- i-Eng - UNK	24 36 /NR	Last 30 Last 90 Rotorcra	Days- UNK Days- .ft - UNK	98 (/NR (/NR
Instrument Rating(s) - AIRPLANE							
	DUE TO ENCOUNTER CAL FAILURE. THE STRUCK A DITCH &	ING ROUGH WX. WHILE   PLT ELECTED TO DESCE OVERTURNED. EXAMINA	DESCENDING ND TO VFR C TION OF THE	TO 4,000 ONDITIONS ELECTRIC	FT FOR AN I & BROKE OU	T ABOUT	

File No 22	77 9/13/82 PROSPECT,KY	A/C Reg. No. N5115U	Time (Lcl) - 1730 EDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILUR DESCENT - NORMAL	RE/MALFUNCTION	
	EM.ALTERNATOR - WORN EM - FAILURE.TOTAL		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL	ı	
5. TERRAIN CONDITI	LANDING - PERFORMED - PILOT IN CO ON - DITCH		3
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			
The National Transpois/are finding(s) 1,		at the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s)	3,4,5	

File No 2385 5/05/82 FRANK	CLINTON, LA A/C F	Reg. No. N73013	Time (Lc1) - 1430 CDT			
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	SUBSTA Fire	t Damage NTIAL Crew DUND Pass	1	Inju Serious O 1	Minor O	None O O
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 6	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIP - FUEL INJECTED	Stall	Warning		
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 200/005 KTS  Visibility - 7.0 SM  Cloud Conditions(1st) - 3000 FT BROK  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	PINE BLUFF, AR Destination NEW ORLEANS, LA  ATC/Airspace EN Type of Flight Plan	- NONE	Airport Da Runway Runway Runway	RPORT/STŔI	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANE	Age - 33 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Fligh Total - Make/Model-	nt Time (Ho 4020 4020 372	ours) Last 2 Last 3	4 Hrs - O Days- UN	5
Narrative THE PASSENGER STATED THAT AFTER SHARP TURNS A PRIOR TO STRIKING TREES. THE ACFT CAME TO RES DEATH BY ASPHYXIA DUE TO DROWNING. THE PASSEN ENROUTE FROM PINE BLUFF.	T INVERTED IN A 4-5 FT DEEP	FARM POND. THE AUT	OPSY REPOR	T SHOWS T	HE PLT'S	

File No. - 2385 5/05/82 FRANKLINTON, LA A/C Reg. No. N73013 Time (Lc1) - 1430 CDT

Occurrence IN FLIGHT COLLISION WITH OBJECT 
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

2. AEROBATICS - PERFORMED - PILOT IN COMMAND

3. OBJECT - TREE(S)

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 2391 6/05/82 KAPLA	A/C Reg. No. N5261			Time (Lc1) - 1245 CDT			
Fiight Conducted Under -14 CFR 137 ON GROUND Pass 0 0 0  Accident Occurred DuringMANEUVERING Aircraft Information Make/Model - GRUMMAN G-164A		•	DESTROYED			Serious	Minor	None 1
Make/Model - GRUMMAN G-164A	Flight Conducted Under -14 CFR 137					-	•	Ó
Landing Gear - TAILWHEEL-ALL FIXED								
Max Gross Wt - 3725 No. of Seats - 1 Rated Power - 450 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/002 KTS Visibility - 25.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Distructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND Airport Data Airport Proximity Off AIRPORT/STRIP  Airport Data A	·	Eng Make/Mod	del - P & W R-9	985	ELT :			
No. of Seats - 1  Rated Power - 450 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/002 KTS Visibility - 25.0 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Destination  ATC/Airspace Runway Ident - N/A Runway Surface - N/A Cloud Conditions(2nd) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision - NONE Precipitation NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL Certificate(s)/Rating(s) SE LAND  Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Seland Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative E OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES		Number Engir	nes - 1	STING CARRUPET	Stal			Ü
-Environment/Operations Information Weather Data					JR Weati	ner kadar -	NO	
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 030/002 kTS  Alto Conditions (1st) - UNK/NR  Cloud Conditions(2nd) - UNK/NR  Destination  ATC/Airspace  ATC/AITSPACA  ATTCALSPACA  ATTCALSPACA  ATTCALSPACA  ATTCALSPACA  ATTCALSPACA  ATTCAL								
Wx Briefing - NO RECORD OF BRIEFING	· ·	Itinonany			Airport (	Drovimity		
Method - N/A Destination Airport Data  Basic Weather - VMC  Wind Dir/Speed - 030/002 KTS Runway Ident - N/A  Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A  Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A  Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A  Obstructions to Vision- NONE Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8  SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days - UNK/NR  Instrument Rating(s) - NONE Narrative  E OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT  ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES			re Point	•				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/002 KTS Visibility - 25.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative EOPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES					J11 A11	KI SKI/ SIKII		
Basic Weather - VMC Wind Dir/Speed- 030/002 KTS Wind Dir/Speed- 030/002 KTS Visibility - 25.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 Months Since - 3 Make/Model- 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative IE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	·		., =	А	irport Da	ata		
Visibility - 25.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Rotorcraft - UNK/NR LINSTrument Rating(s) - NONE Narrative EDEPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	Basic Weather - VMC							
Cloud Conditions(1st) - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model- 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Months Instrument Rating(s) - NONE Narrative EI OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES								
Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative ELD OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT FALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES		·						
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative IE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT FALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES					Runway	Status -	N/A	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model- 1750 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT FALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES		Type Apeny End	ig - Noive					
Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR  Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT TALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES								
Pilot-In-Command Age - 30 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL Current - YES Total - 2850 Last 24 Hrs - 8 SE LAND Months Since - 3 Make/Model - 1750 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR  Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT TALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	Department Information							
Certificate(s)/Rating(s)  COMMERCIAL  SE LAND  Months Since - 3  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE Narrative  E OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT  ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	Pilot-In-Command	Age - 30	Medica	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative BE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT CALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	/iew	Flight	Time (Ho	ours)		
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT FALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	COMMERCIAL	Current -	· YES To	otal - 28	350	Last 24	Hrs -	
Multi-Eng - UNK/NR Rotorcraft - UNK/NR  Instrument Rating(s) - NONE Narrative IE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT CALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	SE LAND	Months Since	· 3 Ma	ake/Model- 1	750	Last 30	Days- UN	K/NR
Instrument Rating(s) - NONENarrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT		Aircraft Type		nstrument- UNK,	/NR:	Last 90	Days- UN	K/NR
Narrative HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT TALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	·		М	uiti-Eng - UNK,	NK	KOTORCR	art ~ UN	K/NK
E OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES	Instrument Rating(s) - NONE							
HE OPERATOR REPORTED THAT THE PILOT WAS MAKING A LEFT TURN TO LINE UP WITH THE FLAGMAN WHEN THE AIRCRAFT Talled and went down into trees. The temperature was reported to be 95 deg. There was no mention of injuries	Narrative							
ALLED AND WENT DOWN INTO TREES. THE TEMPERATURE WAS REPORTED TO BE 95 DEG. THERE WAS NO MENTION OF INJURIES		NG A LEFT TURN TO LI	NE UP WITH THE	FLAGMAN WHEN	THE AIR	CRAFT		
N THE OPERATOR'S ACCIDENT REPORT (THEREFORE, THE INJURY INDEX IS PRESUMED).								
· THE GLERATOR S ACCIDENT RELOKE (HIERELOKE, THE INCOME INDEX IS INCOMED).								

File No 23	91 6/05/82 KAPLAN	,LA A/C Reg. No	. N5261 Ti	me (Lcl) - 1245 CDT
	LOSS OF CONTROL - IN FLI MANEUVERING - AERIAL APP			
	EQUATE - PILOT IN COMMAND TENT - PILOT IN COMMAND			
	IN FLIGHT COLLISION WITH DESCENT - UNCONTROLLED	TERRAIN		
Finding(s) 3. TERRAIN CONDITI	ON - HIGH OBSTRUCTION(S)			
Probable Cause				
The National Transpo is/are finding(s) 1.	,	mines that the Probable Cause(s)	of this accident	
Factor(s) relating t	o this accident is/are fin	ding(s) 3		

File No 2307 8/04/82 NEWEL	LTON, LA	A/C Reg. No. N2375J			Time (Lcl): - 1700 CDT				
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE		Fatal O O	Injur Serious O O		None 1 1		
Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 2	Number Eng	odel - LYCOMING O- ines - 1 e - RECIPROCATI r - 150 HP		Stal	Warning S	/stem - No			
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NEWELLTON Destination  ATC/Airspace Type of Fli Type of Cle		Αí	OFF AIR rport Da Runway Runway Runway	Proximity RPORT/STRIP  Ata  Ident - Lth/Wid - Surface - Status -	N/A DIRT			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Biennial Flight R Current	Medical eview - YES Tota - 6 Make - UNK/NR Inst	Flight 1 - 50	Time (Ho	ours) Last 24	Hrs -	1		
Instrument Rating(s) - AIRPLANENarrative URING FLIGHT, THE ENGINE LOST POWER AND THE OFT TERRAIN, THE AIRCRAFT FLIPPED OVER. THE HEN ONE FUEL TANK RAN DRY WHILE THE OTHER TA OTH SIGHT GUAGES AND THAT BOTH LOOKED ALIKE. ANNOT BE SEEN.	PILOT REPORTED THA NK WAS FULL. HE ST	T THE ENGINE HAD F. ATED THAT BEFORE T.	AILED DUE TO AKING OFF, H	FUEL ST	ARVATION OKED AT				

File No. - 2307 8/04/82 NEWELLTON, LA A/C Reg. No. N2375J Time (Lc1) - 1700 CDT 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 - STARVATION 3. FUEL SUPPLY - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

File No 2305 8/08/82 CHENE	YVILLE, LA	A/C Reg. No.	N8807Z	Т	ime (Lc1) -	0837 CDT	
Type of Operation	DS, CHEMICALS, ETC	SUBSTANTIAL Fire		0	Injur Serious O O		None 1 0
Accident Occurred During -LANDING							
Aircraft Information Make/Model - EAGLE DW-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Number Engi Engine Type	del - LYCOMING nes - 1 - RECIP - F - 185 HP	UEL INJECTED	Stal	Installed/Ad 1 Warning S her Radar -	ystem - No	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departu CHENEYVILL Destination				Proximity RPORT/STRIP ata		
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 5.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flig Type of Clea	ht Plan - NONE rance - NONE dg - VISUA		Runway Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	2500/ N/A	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI SE LAND	Age - 33 Biennial Flight Re Current Months Since Aircraft Type	Medica view - YES To - 10 Ma - UNK/NR In	l Certificate Flight tal - 4 ke/Model- strument-	- VALID Time (H 580 150 3	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVERS/I Hrs - Days- UNA Days-	_IMIT 3 152
Instrument Rating(s) - NONE							
Narrative THE ACFT WAS ON THE APPROACH TO SPRAY A COTTON FORCED THE ACFT DOWN AND THE PILOT MADE A HARN WAS ABOUT 5 MILES IN HAZE.							

File No. - 2305 8/08/82 CHENEYVILLE, LA A/C Reg. No. N8807Z Time (Lcl) - 0837 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - HAZE 2. VISUAL LOOKOUT - INACCURATE - PILOT IN COMMAND 3. WEATHER CONDITION - WIRE, TRANSMISSION 4. CLEARANCE - INADEQUATE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

# Brief of Accident

File No 2351 8/17/82 ALEXA	NDRIA, LA	A/C Reg	. No. N7744	С	Т	ime (Lc1) -	- 1130 CDT	
Type Operation INSTRUCTIONA  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING		Aircraft [ SUBSTANT] Fire NONE	_	Crew Pass	Fatal O O	Injur Serious O O	ries Minor O	None 2 0
Aircraft Information  Make/Model - PIPER PA-32R-300  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 3400  No. of Seats - 7	Number Engine	e/Model - LYCOM Engines - 1 Type - UNK/M ower - 30	VR	 K1A5D	Stal	Installed/A l Warning S her Radar -	System - Yl	
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 350/006 KTS Visibility - 5.0 SM Cloud Conditions(1st) - 5000 FT SCAT Cloud Conditions(2nd) - 22000 FT OVERO Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ALEXAN Destinati ATC/Airspa FERED Type of	ce Flight Plan - M Clearance - M			OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	· UNK/NR · UNK/NR	₹F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LANL,ME LAND	Months Sin		Total	Flight - 1 el- nt-	: Time (H	Last 24	Hrs - Days- UN	1
Instrument Rating(s) - AIRPLANE								
THE PURPOSE OF THE FLIGHT WAS TO PREPARE THE POWER-OFF DESCENT FROM 4000 FT TO 2000 FT, THE REPORTEDLY, THE THROTTLE WAS OPENED BRIEFLY AS IMULATED FORCED LANDING WAS CONTINUED UNTIL AT THERE WAS NO RESPONSE FROM THE ENGINE. THE INSUNABLE TO GET THE ENGINE TO RESPOND. THE IP STATEMENT OF THE PLOWED FIELD TO COLLAPSE THE DURING TOUCHDOWN, BUT STOPPED IMMEDIATELY WHEN	E INSTRUCTOR GAIN 1000 FT AND	VE THE STUDENT GAIN AT ABOUT S L. AT THAT POIN (IP) TOOK CONTR GEAR WAS DOWN A LOTS STATED THA	A SIMULATE 500 FT TO C NT, THE THR ROL AT ABOU AND HE DECI AT THE ENGI	D FORCE LEAR TH OTTLE W T 50 FT DED TO NE BEGA	D LANDIN E ENGINE AS ADVAN AGL AND SKID THE IN TO REG	G. . THE CED. BUT HE WAS AIRCRAFT AIN POWER	IND .	

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File No 23	8/17/82	ALEXANDRIA,LA		Time (Lc1) - 1130 CDT
Occurrence #1 Phase of Operation		ROUND (VFR)		
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 Transpois/are finding(s) 1	ortation Safety Boa	ard determines that th	e Probable Cause(s) of this accide	ent

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

File No 2389 8/23/82 JONES	,LA A/C	Reg. No. N8474V	Т	ime (Lcl) -	1515 CD	Т
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	DESTR	Crew	0	Injur Serious O O	nies Minor O O	None 0 0 0
Aircraft Information Make/Model - ROCKWELL S-2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - P Number Engines -	1 ECIPROCATING-CARBUR	Stal	Installed/A l Warning S her Radar -	ystem - U	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/005 KTS Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	UNK/NR Destination  ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	UNK/NR UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 49 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/N	Total - Make/Model-	ht Time (H 8840 <b>8</b> 36	ours) Last 24 Last 30	Hrs - Days-	/LIMIT 8 10 220
Instrument Rating(s) - NONENarrative ROCKWELL INTERNATIONAL S-2R, N8474V, AND ANOTI AIRCRAFT WERE INVOLVED IN SPRAYING OPERATIONS SOUTH SWATH RUNS, EXCEPT FOR CLEAN-UP SWATHS. EAST, THEN PULLED UP OVER TREES IN A RIGHT CL AIRCRAFT COLLIDED WITH THE AT-400 THAT WAS IN WAS SPRAYING AN ADJACENT FIELD THAT WAS SURROI AND WAS IN THE LAST PART OF A PROCEDURE TURN I	. THE S-2R PILOT HAD FINIS AT THE SOUTH END OF THE F IMBING TURN. DURING THE RI A RIGHT DESCENDING TURN I JNDED BY TREES. HE HAD JU	HED SPRAYING A FIELI IELD, HE MADE A TRII GHT CLIMBING TURN OI N THE OPPOSITE DIRE ST COMPLETED A SWATI	D WITH NOR M PASS FRO N A SOUTHE CTION. THE H RUN TO TI	TH AND M WEST TO AST HEADING AT-400 PIL		

A/C Reg. No. N8474V Time (Lc1) - 1515 CDT File No. - 2389 8/23/82 JONES, LA

Occurrence MIDAIR COLLISION
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

- 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

		Accident					_
File No 2389 8/23/82 JONES,	LA	A/C Reg.	No. N2342Z	T	ime (Lc1)	- 1515 CD	T 
Type Operating Certificate-NONE (GENERAL  Type of Operation -APPLYING SEED Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		SUBSTANTIA		Fatal 1 O 1	•	uries Minor O O	None O O
Aircraft Information Make/Model - AIR TRACTOR INC. AT-400 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Mo Number Engi Engine Type Rated Power	nes - 1 · - TURBOP	ROP	Stal	Installed/ l Warning her Radar	System -	
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 140/005 KTS  Visibility - UNK/NR  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Itinerary Last Departu SAME AS AC Destination  ATC/Airspace Type of Flig Type of Clea Type Apch/Ln	cc/INC ght Plan - NO urance - NO	NE NE	OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 26 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 4	ical Certificat Fligh Total - Make/Model- Instrument-	t Time (H 3202 417	ours)	24 Hrs - 30 Days-	/LIMIT  6 10 250
Instrument Rating(s) - NONENarrative IR TRACTOR AT-400, N2342Z, AND ANOTHER AIRCR. IRCRAFT WERE INVOLVED IN SPRAYING OPERATONS. REES. HE HAD JUST COMPLETED A SWATH RUN TO THE ITH A LEFT CLIMBING TURN, THEN REVERSED IN A HEADING, THE AIRCRAFT COLLIDED WITH THE S-2R HEADING. THE S-2R PILOT HAD FINISHED HIS NORTH RIM PASS FROM WEST TO EAST. HE WAS PULLING U	THE AT-400 PILOT WHE SOUTH WHERE HE E RIGHT DESCENDING T THAT WAS IN A RIGHT H AND SOUTH SWATH R	VAS SPRAYING BEGAN A PROCE FURN. WHILE T F CLIMBING TU RUNS IN AN AD	A FIELD THAT WA DURE TURN BACK URNING THROUGH RN, PASSING THR UACENT FIELD AN	S SURROUN TO THE NO A NORTHWE OUGH A SO D WAS MAK	DED BY RTH. HE BE STERLY UTHEASTER! ING A		

File No. - 2389 8/23/82 JONES.LA A/C Reg. No. N2342Z Time (Lc1) - 1515 CDT

Occurrence
Phase of Operation

MIDAIR COLLISION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

File No 2243 7/09/82 ANDOV	ER,MA A/C	Reg. No. N2343	Т	ime (Lcl) -	1200 EDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	ft Damage ANTIAL Crew Pass	Ō	0		None 1 0
Aircraft Information Make/Model - BREEZY RL4-1 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 900 No. of Seats - 3	Eng Make/Model - L Number Engines - Engine Type - RI Rated Power -	/COMING 0-290 1 ECIPROCATING-CARBUR	ELT Stal	Installed/Ac I Warning Sy	stem - NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/006 KTS Visibility - 16.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	TEWKSBURY,MA  Destination NORTH HAMPTON,NH  ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AII Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT  Instrument Rating(s) - NONE	Age - 17 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (Ho 147 14		Hrs - Days- UNF	1
DURING FLT THE PLT FELT SOMETHING SNAP OR BRE EXCEEDINGLY HARDER TO MOVE & THE ACFT STARTED ACTION, BUT WAS NOT ABLE TO MAINTAIN ALTITUDE SAND TRAP. INVESTIGATION REVEALED THAT THE UP SPLIT. IT HAD FAILED JUST BEHIND THE REAR SEA CLUSTER WELD IN THE AREA WHICH SHOWED THE MOS	TO FLUTTER IN AN UP & DOWN , AN EMERGENCY LANDING WAS PER LEFT LONGERON LOCATED N T AT THE TUBING CLUSTER WEL	N MOTION. HE REDUCE MADE ON A GOLF COU NEAR THE REAR PLT'S D. THE CRACK START	D POWER TO RSE & THE A SEAT WAS E ED AT THE A	SLOW THE FL ACFT ROLLED BROKEN & THE REAR EDGE OF	INTO A TUBING THE	

File No. - 2243 7/09/82 ANDOVER,MA A/C Reg. No. N2343 Time (Lc1) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUSELAGE, LONGERON - FAILURE, PARTIAL

2. FUSELAGE, LONGERON - CRACKED

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

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

This of Operation Landing (Lanc) received

----Probable Cause----

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

A/C Reg. No. N6426K Time (Lcl) - 1925 EDT				
Injuries atal Serious Minor	None			
0 0 1 0 0	0			
ELT Installed/Activated - Stall Warning System - NO Weather Radar - NO	YES/NO			
rport Proximity DFF AIRPORT/STRIP Dort Data Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR				
VALID MEDICAL-NO WAIVERS/LI ime (Hours) 3 Last 24 Hrs - 3 Last 30 Days- UNK/ 5 Last 90 Days-	2			
THE ENGINE CONTINUED HE GEAR. HOWEVER THE RE WAS NOT FINUED TO FLOAT, LOT STATED THAT FLUID FROM THE O FLOATED UPSIDE				
ELI	UID FROM THE			

Fire No 23	54 7/16/82 SOUTHWICK, MA	A/C Reg. No. N6426K	
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER Landing - flare/touchdown		
3. TERRAIN CONDITI 4. MANEUVER - PE 5. GEAR RETRACTION	- PREMATURE - PILOT IN COMMAND ON - HIGH OBSTRUCTION(S) RFORMED - PILOT IN COMMAND - NOT POSSIBLE - PILOT IN COMMAND DING IN WATER - PERFORMED - PILOT IN C	COMMAND	

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

# Brief of Accident

File No 2355 6/27/82 SHA	APLEIGH, ME	A/C Reg	. No. N11	457	Т	ime (Lcl) -	· 1630 EST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft   SUBSTANT	_		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE		Crew Pass	0	0	0	1 O
Aircraft Information Make/Model - CESSNA 15OL Landing Gear - TRICYCLE-FIXED Max Gross Wt - 16OO No. of Seats - 2	Number E Engine T	/Model - CONT ngines - 1 ype - RECI wer - 10	PROCATING		Stal OR Weath	Installed/A 1 Warning S ner Radar -	System - Y NO	ES
Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- UNK/NR  Visibility - UNK/NR  Cloud Conditions(1st) - 25000 FT SC  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	ROCHEST Destination JACKMAN ATC/Airspace ATTERED Type of F	n ,ME e light Plan - J learance - I	NONE	Α	Airport F OFF AIR Airport Da JACKMAN Runway Runway Runway	Proximity RPORT/STRIF ata N	UNK/NR UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - UNK/NR Biennial Flight Current Months Since Aircraft Ty	Review	Total Make/M	Flight - odel-	: Time (Ho 112 87	MEDICAL-NO purs) Last 24 Last 30 Last 90	Hrs - Days- UN	3
Instrument Rating(s) - NONE								
Narrative HE PILOT DEPARTED ON A CROSS-COUNTRY FLIGH HE FUEL TANKS WERE TOPPED OFF. DURING THE ND WAS INOPERATIVE. AFTER LANDING AT ROCHE HAT TIME, HE NOTED THAT THE OPERATING (RIG N THE VICINITY OF SEBAGO LAKE, THE PILOT N OURSE TO LAND AT SANFORD, ME. BEFORE REACH F FLIGHT TIME. THE PILOT ATTEMPTED TO LAND E THEN AIMED THE AIRCRAFT BETWEEN ROWS OF HE PILOT STATED HE FIGURED THE FUEL CONSUM	PREFLIGHT, THE LEF STER, THE PILOT TOO SHT) FUEL GAUGE WAS JOTICED THAT THE REI JING SANFORD, THE EI IN A SMALL FIELD TREES. SUBSEQUENTL	T FUEL GAUGE NOTHE INDICATING AT MAINING GAUGE NGINE LOST PON WITH TREES AND Y, THE WINGS (	WAS FOUND RETURN F LEAST H, WAS QUICH WER FROM WIRES A COLLIDED	TO BE "F LIGHT WIT ALF FULL. KLY BECON FUEL EXHA T THE NEA WITH TREE	INNED" AT HOUT REFU WHILE EN ING LOW. USTION AF REND, BU	THE FULL JELING. AT N ROUTE HE CHANGED FTER ABOUT JT WAS UNAB	3.7 HRS LE. FT AGL.	

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File No. - 2355 6/27/82 SHAPLEIGH.ME A/C Reg. No. N11457 Time (Lc1) - 1630 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAUGE - INOPERATIVE 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 8. WEATHER CONDITION - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5.6

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

File No 2353 7/25/82 NILES	,MI	A/C Reg. No. N2	290 <b>2</b> N	Т-	ime (Lc1)	) - 2115	EDT
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Inj Serious O O	juries s Mino O O	1
Aircraft Information Make/Model - CESSNA 120 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1450 No. of Seats - 4	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPROCATIN		Stal	l Warning	System	ed - YES/YES - YES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/005 KTS Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	SAME AS AC Destination ATC/Airspace Type of Flig	C/INC ht Plan - NONE rance - NONE		ON AIRE rport Da JERRY T Runway Runway Runway	ata TYLER MEN Ident Lth/Wid	10RIAL - 21 - 3300, - ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 51 Biennial Flight Re Current Months Since Aircraft Type	view - N/A Total - N/A Make/	1 -	Time (Ho 26 26	ours) Last Last	WAIVERS/U 24 Hrs - 30 Days- 90 Days-	2 UNK/NR
Instrument Rating(s) - NONENarrative THE STUDENT WAS ON HIS SECOND SOLO FLIGHT IN DUSK WAS APPROACHING AND THE INSTRUCTOR TOLD READY TO TAKEOFF ON HIS 6TH PATTERN, A KING A LANDED AND THE STUDENT TOOK OFF, IT WAS DUSK BOUNCED, AND ON THE SECOND TOUCHDOWN, IT VEER NOSED OVER. THE INSTRUCTOR, WHO WAS MONITORIN TO THE MISHAP.	HIM TO MAKE ONLY 2 IR CALLED ON A STRA AND DARKNESS WAS AP ED OFF THE LEFT SID	MORE LANDINGS. WHE IGHT-IN APPROACH. PROACHING. DURING E OF THE RUNWAY, W	EN THE STUDE BY THE TIME THE LAST LA VENT INTO TH	NT WAS A THE KIN NDING, T E GRASS,	ABOUT NG AIR THE AIRCR THEN		

File No 23	53 7/25/82	NILES,MI	A/C Reg. No. N2902N	Time (Lcl) - 2115 EDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
5. RECOVERY FROM B	INADEQUATE - FLIG ROPER - PILOT IN C E OF EQUIPMENT/AIR OUNCED LANDING - I	OMMAND CRAFT,LACK OF TOT MPROPER - PILOT I	AL EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 6. DIRECTIONAL CON 7. GROUND LOOP/SWE	RVE - INADVERTENT	- PILOT IN COMMANI		
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 3,		rd determines tha	t the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1	, 2	

File No 2204 9/02	/82 DETROIT,MI	A/C Reg	. No. N48209	. Т	ime (Lc1) -	1720 EDT	
Basic Information Type Operating Certificate-	NONE (GENERAL AVIATION)	Aircraft [			Injur		
		SUBSTANT		Fatal	Serious		None
Type of Operation			Crew	0	0	0	1
Flight Conducted Under -		NONE	Pass	0	0	0	1
Accident Occurred During -	LANDING						
Aircraft Information							
Make/Model - HILLER 12B	From Mad	/M	(I TN 040	F1.T	Installed/A		NO NI/A
		ke/Model - FRANK					
Landing Gear - SKID			DOGATING GARRIER		1 Warning S		NK/NR
Max Gross Wt - 2500			PROCATING-CARBURE	TUR Weat	ner Radar -	NU	
No. of Seats - 3	Rated	Power - 2	10 HP				
Environment/Operations Informations	ation						
Weather Data	Itinerary			∆irport	Proximity		
Wx Briefing - UNK/NR		oarture Point		ON AIR			
Method - RADIO	•	JDSON, MI		ON AIR	I OKT		
Completeness - UNK/NR	Destinat			Airport D	ata		
Basic Weather - VMC.	DETRO			1 -	T CITY		
Wind Dir/Speed- 280/018 K		11,111				UNK/NR	
Visibility - 13.0		360			Lth/Wid -	,	
	4000 FT SCATTERED Type of		IONE		Surface -		DE
Cloud Conditions(2nd) - No		Clearance - L				DRY	K I
Obstructions to Vision- N			/ISUAL STRAIGHT-I		status	DKT	
Precipitation - No		SII/ Lriag - V	/ISUAL STRATGITI-I	IN			
Condition of Light - D	UNE AVITOUT						•
condition of Light - Di	A I L I GM I						
Personnel Information							
Pilot-In-Command	Age - 32	Me	edical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	nt Review		t Time (H			
COMMERCIAL, CFI	Current	- YES			Last 24	Hrs -	5
SE LAND	Months Sir	- YES nce - 1	Make/Model-		Last 30		K/NR
HELICOPTER	Aircraft	Type - UNK/NR	Instrument-		Last 90		35
TIEET OOF TER	Anciare	Type Glary lak	This cramerre	233		-	6911
					KO COI CI	41.0	0311
Instrument Rating(s) -	UNK/NR						
Narrative							
THE PLT ENTERED THE DETROIT CITY							
AT 150-175 FT AGL THE PLT ADDED PO							
THE ACFT THEN STARTED YAWING TO THE							
THAT THE ROTOR RPM DECAYED WITH FU	JLL THROTTLE. THE COLLECTIV	VE WAS LOWERED 8	AT 5 FT THE PLT	ATTEMPTE	D TO LEVEL	THE	
ACFT, HOWEVER THE ACFT LANDED TAIL							

File No. - 2204 9/02/82 DETROIT, MI A/C Reg. No. N48209 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - UNFAVORABLE WIND 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 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) 5.6

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

File No 2205 9/02/82 BLG	DOMFIELD HILLS,MI	A/C Reg. No.	N6544H	Time (Lcl)	- 1400 EDT	
Type of OperationPERSONAL Flight Conducted Under	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL Fire NONE	Fa Crew Pass	tal Serious O O O O	uries Minor O O	None 1 1
Aircraft Information Make/Model - PIPER J-3C65 Landing Gear - FLOAT Max Gross Wt - 1220 No. of Seats - 2	Number En	Model - CONTINENT gines - 1 pe - RECIPROCA	TING-CARBURETOR	ELT Installed Stall Warning	System - NO	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 4000 FT SC Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination  ATC/Airspace CATTERED Type of F1	ACC/INC ight Plan - NONE earance - NONE	O Airp Ri Ri Ri	port Proximity FF AIRPORT/STR  ort Data  unway Ident  unway Lth/Wid  unway Surface  unway Status	IP - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 24 Biennial Flight Current Months Since Aircraft Typ	Review	l Certificate - Flight Tin tal - 1186 ke/Model- 485 strument- 4	me (Hours) Last	24 Hrs -	2 :/NR
Instrument Rating(s) - NONE						
TAKEOFF WAS FROM SE END OF A LAKE ABOUT 4, AFTER LIFT-OFF HE OBTAINED CLIMB SPEED BUT TURBULENCE WAS ENCOUNTERED & THE ACFT DRIF OF THE ISLAND WOULD HAVE BEEN MORE ADVANTA THE LAKE. THE ACFT WAS ABOUT 20 LBS UNDER	THE ACFT WOULD NOT TED INTO THE TREES O GEOUS, BUT A BOAT WA	CLIMB FROM ABOUT N THE ISLAND. THE	20-30 FT ABOVE T PLT INDICATED T	HE WATER. SEVE HAT A TAKEOFF	RE TO THE EAST	

File No. - 2205 9/02/82 BLOOMFIELD HILLS,MI A/C Reg. No. N6544H Time (Lc1) - 1400 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TURBULENCE

- 2. CLEARANCE IMPROPER PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

File No 2207 9/08/82 HOL	_AND,MI	A/C Reg.	No. N54847	Т	ime (Lcl)	- 1700 EDT	-
Basic Information							
Type Operating Certificate-AIR CARRIE		Aircraft Da			Inju		
ON-DEMAND		SUBSTANTIA			Serious		
Type of Operation -NON SCHED,				_		0	1
Flight Conducted Under -14 CFR 135		NONE	Pass	. 0	0	0	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - PIPER PA-23-250	Eng Make/M	odel - LYCOMI	NG IO-540-C4B5	ELT	Installed/	Activated	- YES/N
					1 Warning S	System - Y	'ES'
Max Gross Wt - 4750			- FUEL INJECTE	D Weat	her Radar ·	- NO	
No. of Seats - 4	Rated Powe	r - 250	) HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ure Point		ON AIR			
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	WHEELING,	IL		TULIP			
Wind Dir/Speed- CALM				•	Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Fli			•	Surface -		
Cloud Conditions(2nd) - NONE	Type of Cle			Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NO	INE				
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29	Med	dical Certifica			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview		ht Time (H			
ATP	Current	- YES	Total - Make/Model-	4310	Last 24	Hrs -	5
SE LAND, ME LAND	Months Since	- 1	Make/Model-	80	Last 30	Days-	10
	Aircraft Type	- PA-23	Instrument- L		Last 90	Days-	45
			Multi-Eng -	3810			
Instrument Rating(s) - AIRPLANE		•					
Narrative							
LOT TAXIING TO TAKEOFF COLLIDED WITH FUEL	PUMPS.						

File No. - 2207 9/08/82 HOLLAND,MI A/C Reg. No. N54847 Time (Lcl) - 1700 EDT

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

Finding(s)

- 1. OBJECT AIRPORT FACILITY
- 2. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate-NONE (GENERAL AVIATION)  Type of Operation  Type of Claarance  Type of Claarance  Type of Claarance  Type Apch/Lndg  Type Apch/Lndg  Type Apch/Lndg  Type Operation  Type Apch/Lndg  Type Operation  Type Operat	File No 2285 9/21/82	DETROIT,MI	A/C Reg. N	o. N29246	Т	ime (Lc1) -	1040 E	DT
Type of Operation	Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Dam	age		Injuri	es	
Accident Occurred Ouring -TAKEDFF Aircraft Information Make/Model - AERONCA 7EC Landing Gear - FLOAT Max Gross Wt - 1474 No. of Seats - 2 Environment/Operations Information Weather Data We Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND, SE SEA  Method - AERONCA 7EC Eng Make/Model - CONTINENTAL C-90-12F Eng Make/Model - CONTINENTAL C-90-12F Eng Make/Model - CONTINENTAL C-90-12F Stall Warning System - UNK/NR Recipines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Stall Warning System - UNK/NR Weather Radar - UNK/NR Nethor - 90 HP  Airport Proximity On AIRPORT  Airport Data Destroations Destroations Airport Data Destroations (15ta) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Ident - UNK/NR Nype of Clearance - NONE Runway Surface - WATER Runway Surface			DESTROYED		Fatal	Serious	Minor	None
Accident Occurred Ouring -TAKEDFF Aircraft Information Make/Model - AERONCA 7EC Landing Gear - FLOAT Max Gross Wt - 1474 No. of Seats - 2 Environment/Operations Information Weather Data We Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Cloud Conditions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND, ME LAND, SE SEA  Method - AERONCA 7EC Eng Make/Model - CONTINENTAL C-90-12F Eng Make/Model - CONTINENTAL C-90-12F Eng Make/Model - CONTINENTAL C-90-12F Stall Warning System - UNK/NR Recipines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Number Engines - 1 Stall Warning System - UNK/NR Weather Radar - UNK/NR Nethor - 90 HP  Airport Proximity On AIRPORT  Airport Data Destroations Destroations Airport Data Destroations (15ta) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Ident - UNK/NR Nype of Clearance - NONE Runway Surface - WATER Runway Surface	Type of Operation -INS	TRUCTIONAL - DUAL	Fire	Crew	0	0	0	2
Aircraft Information  Make/Model - AERONCA 7EC Landing Gear - FLOAT Max Gross Wt - 1474 No. of Seats - 2 Rated Power - 90 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2st) - Wind Dir/Speed- 270/010 KTS Cloud Conditio			NONE	Pass	0	0	0	0
Aircraft Information  Make/Model - AERONCA 7EC Landing Gear - FLOAT Max Gross Wt - 1474 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA  Method - Airport Proximity DN AIRPORT Airport Data DETROIT SEAPLANE BASE Runway Ident - UNK/NR AIC/Airspace Runway Status - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Significate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Significate - VALID MEDICAL-NO Days- UNK/NR Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Multi-Eng - 12								
Landing Gear - FLOAT								
Landing Gear - FLOAT	Make/Model - AERONCA 7EC	Eng Ma	ke/Model - CONTINE	NTAL C-90-12F	ELT :	Installed/Ac	tivate	ed - NO -N/
No. of Seats - 2  Rated Power - 90 HP Environment/Operations Information Weather Data  We priefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 270/010 KTS Cloud Conditions(ist) - 3000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI SE LAND,ME LAND,SE SEA  Method - UNK/NR Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC Destination  Airport Proximity ON AIRPORT ON Airport Data Destroint ON AIRPORT ON Airport Data Destroint ON AIRPORT ON Airport Data Destroint ON AIRPORT ON Airport Data Destination ON AIRPORT ON AIRPORT ON AIRPORT ON Airport Proximity ON AIRPORT	Landing Gear - FLOAT	Number	Engines - 1		Stal	l Warning Sy	stem -	UNK/NR
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Obstructions to Vision- Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA  Months Since - 11 Make/Model - 50 Airport Proximity ON AIRPORT ON AIRPORT Airport Data DETROIT SEAPLANE BASE Runway Ident - UNK/NR AIC/Airspace Runway Ident - UNK/NR ODSTRUCTIONS AIC/Airspace Runway Lth/Wid - UNK/NR Type of Flight Plan - NONE Runway Status - UNK/NR ONE Runway Status - UNK/NR NONE Runway Status - UNK/NR ONE Runway Status - UNK/NR Runway Status - UNK/NR ONE Runway Status - UNK/NR Runway Status - UNK/	Max Gross Wt - 1474	Engine	Type - RECIPRO	CATING-CARBURE	TOR Weath	ner Radar -	UNK/NR	
Weather Data  Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Cloud Conditions(1st) - 3000 FT BROKEN Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI COMMERCIAL.CFI COMMERCIAL.CFI COMMERCIAL.CFI COMMERCIAL.CFI COMMERCIAL.CFI Months Since - 11 Make/Model- 50 Airport Proximity ON AIRPORT Airport Data DETROIT SEAPLANE BASE Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - WATER Runway Surface - WATER Runway Status - UNK/NR NONE Runway Status - UNK/NR Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Total - 1735 Last 24 Hrs - 0 Make/Model- 50 Last 30 Days- UNK/NR Multi-Eng - 12	No. of Seats - 2	Rated	Power - 90 I	HP				
Wx Briefing - UNK/NR	·Environment/Operations Informati	on						
Method - UNK/NR Completeness - UNK/NR Destination Dest	Weather Data	Itinerary			Airport F	Proximity		
Method - UNK/NR Completeness - UNK/NR Destination Of Light Destination Destina	Wx Briefing - UNK/NR	Last De	parture Point	,				
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 24 Hrs - 0 SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 90 Days- UNK/NR Multi-Eng - 12								
Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND.ME LAND.SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR Multi-Eng - 12			•		Airport Da	ata		
Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - UNK/NR Cloud Conditions(1st) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 30 Days- UNK/NR Multi-Eng - 12							ASE	
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 103 Last 90 Days- UNK/NR Multi-Eng - 12								
Cloud Conditions(1st) - 3000 FT BROKEN Type of Flight Plan - NONE Runway Surface - WATER Cloud Conditions(2nd) - UNK/NR Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR Multi-Eng - 12		ATC/Airsp	ace					
Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 103 Last 90 Days- UNK/NR Multi-Eng - 12				=				
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 103 Last 90 Days- UNK/NR Multi-Eng - 12		NR Type of	Clearance - NONI	=	,			!
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 103 Last 90 Days- UNK/NR Multi-Eng - 12		Type An	ch/Inda - NONI			0 10 100	O,	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 103 Last 90 Days- UNK/NR Multi-Eng - 12			51.7 21.1dg	-				
Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O  SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 103 Last 90 Days - UNK/NR  Multi-Eng - 12								
Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O  SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model - 50 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 103 Last 90 Days - UNK/NR  Multi-Eng - 12								
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O  SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR  Multi-Eng - 12		Age - 38	Media	cal Centificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT
COMMERCIAL,CFI Current - YES Total - 1735 Last 24 Hrs - O SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR Multi-Eng - 12								.0, -1
SE LAND,ME LAND,SE SEA Months Since - 11 Make/Model- 50 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR Multi-Eng - 12		Current	- YES	Total -	1735	last 24	Hrs -	0
Aircraft Type - UNK/NR Instrument- 103 Last 90 Days- UNK/NR Multi-Eng - 12	· ·		nce - 11					
Multi-Eng - 12	SE ENNO, ME ENNO, SE SEN			Instrument-	103	Last 90	Days-	UNK/NR
		A11 67 41 C			12	243 ( 30	Dayo	
Instrument Rating(s) - AIRPLANE			'	warer eng	, 2			
	Instrument Rating(s) - AI	RPLANE						
Narrative	Manager							
	RCRAFT STALLED AND DRAGGED LEFT WIT	NG, FULLOWED BY CARTWHE	EL AND SINKING.					
RCRAFT STALLED AND DRAGGED LEFT WING, FOLLOWED BY CARTWHEEL AND SINKING.								
RCRAFT STALLED AND DRAGGED LEFT WING, FULLOWED BY CARTWHEEL AND SINKING.								

File No 22	85 9/21/82	DETROIT,MI	A/C Reg. No. N29246	Time (Lc1) - 1040 EDT	
Occurrence #1 Phase of Operation					
Finding(s) 1. FLIGHT CONTROLS 2. SUPERVISION - I 3. STALL - INADVER	NADEQUATE - PILOT	IN COMMAND(CFI)			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 1,	,	ard determines that th	e Probable Cause(s) of this accid	ent	

File No 2318 7/14/82 GRACE	VILLE, MN	A/C Reg. No	. N3690X	Т	ime (Lc1) -	1405 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137  Accident Occurred During -MANEUVERING	DS, CHEMICALS, ETC	UNK/NR -	Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - AERO COMMANDER S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Mo Number Engi	odel - P&W R-134 ines - 1 - RECIPROCA	40-AN-1 ATING-CARBURE	ELT Stal	Installed/A 1 Warning S	ystem - Y	- NO -N/A ES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/006 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AC Destination ATC/Airspace Type of Flig Type of Clea			OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 44 Biennial Flight Re Current Months Since Aircraft Type	eview - YES To	al Certificate Fligh otal - ( ake/Model- nstrument-	t Time (Ho 3722	ours) Last 24	Hrs - Days- UNI	6 K/NR
Instrument Rating(s) - NONE Narrative THE PILOT WAS ON AN AERIAL APPLICATION FLIGHT BE FROM THE SOUTHEAST A 6, GUSTING 11 KTS. TH FOURTH PORCEDURE TURN. DUE TO THE PROXIMITY O SUBSEQUENTLY, THE PLANE STALLED AND THE LEFT DAMAGED BEYOND ECONOMICAL REPAIR.	E PILOT SAID THAT H F THE POWER LINES,	IE ENCOUNTERED ' HE ADDED POWER	'DEAD AIR" WHI AND STEEPENED	LE HE WAS D HIS TURI	S IN HIS N.		

File No. - 2318 7/14/82 GRACEVILLE,MN A/C Reg. No. N3690X Time (Lc1) - 1405 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. MANEUVER - PERFORMED - PILOT IN COMMAND
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

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

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

File No 2343 7/26/82 ADA,	MN	A/C Reg. N	o. N7208Z	Τi	me (Lc1) -	1015 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam			Injur		
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -APPLYING SE	EDS, CHEMICALS, ETC		Crew	O	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING							
A							
Aircraft Information Make/Model - PIPER PA25-235C	Fig. 14-1 /14-	-I-1 LYCOMIN	0 0 540 5055				NIO NI / A
			G 0-540-B2B5				
Landing Gear - TAILWHEEL-ALL FIXED			CATING-CARBURET		Warning S		E 5
Max Gross Wt - 2900	3 7.			uk weath	er kadar -	NU	
No. of Seats - 1	Rated Power	- 235	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport P	rovimity		
Wx Briefing - UNK/NR	Last Departu	ino Boint			PORT/STRIP		
Method - UNK/NR	SAME AS AC			OFF AIR	FURI/SIRIF		
Completeness - UNK/NR	Destination	C/ INC	^	irport Da	+ ~		
Basic Weather - VMC	Destination		~	in por c ba	(a		
Wind Dir/Speed- CALM				Pupyay	Ident -	NI / A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flic	h+ Dlan - NON	_		Surface -		
Cloud Conditions(1st) - NONE		urance - NON			Status -		
Obstructions to Vision- NONE		ndg - NON		Runway	status -	N/ A	
Precipitation - NONE	Type Apch/Li	lug - Noin	E				
Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 23	Modi	cal Certificate	- VALTD	MEDICAL - NO	WATVEDS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re			Time (Ho		WAIVERS/	LIMIT
COMMERCIAL	Current	- IINIZ/NID	Total -		Last 24	Hre -	5
SE LAND	Months Since	- LINIX / NID	Make/Model-				
SE EAIND	Aircraft Type	- LINIK/NID	Make/Model- Instrument-	143	Last 30	Days ON	1/12
	All Clart Type	OIVK/IVK	Tris (i dillett	49	Last 30	Days	143
Instrument Rating(s) - AIRPLANE							
Narrative							
THE PILOT SPRAYED ONE FIELD AND PROCEEDED TO	THE NEXT FIELD ABOU	T 2 MILES AWA	Y. HE STATED TH	AT HE EXE	CUTED A TIO	GHT 270	
DEG TURN TO THE RIGHT AT ABOUT 100 FT. HE AL	SO STATED THAT AFTER	ABOUT 90 DEG	THROUGH THE TU	RN. THE			
AIRCRAFT LOST POWER, STALLED AND CRASHED. DU					UND TO		
BE ABOUT 75% CLOSED. THE CABLE ASSEMBLY, PN							
MAIN FUEL CONTROL VALVE WAS DISCONNECTED FRO				,			
	· · · · · · · · · · · · · · · · · · ·	DINAGINET,	5,554 00.				

File No. - 2343 7/26/82 ADA,MN A/C Reg. No. N7208Z Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - DISCONNECTED

2. FLUID, FUEL - STARVATION

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

----Probable Cause----

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

File No 2365 7/31/82 BROOK	KLYN PARK,MN	A/C Reg. No.	N96055	Tin	ne (Lcì) -	1500 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE		Fatal O O	Injur Serious O O		None O 1
Aircraft Information Make/Model - TAYLORCRAFT BC12-D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1200 No. of Seats - 2	Number Engi	odel - CONTINENTA nes - 1 - RECIPROCAT - 65 HP		Stall	nstalled/Ad Warning S er Radar -	ystem - Y	- NO -N/A ES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/006 KTS Visibility - 4.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AC Destination  ATC/Airspace Type of Flig Type of Clea			rport Dat Runway I Runway L Runway S	PORT/STRIP	900 -U GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Re Current Months Since Aircraft Type	view - YES Tot	al - 2 e/Model- 2	Time (Hou 50 50	ırs) Last 24	Hrs - Days- UN	0
Instrument Rating(s) - NONE							
Narrative THE PILOT TOOK OFF FROM A 900 FT SOD AIRSTRIP ENOUGH POWER TO CLIMB AND THE AIRCRAFT REMAIN FORCED LANDING WAS MADE IN AN OPEN FIELD ABOU PROBABLY OVER GROSSED FOR THE TEMPERATURE, HU BETWEEN 85 AND 90 DEG. THE REPORTED ELEVATION	IED ABOUT 20 TO 30 F IT 1/2 MILE FROM THE IMIDITY AND RUNWAY L	T AGL. DUE TO TH AIRSTRIP. THE P ENGTH. HE ESTIMA	E PROXIMITY O ILOT SAID THE TED THAT THE	F OBSTACL AIRCRAFT TEMPERATL	ES A WAS JRE WAS		

File No. - 2365 7/31/82 BROOKLYN PARK, MN A/C Reg. No. N96055 Time (Lc1) - 1500 CDT

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

#### Finding(s)

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

----Probable Cause----

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

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

ENERAL AVIATION)						
ENERAL AVIATION)	Aircraft Dama	ige	Fa+a1	Injuri		None
137	Fire	Crew	0 0	0	0	1 0
Number Engi Engine Type	nes - 1 - RECIPRO	CATING-CARBURE	Stal	l Warning Sy	/stem - N	- NO -N O
Destination	·, · · · ·		•		,	
Type of Clea Type Apch/Lr	rance - NON		Runway Runway	Lth/Wid - Surface -	N/A N/A	
Biennial Flight Re	view	Fliah	t Time (H	ours)		ΙΤ
Months Since	- UNK/NR I	Make/Model-	675 195 O	Last 30 Last 90	Days- UN Days-	
	Eng Make/Mo Number Engi Engine Type Rated Power  Itinerary  EFING Last Departu SAME AS AC Destination  ATC/Airspace Type of Flig Type of Clea Type Apch/Ln  Age - 22 Biennial Flight Re Current Months Since	Eng Make/Model - LYCOMING Number Engines - 1 Engine Type - RECIPROG Rated Power - 305 F   Itinerary EFING Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 22 Medic Biennial Flight Review Current - NO Months Since - UNK/NR	Eng Make/Model - LYCOMING VO-540-C2A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 305 HP   Itinerary  EFING Last Departure Point SAME AS ACC/INC Destination  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 22  Medical Certificat Biennial Flight Review Current - NO Total - Months Since - UNK/NR Make/Model-	Age - 22  Age - 26  Age - 26  Age - 26  Age - 26  Age - 27  Age - 26  Age - 27  Age - 28  Age - 28  Age - 29  Age - 20  Age - 20  Age - 20  Age - 10  Age - 20  Age - 21  Age - 22  Age - 22  Age - 22  Age - 22  Age - 26  Age - 26  Age - 27  Age - 26  Age - 27  Age - 28  Age - 28  Age - 29  Age - 20  Age - 20  Age - 20  Age - 21  Age - 22  Age - 22  Age - 22  Age - 22  Age - 23  Age - 24  Age - 25  Age - 26  Age - 26  Age - 27  Age - 27  Age - 28  Age - 28  Age - 29  Age - 20  Age -	ATC/Airspace Type of Flight Plan - NONE  ATC/Airspace Type of Clearance - NONE  Age - 22  Biennial Flight Review Current - NO  Age - 22  Months Since - UNK/NR  Age - 22  Months Since - UNK/NR  Age - 12  Months Since - UNK/NR  Make/Model - LYCOMING VO-54O-C2A  ELT Installed/AG  Stall Warning Sy  Engline Type - RECIPROCATING-CARBURETOR Weather Radar - Rated Power - 305 HP  Airport Proximity OFF AIRPORT/STRIP OFF AIRPORT/STRIP  Airport Data  Runway Ident - Runway Ident - Runway Surface - Runway Surface - Runway Surface - Runway Surface - Type of Clearance - NONE  Medical Certificate - VALID MEDICAL-WAL  Flight Time (Hours) Current - NO Total - 675 Last 24 Months Since - UNK/NR Make/Model 195 Last 30 Aircraft Type - UNK/NR Make/Model 195 Last 30 Last 30	ATC/Airspace Type of Flight Plan - NONE  ATC/Airspace Type of Flight Plan - NONE  Age - 22 Biennial Flight Review Current - NO  Age - 22 Biennial Flight Review Current - NO  ANDRE  Eng Make/Model - LYCOMING VO-540-C2A ELT Installed/Activated Stall Warning System - N Stal

File No. - 2253 8/10/82 PALISADE,MN A/C Reg. No. N5594N Time (Lc1) - 0800 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - UNDERTORQUED 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AUTOROTATION - INITIATED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, SKID ASSEMBLY - OVERLOAD 6. LANDING GEAR, SKID ASSEMBLY - 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

File No 2364 8/22/82 HOUSTO	DN,MN A/C Reg	. No. N8601C	Time	e (LC1) -	1115 CDT	
·Basic Information						
Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft [	Damage		Injur	ies	
	SUBSTANT		atal S	erious	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 - PIPER PA-22	Eng Make/Model - LYCOM			stalled/A	ctivated -	YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall W		System - YE	S
Max Gross Wt - 1850	Engine Type - RECIA		R Weather	Radar -	· NO	
No. of Seats - 2	Rated Power - 12	25 HP				
Environment/Operations Information						
Weather Data	Itinerary	Α	irport Pro			
Wx Briefing - BRFG RCVD, SOURCE UNK Method - TELEPHONE	Last Departure Point WEST BEND.WI		OFF AIRPO	RT/STRIF	)	
Completeness - FULL Basic Weather - VMC	Destination WASECA.MN	ıίΑ	rport Data	ı		
Wind Dir/Speed- 270 -UNK/NR	WASECA, MIN		Runway Ic	lont -	. NI / A	
	ATC/Airspace		Runway Lt			
Cloud Conditions(1st) - 1000 FT INDER	EINITE Type of Eliabt Blan - N	NONE	Runway Su			
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - M	JONE	Runway St			
Obstructions to Vision- UNK/NR	Type of Clearance - N Type Apch/Lndg - (	CONTACT	Ranway 50	acas	117 6	
Precipitation - DRIZZLE	rypo Apony Enag	3011.401				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR Me	edical Certificate ·	- VALID ME	DICAL-WA	IVERS/LIMI	Т
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight 1	Γime (Hour	·s)		
PRIVATE	Current - UNK/NR	Total - 9	9 1	Last 24	Hrs -	0
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	78	Last 30	Days-	0
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	35
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE						
Narnative	DEPARTING ON A CROSS-COUNTRY F			WASECA,		
Narrative E PILOT OBTAINED A WEATHER BRIEFING BEFORE D					·	
Narrative BE PILOT OBTAINED A WEATHER BRIEFING BEFORE D REPORTEDLY, THE CEILING WAS 2500 TO 3000 F	T OR BETTER (AS BRIEFED) UNT	IL AFTER CROSSING TH	HE MISSISS	IPPI RIV	'ER.	
Narrative E PILOT OBTAINED A WEATHER BRIEFING BEFORE C REPORTEDLY, THE CEILING WAS 2500 TO 3000 F E WEATHER THEN BEGAN TO DETERIORATE AND THE	FT OR BETTER (AS BRIEFED) UNTI PILOT ENCOUNTERED MODERATE TU	IL AFTER CROSSING TH JRBULENCE. SUBSEQUEN	HE MISSISS NTLY, HE F	IPPI RIV LEW		
Instrument Rating(s) - NONENarrative HE PILOT OBTAINED A WEATHER BRIEFING BEFORE D J. REPORTEDLY, THE CEILING WAS 2500 TO 3000 F HE WEATHER THEN BEGAN TO DETERIORATE AND THE NTO A MISTY CONDITION THAT OBSCURED HIS FORWA	TT OR BETTER (AS BRIEFED) UNTI PILOT ENCOUNTERED MODERATE TU ARD VISIBILITY. HE FOUND HIMS	IL AFTER CROSSING TH JRBULENCE. SUBSEQUEN SELF IN A VALLEY WIT	HE MISSISS NTLY, HE F TH THE SUR	IPPI RIV LEW ROUNDING		
Narrative BE PILOT OBTAINED A WEATHER BRIEFING BEFORE DE PILOT OBTAINED A WEATHER BRIEFING BEFORE DE REPORTEDLY, THE CEILING WAS 2500 TO 3000 FOR WEATHER THEN BEGAN TO DETERIORATE AND THE WEATHER THEN BEGAN TO DETERIORATE AND THE WEATHER THEN BEGAN TO DESCURED HIS FORWA	TT OR BETTER (AS BRIEFED) UNTI PILOT ENCOUNTERED MODERATE TU ARD VISIBILITY. HE FOUND HIMS O IN A HARVESTED FIELD. A DOWN	IL AFTER CROSSING TH URBULENCE. SUBSEQUEN SELF IN A VALLEY WIT UWIND LANDING WAS MA	HE MISSISS NTLY, HE F TH THE SUR NDE TO AVO	IPPI RIV LEW ROUNDING ID		
Narrative BE PILOT OBTAINED A WEATHER BRIEFING BEFORE DE PILOT OBTAINED A WEATHER BRIEFING BEFORE DE REPORTEDLY, THE CEILING WAS 2500 TO 3000 FOR WEATHER THEN BEGAN TO DETERIORATE AND THE STORM AND AMEDITION THAT OBSCURED HIS FORWALLTOPS "NEARLY OBSCURED" AND ELECTED TO LAND	TT OR BETTER (AS BRIEFED) UNTI PILOT ENCOUNTERED MODERATE TU ARD VISIBILITY. HE FOUND HIMS O IN A HARVESTED FIELD. A DOWN AFTER ROUNDOUT, THE AIRCRAFT	IL AFTER CROSSING TH JRBULENCE. SUBSEQUEN SELF IN A VALLEY WIT JWIND LANDING WAS MA I CONTINUED TO FLOAT	HE MISSISS NTLY, HE F TH THE SUR NDE TO AVO T, AND WHE	IPPI RIV LEW ROUNDING ID N THE		
	TT OR BETTER (AS BRIEFED) UNTIPLED PILOT ENCOUNTERED MODERATE TUNCHED VISIBILITY. HE FOUND HIMS IN A HARVESTED FIELD. A DOWN AFTER ROUNDOUT, THE AIRCRAFT INITIATED A GO-AROUND. HE APP	IL AFTER CROSSING TH JRBULENCE. SUBSEQUEN SELF IN A VALLEY WIT WWIND LANDING WAS MA CONTINUED TO FLOAT PLIED POWER AND RETF	HE MISSISS NTLY, HE F TH THE SUR ADE TO AVO T, AND WHE RACTED THE	IPPI RIV LEW ROUNDING ID N THE FLAPS	à	
Narrative HE PILOT OBTAINED A WEATHER BRIEFING BEFORE DESCRIPTION OF THE CEILING WAS 2500 TO 3000 FIE WEATHER THEN BEGAN TO DETERIORATE AND THE SITUATION OF MISTY CONDITION THAT OBSCURED HIS FORWARD END OF THE FIELD.	TT OR BETTER (AS BRIEFED) UNTIPLIED FOR THE POLICY OF THE	IL AFTER CROSSING TH JRBULENCE. SUBSEQUEN SELF IN A VALLEY WIT WWIND LANDING WAS MA CONTINUED TO FLOAT PLIED POWER AND RETF	HE MISSISS NTLY, HE F TH THE SUR ADE TO AVO T, AND WHE RACTED THE	IPPI RIV LEW ROUNDING ID N THE FLAPS	à	

File No. - 2364 8/22/82 HOUSTON,MN A/C Reg. No. N8601C Time (Lcl) - 1115 CDT

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

Finding(s)

- 1. FLIGHT INTO KNOWN ADVERSE WEATHER CONTINUED PILOT IN COMMAND
- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION TURBULENCE
- 4. WEATHER CONDITION RAIN

Occurrence #2 DITCHING

Triade of open

Phase of Operation LANDING

Finding(s)

- 5. PRECAUTIONARY LANDING INITIATED PILOT IN COMMAND
- 6. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 7. WEATHER CONDITION TAILWIND
- 8. DISTANCE MISJUDGED PILOT IN COMMAND
- 9. AIRSPEED MISJUDGED PILOT IN COMMAND
- 10. GO-AROUND DELAYED PILOT IN COMMAND
- 11. OBJECT TREE(S)
- 12. RAISING OF FLAPS IMPROPER USE OF PILOT IN COMMAND

TZ. NAISING OF FEATS INFROMER OSC OF FILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.8.9.10

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7,11,12

File No 2326 10/14/82 SACRE	D HESET,MN	A/C Reg. N	o. N758QX	Т	ime (Lcl) -	1350 CD1	-
Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Dam			Injur		
		SUBSTANTIAL			Serious		None
Type of Operation -AERIAL MAPPI		Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - CESSNA 172			G I0-360-KB		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engin		EUEL IN ISSTE		1 Warning S		ES
Max Gross Wt - 2400	Engine Type			บ Weat	her Radar -	NU	
No. of Seats - 4	Rated Power	- 180 	MP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur LA CROSSE.W			OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	I		Airport D	2+2		
Basic Weather - VMC	SACRED HESE	T MNI		Amporto	ata		
Wind Dir/Speed- 290/012 KTS	JAGNED HEGE	, ,		Runwav	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NON	E		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clear				Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	g - NON	E	Ť			
Precipitation - NONE	**	-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27	Medi	cal Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	1I T
Certificate(s)/Rating(s)	Age - 27 Biennial Flight Rev	iew	Flig	ht Time (H	ours)		
COMMERCIAL, CFI	Current -	YES	Total -	2800	Last 24	Hrs -	7
SE LAND, ME LAND	Months Since - Aircraft Type -	1 1	Make/Model-	652	Last 30	Days-	140
	Aircraft Type -				Last 90	Days-	275
		ł	Multi-Eng -	220			
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE							
Narrative WHILE ON A FLIGHT TO PHOTOGRAPH FARMS, THE EN- EMERGENCY LANDING WAS MADE IN A BEAN FIELD TH. AIRCRAFT NOSED OVER. AFTER THE ACCIDENT, ABOU OF THE ENGINE REVEALED NO PREIMPACT, MERCHANIC	AT WAS SOFT FROM RECI T 5 GAL OF FUEL WAS I	ENT RAINS. SI	HORTLY AFTER	TOUCHDOWN,	THE		

File No 23	26 10/14/82 SACRE	D HESET, MN	A/C Reg. No. N758QX	Time (Lc1) - 1350 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOV			
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Board deter	rmines that the P	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are fir	nding(s) 2		

File No 2392 8/12/82 LEES S	SUMMIT,MO	A/C Reg. No. N3331S			Time (Lcl) - 2115 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -FERRY Flight Conducted Under -14 CFR 91	_ AVIATION)	Aircraft Dai DESTROYED Fire NONE	nage Crew Pass	Fatal 1 1			None O O		
Accident Occurred During -APPROACHAircraft Information Make/Model - CESSNA 210J Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400	Number E	/Model - CONTINI ngines - 1 ype - RECIP		Stal	Installed/A 1 Warning S her Radar -	System - Y			
No. of Seats - 6		wer - 285	HP						
Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A	Itinerary Last Depa OLATHE,	rture Point KS			Proximity RPORT/STRIF				
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Destinatio LEES SU	MMIT,MO		Runway	S-LEES SUMM Ident -	- 18			
Visibility - 5.0 SM Cloud Conditions(1st) - 7 FT Cloud Conditions(2nd) - 7 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)	Type of C	e light Plan - NOT learance - NOT /Lndg - VI	١E	Runway Runway	Lth/Wid - Surface - Status -	ASPHALT	60		
Personnel Information Pilot-In-Command	Age - 35	Med	ical Certificat			) WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			0		
PRIVATE SE LAND	Current Months Sinc Aircraft Ty	- YES e - 13 pe - UNK/NR	Total - Make/Model- Instrument-	269 139 25	Last 24 Last 30 Last 90	Days-	4 22		
Instrument Rating(s) - NONE									
HE AIRCRAFT HAD BEEN REPAINTED AT TOPEKA, KS DLATHE, KS AFTER FINDING CLOUDS AT THE INTENDING. AFTER ENTERING THE TRAFFIC PATTERN AT LEES OWNWIND LEG. MOMENTS LATER, HE TRANSMITTED THE BOUT ONE MILE FROM THE AIRPORT WHILE IN A SHAPEFUELED AT TOPEKA OR OLATHE. ONLY 1/2 GAL OF SOTH TANKS WERE DAMAGED FROM IMPACT. ONLY A FILLOW DIVIDER. ALSO, OBSTRUCTIONS WERE FOUND IN	ED DESTINATION. S SUMMIT, HE TRA HAT THE ENGINE H ALLOW DESCENT. A FUEL WAS FOUND EW DROPS OF FUEL	HE THEN DEPART NSMITTED THAT HI IAD QUIT. THE AII N INVESTIGATION IN THE RIGHT TAI WAS FOUND IN TI	ED ON A NIGHT F E WAS HIGH AND RCRAFT THEN COL REVEALED THAT NK AND THE LEFT HE LINE FROM TH	LIGHT TO WAS EXTEN LIDED WIT THE AIRCR TANK WAS E FUEL CO	LEES SUMMIT DING HIS H TREETOPS AFT HAD NOT EMPTY. HOW NTROLLER TO	BEEN VEVER. D THE			
THE DESIRED PRESSURE WAS 29.5 PSI.									

File No 239	92 8/12/82 	LEES SUMMIT,MO	A/C Reg. No. N3331S	Time (Lc1) - 2115 CDT
		DTAL) - NON-MECHANICAL PATTERN - FINAL APPROACH	1	
2. FLUID, FUEL - EXH 3. FUEL SUPPLY -	HAUSTION NOT MAINTAINED -			
Occurrence #2 Phase of Operation		PATTERN - FINAL APPROACH		
Occurrence #3 Phase of Operation		ION WITH OBJECT ATTERN - FINAL APPROACH	1	
Finding(s) 4. LIGHT CONDITION 5. OBJECT - TREE(S)				
Probable Cause				
The National Transporis/are finding(s) 1,2		ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 4,5		

File No 2299 9/02/82 INDEP	ENDENCE,MO A/C R	eg. No. N21CV	T	ime (Lcl) -	1800 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	 ies	
,, ,			Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - VILLINE'S BREEZY RLV-1	Eng Make/Model - LY			[nstalled/A		
Landing Gear - TRICYCLE-FIXED				Warning S		10
Max Gross Wt - 1200	9 7,	CIPROCATING-CARBURET	OR Weath	ner Radar -	NO	
No. of Seats - 2	Rated Power -	115 HP				
-Environment/Operations Information						
Weather Data	Itinerary			proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	Δ	irport Da			
Basic Weather - VMC				NDENCE MEMOR		
Wind Dir/Speed- 360/005 KTS				Ident -		
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 -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 42	Medical Certificate			WAIVERS/	CIMII
<pre>. Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES	Flight	lime (Ho	ours)	11	
SE LAND	Current - YES	Total - 1	246	Last 24	Hrs -	1 K /ND
SE LAND	Months Since - 2 Aircraft Type - UNK/NR	Make/Model-	/ND	Last 30	Days- UN	K/NR
	ATTICIATE Type - UNK/NR	THS Crument - OW	/ IVK	Last 90	Days-	30
Instrument Rating(s) - AIRPLANE						
OT MADE A PRECAUTIONARY LANDING WHEN AIRCR	ΔΕΤ DEVELOPED Δ VIRRATION	WHAT PILOT THOUGHT W	AS A REAL	I FIFID WAS		
EET HIGH MILO. AND AIRCRAFT FLIPPED INVERT			A DEAL	ILLD WAS		
		. TESE OF SEFARATED				
AUST SYSTEM HITTING AND BREAKING OFF PART	OF THE WOODEN PROPELLED					

File No. - 2299 9/02/82 INDEPENDENCE, MO A/C Reg. No. N21CV Time (Lcl) - 1800 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. EXHAUST SYSTEM, STACK - FAILURE, PARTIAL 2. EXHAUST SYSTEM, STACK - SEPARATION PROPELLER SYSTEM/ACCESSORIES, BLADE - FOREIGN OBJECT DAMAGE 4. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH VEGETATION 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

----Probable Cause----

1116 NO. 2202 9/30/82 EXC	ELSIOR SPRINGS,MO	A/C Reg. No. N39	591	Т	ime (Lcl) -	1615 CDT	
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Ai	rcraft Damage			Injur	 ies	
,, , , , , , , , , , , , , , , , , , , ,		UBSTANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS		re	Crew	0	0	0	1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - PIPER PA32RT-300	Eng Make/Model	- LYCOMING TIO-	540-SIAD	ELT :	[nstalled/A	ctivated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines	- 1 - RECIP - FUEL		Stal	Warning S	ystem - Y	ES
Max Gross Wt ~ 3600	Engine Type	- RECIP - FUEL	INJECTED	Weath	ner Radar -	NO	
No. of Seats - 7	Rated Power	- 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF	NG Last Departure	Point		ON AIRF	PORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	LAWRENCE, KS			EXCELS	OR SPRINGS	MEM	
Wind Dir/Speed- 170/008 KTS				Runway	Ident -	19	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		48
Cloud Conditions(1st) ~ 8000 FT SC	ATTERED Type of Flight	Plan - NONE		Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - 10000 FT SC	ATTERED Type of Clearan	ce - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
		Modical Co	rtificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Pilot-In-Command	Age - 35	Medical ce					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight Revie	w Medical ce	Fligh	t Time (Ho	ours)		
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revie	w FS Total	Fligh -	t Time (Ho	ours) Last 24	Hrs -	0
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Revie Current - Y Months Since - 1	w ES Total 6 Make/M	Fligh - odel-	t Time (Ho 334 66	Last 30	Hrs - Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 35 Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - U	w ES Total 6 Make/M	Fligh - odel-	t Time (Ho 334 66	Last 30	Hrs - Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Revie Current - Y Months Since - 1	w ES Total 6 Make/M	Fligh - odel-	t Time (Ho 334 66	Last 30	Hrs - Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revie Current - Y Months Since - 1	w ES Total 6 Make/M	Fligh - odel-	t Time (Ho 334 66	Last 30	Hrs - Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - U	w ES Total 6 Make/M NK/NR Instru	Fligh - odel- ment-	t Time (Ho 334 66 3	Last 30 Last 90	Hrs - Days- UN	K/NR
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - U	w ES Total 6 Make/M NK/NR Instru	Fligh - odel- ment-	t Time (Ho 334 66 3	Last 30 Last 90	Hrs - Days- UN	K/NR

File No. - 2202 9/30/82 EXCELSIOR SPRINGS,MO A/C Reg. No. N39591 Time (Lcl) - 1615 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

1. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND

2. OBJECT - TREE(S)

3. 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) 1,3

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

Per Fatal Serious Minor None Crew O O O O 1 Pass O O O O O  AL O-470-L ELT Installed/Activated - NO -N/A Stall Warning System - YES TING-CARBURETOR Weather Radar - NO  Airport Proximity ON AIRPORT  Airport Data CUBA MUNICIPAL Runway Ident - 18 Runway Lth/Wid - 2900/ 50
Stall Warning System - YES TING-CARBURETOR Weather Radar - NO  Airport Proximity ON AIRPORT  Airport Data CUBA MUNICIPAL Runway Ident - 18
Stall Warning System - YES TING-CARBURETOR Weather Radar - NO  Airport Proximity ON AIRPORT  Airport Data CUBA MUNICIPAL Runway Ident - 18
ON AIRPORT  Airport Data  CUBA MUNICIPAL  Runway Ident - 18
CUBA MUNICIPAL Runway Ident - 18
RUNWAY I TH/Wid - 2900/ 50
Runway Surface - ASPHALT Runway Status - DRY
<pre>1 Certificate - VALID MEDICAL-NO WAIVERS/LIMIT      Flight Time (Hours)</pre>
tal - 400 Last 24 Hrs - 2 ke/Model- 355 Last 30 Days- UNK/NR strument- 2 Last 90 Days- 50
2

File No 22	32 10/10/82 CUBA,MO	A/C Reg. No. N5829B	Time (Lc1) - 1000 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	ON GROUND COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - TREE(S	)		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accide	ent

File No 2398 10/25/82 ST. C	HARLES : MO	1/C Reg. No. N8184Y		Time (Lcl)	- 0525 CDT	ī
Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage		Injur		
		JBSTANTIAL	Fatal			None
Type of Operation -PERSONAL	Fii	-	rew 1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	N	DNE P	ass 3	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Model	- LYCOMING 0-320-D3	G ELT	Installed/	Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED		- 1		11 Warning S		′ES
Max Gross Wt - 2325	Engine Type	- RECIPROCATING-CAR	BURETOR Wea	ther Radar -	- NO	
No. of Seats - 4	Rated Power	- 160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure F	Point	ON AI	RPORT		
Method - N/A	SAME AS ACC/IN	1C				
Completeness - N/A	Destination		Airport	Data		
Basic Weather - IMC	FT. RILEY,KS		ST. C	HARLES		
Wind Dir/Speed- 270/005 KTS			Runwa	y Ident -	- 27	
Visibility250 SM	ATC/Airspace		Runwa	v Lth/Wid -	- 3500/	50
Cloud Conditions(1st) - PART OBSC	Type of Flight F	Plan - NONE	Runwa	y Surface -	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearand	ce - NONE	Runwa	y Status -	- DRY	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE		•		
Precipitation - NONE	, , , ,					
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certif	icate - VALI	D MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	, - F	light Time (	Hours)		
PRIVATE, COMMERCIAL			- 618	Last 24	4 Hrs -	0
SE LAND	Months Since - 4	Make/Model	- 62	Last 30	Davs- UN	JK/NR
HELICOPTER	Aircraft Type - C-	IS Total 	- UNK/NR	Last 90	Davs- UN	JK/NR
	÷ " '		,		raft -	
Instrument Rating(s) - HELICOPTER						
Narrative	ADDT WITHIN MINUTES AS	TED HAVING DEEN CEE	N. DEDARTING	DUV 07 DENG	CE CROUND	
THE ACET CRASHED ON THE NORTH BOUNDARY OF THE						
FOG PREVAILED AT THE CRASH SITE. APPROXIMATEL						
ON ALL ACFT PARKED ADJACENT TO THE SPOT WHERE						
DROVE THE PLT TO THE ARPT THERE WAS FROST ON						
SEE THE PLT REMOVE FROST FROM ANY PART OF THE						
IN THE FULL HOT POSITION. ACCORDING TO ENGINE						
129 DEG F AT 75% POWER & 28 DEG F AMBIENT AIR	TEMP. THE POWER LOSS [	DUE TO CARE HEAT IS	1% FUR EACH	10 DEG HEAT	KISE.	

File No. - 2398 10/25/82 ST. CHARLES, MO A/C Reg. No. N8184Y Time (Lc1) - 0525 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. CHECKLIST - NOT USED - PILOT IN COMMAND 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. WING - ICE 5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 7. WEATHER CONDITION - FOG ----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)	AVITATIONI) Admonat			Injun	i 0.5	
Type operating certificate-none (GENERA)	L AVIATION) ATECTAT	t Damage ANTIAL	Fatal	Injur: Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - Ly	COMING 0-320-D2J	ELT :	[nstalled/Ad	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -		Stal	Warning Sy	/stem - Yl	ES
Max Gross Wt - 2400 No. of Seats - 4	Engine Type - RE Rated Power -		EIUR Weati	ner Radar -	NU	
No. or seats - 4	Rated Power -	160 HP				
Environment/Operations Information	•					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point	_	ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC	-	ON AIRI	-UK I		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	TOPEKA, KS			CITY INTERN	NATIONAL	
Wind Dir/Speed- UNK/NR				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan	- NONE		Surface -		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- IUWER	Runway	Status -	N/A	
Precipitation - NONE	Type Apeny Endg	140145				
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 54	Medical Certifica	te - VALID	MEDICAL-WAI	[VERS/LIM]	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		
PRIVATE	Current - YES	Total -	515	Last 24	Hrs -	1 4 / N/D
SE LAND	Current - YES Months Since - 18 Aircraft Type - C-150	Make/Model-	/ I	Last 30	Days- UN	1 <i>4</i>
	Arrerare Type 6 130	Tris trainerrt	J	243 ( 30	Days	1.4
Instrument Rating(s) - NONE						
Narrative						
OT TAXIING TO TAKEOFF WENT ON A ROADWAY IN:	STEAD OF A TAXIWAY AND COLL	IDED WITH A SIGN P	OST. THE TA	XIWAY WAS		
ED BY SIGNS AND YELLOW PAINT LINES ON SURF	FACE WHERE PILOT BECAME DIS	ORIENTED AND LEFT	TAXIWAY TO	FOLLOW		

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

2. BECAME LOST/DISORIENTED - 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) i

File No 2215 7/03/82 DUNCA	AN,MS A/C Reg	g. No. N41661	Time (Lcl	) - 1630 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage	In	ıjuries	
3	SUBSTAN		Fatal Seriou	s 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	3
Accident Occurred During -TAKEOFF					
Aircraft Information					
Make/Model - PIPER PA-28-151	Eng Make/Model - LYC(	)MING 0-320-E3D	ELT Installe	d/Activated	- UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall Warnin	ig System - Y	ES
Max Gross Wt - 2150	Engine Type - REC	PROCATING-CARBURETO	JR Weather Rada	r - NO	
No. of Seats - 4	Rated Power -	150 HP			
Environment/Operations Information					
Weather Data	Itinerary	Δ	irport Proximit	У	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRSTRIP		
Method - N/A	CLEVELAND, MS				
Completeness - N/A	Destination	Δi	rport Data		
Basic Weatler - VMC	DUNCAN, MS				
Wind Dir/Speed- 225/005 KTS			Runway Ident	- 30	
Visibility - 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 2800/	75
Cloud Conditions(1st) - NONE	Type of Flight Plan -		Runway Surface		RF
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway Status		
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE		HIGH VEG	ETATION
Precipitation - NONE					
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - UNK/NR		- UNK/NR		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	Time (Hours)		
PRIVATE	Current - UNK/NR				
SE LAND	Months Since - UNK/NR		NR Last	30 Days- UN	K/NR
	Aircraft Type - UNK/NR		NR Last	90 Days- UN	K/NR
	•	Multi-Eng ~ UNK/	NR Roto	rcraft - UN	K/NR
Instrument Rating(s) - NONE					
CLOT ATTEMPTED TAKEOFF FROM STRIP WITH 4 INC	TH DEED CDASS AND A 75 DECDEE	CDOSSWIND OCCUDANT	C WEIGHED TOTAL	O.E.	
O LRS TEMPERATURE WAS ON DECREES ATROPACT	MUSHED PACK INTO COOKING AND	DUSHED CEAD STRUTC	THROUGH WINC	UF	
O CDS. TEMPERATORE WAS 94 DEGREES. AIRCRAFT	MOSHED BACK INTO GROUND AND	PUSHED GEAR STRUTS	THROUGH WING.		
90 LBS. TEMPERATURE WAS 94 DEGREES. AIRCRAFT	MUSHED BACK INTO GROUND AND	PUSHED GEAR STRUTS	THROUGH WING.		

File No. - 2215 7/03/82 DUNCAN,MS A/C Reg. No. N41661 Time (Lc1) - 1630 CDT

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

Finding(s)

1. WEATHER CONDITION - TEMPERATURE EXTREMES

2. WEATHER CONDITION - CROSSWIND

3. LIFT-OFF - PREMATURE - PILOT IN COMMAND

4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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 2382 8/21/82 LEXIN	GTON, MS	A/C Reg. No.	N5044T	Т	ime (Lcl) -	1000 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Damag SUBSTANTIAL Fire NONE		Fatal O O	Injur Serious O O		None 1 1
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engir Engine Type Rated Power	del - LYCOMING nes - 1 - RECIPROCA - 150 HP	TING-CARBURE	Stal	Installed/A 1 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- CALM Visibility - 12.0 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 Clear Type Apch/Lnc	re Point C/INC at Plan - NONE cance - NONE dg - NONE	,	ON AIR Airport D OLD LE Runway Runway Runway Runway	ata XINGTON AIR Ident - Lth/Wid - Surface - Status -	- 10 - 3200 -U - ASPHALT	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	•	riew YES To	l Certificate Flightal -	e - VALID t Time (H 328	MEDICAL-WA ours) Last 24	Hrs -	4
Instrument Rating(s) - NONE Narrative ABOUT 6 MINUTES AFTER TAKEOFF, THERE WAS A PA TO LEAN THE ENGINE FOR CRUISE. THE MIXTURE WA PILOT TURNED BACK TOWARD THE DEPARTURE AIRPOR OVERSHOOTING, SO HE INITIATED A GO-AROUND. HO WAS CRASH LANDED IN A SOY BEAN FIELD. DURING DEVELOP 1700 RPM. THE PARTIAL LOSS OF POWER O	S QUICKLY ADVANCED, T. DURING THE APPROA WEVER, THE ENGINE WO A POST-ACCIDENT ENGI	BUT THE ENGINE CH, THE AIRSPE ULD ONLY DEVEL NE RUN-UP, THE	CONTINUED TO ED WAS HIGH A OP 1400 RPM. ENGINE WOULD	D LOSE PO AND THE P THE AIRC DONLY	WER. THE ILOT WAS RAFT	ONED.	

File No 23	82 8/21/82 LEXINGTON,MS	A/C Reg. No. N5044T	Time (Lc1) - 1000 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF CRUISE - NORMAL		
Finding(s) 1. FUEL SYSTEM,CAR	BURETOR - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - HIGH VEGETATION		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pro	bable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 2260 8/30/82 MARKS	,MS	A/C Reg. No	D. N8823S	Т	ime (Lcl) -	0940 CDT	
Basic Information							
Type Operating Certificate-NONE (GENERAL  Type of Operation -APPLYING SEE Flight Conducted Under -14 CFR 137	L AVIATION)	Aircraft Dama	age		Injur		
Type of Openation -APRIVING SEE	DS CHEMICALS ETC	DESTRUYED	Cnow	Fatal	Serious	Minor 1	None 0
Flight Conducted Under -14 CFR 137	DS, CHEMICALS, LIC	NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING			, 4,55	· ·	· ·	•	•
Aircraft Information							
Make/Model - AIR TRACTOR 301A	Eng Make/Mo	del - P & W R-	- 1340	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		odel - P&WR- nes - 1					NK/NR
Max Gross Wt - 6900 No. of Seats - 1		- RECIPROC - 600 F		ETOR Weat	her Radar -	NO	
NO. Of Seats	Rated Fower						
Environment/Operations Information Weather Data	Itinerary			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		ire Point			RPORT/STRIP		
Method - N/A	SAME AS AC			011 71	KI GK17 S1K11		
Completeness - N/A	Destination	-,		Airport D	ata		
Basic Weather - VMC							
Wind Dir/Speed- 180/011 KTS					Ident -		
Visibility - 6.0 SM	ATC/Airspace		_		Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flig			,	Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clea	ndg - NONE		Runway	Status -	N/ A	
Precipitation - NONE	Type Apony Er	iag Noivi	-				
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 43	Media	cal Certifica	te – VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re	view	Flig	ht Time (H	ours)		
COMMERCIAL	Current Months Since	- YES I	otal -	7000	Last 24	Hrs - UN	K/NR
SE LAND	Months Since Aircraft Type	- 6 N	Make/Model-	1640	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR I	.nstrument-	70	Last 90	Days- UN	K/NK
Instrument Rating(s) - NONE							
Namhative RCRAFT COLLIDED WITH GUY WIRE WHILE SPRAYIN	G CHEMICALS AIRCRA	FT WENT OUT OF	CONTROL AND	CRASHED			
tolling of the second of the s	a						

File No. - 2260 8/30/82 MARKS,MS A/C Reg. No. N8823S Time (Lc1) - 0940 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. OBJECT - WIRE,STATIC
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

·Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft D	amago		Injur	ios	
Type operating certificate None (G	ENERAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -CROP CO Flight Conducted Under -14 CFR	137		Cre Pas	w 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 188	Eng Make/N	Model - CONTII	NENTAL TSIO-52	O ELT	Installed/A	ctivated	- NO -N,
Landing Gear - TAILWHEEL-ALL FIXE	D Number Eng	gines - 1		Stal	1 Warning S	ystem - l	
Max Gross Wt - 2500	Engine Tyr	e - RECIP	- FUEL INJECT	ED Weat	her Radar -	UNK/NR	
No. of Seats - 1		er ~ 310					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI		ture Point			RPORT/STRIP		
Method - N/A	SANTA RIT				, ,		
Completeness - N/A	Destination	,		Airport D	ata		
Basic Weather - VMC							
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 5000 FT	OVERCAST Type of F1	ight Plan - N	ONE	Runway	Surface -	N/A	
Cloud Conditions(2nd) - NONE	Type of Cle	earance - N	ONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/l			,			
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
December 1 To Court from							
Personnel Information Pilot-In-Command	Age - 56	Med	dical Certific	ate - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review		ght Time (F			
COMMERCIAL	Current	- YES	Total -	15400	Last 24	Hrs -	0
SE LAND	Months Since	- 14	Make/Model-	3700	Last 30	Days-	0
	Aircraft Type	e - UNK/NR	Make/Model- Instrument-	41	Last 90	Days-	310
Instrument Rating(s) - NONE							
Managa & Arra							
Narrative	LOT DETUDNED TO THE				FF.TO TO		
R DISPENSING HIS SECOND LOAD, THE PI							
R THE RUNWAY. ABOUT 1/2 WAY THROUGH							

File No 23	48 6/25/82	25NM SW SANTA RITA,MT	A/C Reg. No. N2066J	Time (Lcl) - 0700 MDT
Occurrence #1 Phase of Operation		OTAL) - NON-MECHANICAL		
Finding(s)  1. AIRCRAFT PREFLIC  2. FLUID, FUEL - EXE  3. FUEL SUPPLY -	HAUSTION	T IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE,	/TOUCHDOWN		
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 4. OBJECT - OBJECT 5. OBJECT - UTILITY				
Probable Cause				
The National Transporis/are finding(s) 1,2		ard determines that the Pro	bable Cause(s) of this accid	dent
Factor(s) relating to	o this accident is	s/are finding(s) 4.5		

Basic Information Type Operating Certificate-NONE (GENERA	. AV.TATIONI)	Aircraft Damage			Injun	100	
Type operating certificate-none (GENERA	L AVIATION)	SUBSTANTIAL	2	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	Ō	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150	Eng Make/Mod	el - CONTINENTA	AL 0-200				
Landing Gear - TRICYCLE-FIXED		es - 1			Warning S		ES
Max Gross Wt - 1670 No. of Seats - 2	5	- RECIPROCAT	ING-CARBURE	ior weath	ner Radar -	NU	
No. or seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departur	- D-1-1			Proximity RPORT/STRIP		
Method - N/A	SAME AS ACC			UFF AIR	RPURI/SIRIP		
Completeness - N/A	Destination	/ 1 NC	,	Airport Da	a+a		
Basic Weather - VMC	Des erria eron		· ·	11 poi c be	1 ( 4		
Wind Dir/Speed- 230				Runwa∨	Ident -	N/A	
Visibility - 75.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE		Runway	Surface -	N/A	
Cloud Conditions(2nd) - NONE	Type of Clear			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGH)							
Personnel Information					MEDICAL III	TV505 /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36					IVERS/LIM	1 (
PRIVATE	Biennial Flight Rev Current -	INV/ND Tot	al -			Hre - IINI	Z/ND
SE LAND	Months Since -	IINK/NR Mak	e/Model-				
JE ENNO	Aircraft Type -	UNK/NR Ins	strument- UNK	(/NR	last 90	Davs- UN	C/NR
		Mu 1	strument- UNK ti-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
OT HAD ENGINE LOSE POWER MOMENTARILY ON A	PREVIOUS FLIGHT BUT	DID NOT CONCERN	HIMSELF ABO	OUT IT. DU	JRING THIS		
SHT POWER WAS LOST AT 4100 FEET. PILOT TRI			LANDING NOSE	WAS LOWE	RED PRIOR		
OUCHDOWN AND IT CAUGHT ON AN IRRIGATION M	DUND. WATER WAS FOUN	D IN THE FUEL					

File No 22	86 9/16/82	CONRAD,MT	A/C Reg. No. N1299Q	Time (Lc1) - 1945 MDT
Occurrence #1 Phase of Operation		「AL) - NON-MECHANIC	AL	
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	LIGHT - INADEQUATE			
Occurrence #2 Phase of Operation		OUCHDOWN		
Occurrence #3 Phase of Operation		OUCHDOWN		
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,	,	rd determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/	are finding(s) 3		

File No 2274 9/18/82 MIS	SOULA,MT A/C F	eg. No. N8375U		Time (Lc1) - 2200 MDT			
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage		Injuries			
, , , , , , , , , , , , , , , , , , ,	SUBSTA		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/Model ~ CC	NTINENTAL 0-200-A	ELT	Installed/	Activated	- YES-UNK/N	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Sta	11 Warning S	System - '		
Max Gross Wt - 1600	Engine Type - RE	CIPROCATING-CARBURI	ETOR Wea	ther Radar	- NO		
No. of Seats - 2	Rated Power -						
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - UNK/NR	Last Departure Point	Last Départure Point					
Method - UNK/NR	ONTARIO,OR						
Completeness - UNK/NR	Destination		Airport	Data			
Basic Weather - VMC	MISSOULA,MT		JOHNS	ON-BELL			
Wind Dir/Speed- 080/015 KTS			Runwa	y Ident ·	- 11		
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		150	
Cloud Conditions(1st) - NONE	Type of Flight Plan	- VFR	Runwa	y Surface	- ASPHALT		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		y Status ·			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE	7, , ,						
Condition of Light - NIGHT (BRIG	HT)						
Personnel Information							
Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT					
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight Time (Hours)					
PRIVATE	Current - YES	Total -	80	Last 2	1 Hrs -	5	
SE LAND	Months Since - 19	Make/Model-	63	Last 30	) Da∨s-	0	
	Aircraft Type - UNK/NF	Instrument-	3	Last 90	Days-	6	
Instrument Rating(s) - NONE							
Narrative		•					
PILOT LANDING AFTER CROSS-COUNTRY IN WINDY	CONDITIONS HE SAYS NOSE MUST	HAVE HIT TOO HARD	BECAUSE	NOSE GEAR			
COLLAPSED	55.151.151.5. THE 5415 7155E MOST						
000001 300							

File No 22	74 9/18/82	MISSOULA, MT	A/C Reg. No. N8375U	Time (Lc1) - 2200 MDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s)  1. WEATHER CONDITI  2. FLIGHT CONTRO	S - IMPROPER USE	OF - PILOT IN COMMAN	)	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO. 4. LANDING GEAR,NO.				
Probable Cause				
The National Transports/are finding(s) 2	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) 1		

### Brief of Accident

File No 2322 9/18/82 MARSH	VILLE,NC	A/C Reg.	No. N9575F		Time (Lcl)	- 1100 i	EDT
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA		Aircraft Da SUBSTANTIA Fire		Fatal	Inju Serious O	ries Minor	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	TE DOAL	NONE	Pas		0	ő	0
Aircraft Information							
Make/Model - HUGHES 269C	_	Model - LYCOMII	NG IO-360				ed - NO -N/A
Landing Gear - SKID		gines - 1	FUEL TALLECT		ll Warning		- NO
Max Gross Wt - 1670 No. of Seats - 3	Engine Typ Rated Powe		- FUEL INJECT HP		ther Radar		
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAME AS A			OFF A	IRPORT/STRI	>	
Completeness - N/A	Destination			Airport [	Data		
Basic Weather - VMC Wind Dir/Speed- CALM				Punway	/ Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace				/ Lth/Wid		
Cloud Conditions(1st) - NONE		ight Plan - NOI	NE		/ Surface		
Cloud Conditions(2nd) - NONE		earance - NOI				- N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/l	_ndg - NOI	NE				
Personnel Information							
Pilot-In-Command	Age - 47	Med	ical Certific	ate - VALID	MEDICAL-W	IVERS/I	IMIT
Certificate(s)/Rating(s)	Biennial Flight F			ght Time (F			
COMMERCIAL			Total -			4 Hrs -	0
SE LAND, ME LAND	Months Since	- 14	Make/Model-			Days-	
HELICOPTER	Aircraft Type	e - UNK/NR	Instrument-				
			Multi-Eng -	665	Rotorc	aft -	5972
Instrument Rating(s) - AIRPLANE.HE							
Narrative							
IE INSTRUCTOR PILOT (IP) AND THE STUDENT (A IGHT. AFTER COMPLETING SEVERAL HOVER AUTORO IE HELICOPTER FOR AN AUTOROTATION FROM 500 F	TATIONS AND HOVER	ING PATTERNS,	THE IP TOOK C	ONTROL. HE	POSITIONED	Ē	
S A MISUNDERSTANDING CONCERNING WHO WAS TO DUGHT HE WAS TO FOLLOW THROUGH, BUT REPORTE LICOPTER APPROACHED THE GROUND, THE IP TOOK	DLY, THE IP THOUGH CONTROL AND FLARE	HT THE STUDENT ED; HOWEVER, DU	HAD ASSUMED URING TOUCHDO	CONTROL. AS	THE L ROTOR		
RUCK THE GROUND. THE STUDENT STATED THAT PR	EVIOUSLY, THE MICE	ROPHONE SYSTEM	HAD AN INTER	MITTENT PRO	BREW MHICH		

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File No. - 2322

9/18/82 MARSHVILLE,NC

A/C Reg. No. N9575F

Time (Lcl) - 1100 EDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. AUTOROTATION INITIATED PILOT IN COMMAND(CFI)
- 2. COMM/NAV EQUIPMENT, INTERCOM ERRATIC
- 3. INSTRUCTIONS, WRITTEN/VERBAL NOT UNDERSTOOD DUAL STUDENT
- 4. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 5. LEVEL OFF IMPROPER PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 2321 9/25/82 HOLL	Y SPRINGS, NC	A/C Reg. No. N	177RW	Т	ime (Lcl) -	1415 EDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL			Serious		
Type of Operation -PERSONAL		Fire		0	_	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - WAINSCOTT SCAMP B	Eng Make/Mo	del - VW 1835CC nes - 1		ELT :	Installed/A	ctivated -	- NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engi	nes ~ 1		Stal	Narning S	System - NO	כ
Max Gross Wt - 1100	Engine Type	- RECIPROCATI	NG-CARBURETO	IR Weati	ner Radar -	NO	
No. of Seats - 1	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary		٨	irport [	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		re Point	A	ON AIR			
Method - N/A	SAME AS AC			ON AIR.	JIKIF		
Completeness - N/A	Destination	0, 1140	Δi	rport Da	ata		
Basic Weather VMC	bes ema erom		A 1	•	SPRINGS		
Wind Dir/Speed- UNK/NR						14	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		100
Cloud Conditions(1st) - UNK/NR	Type of Flig	ht Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clea				Status -		
Obstructions to Vision- NONE		dg - NONE		,		SOFT	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62	Medical (	Certificate	- VALTD	MEDICAL-WA	TVERS/LIMI	rΤ
Certificate(s)/Rating(s)	Biennial Flight Re		Flight			IVENS/ EIM	. '
PRIVATE	Current	- VES Tota	1 - 18			. Hrs - IINk	C/NR
SE LAND	Current  Months Since	- 7 Make	/Model-	4	Last 30	Days- UNE	C/NR
SE CAND	Aircraft Type	- UNK/NR Insti	/Model- ^ument- i-Eng - UNK/	58	Last 90	Days UN	(/NR
	Arrorare Type	Mult	i-Ena - UNK/	NR	Rotorcr	aft - IINk	C/NR
		Mark	. 2,19 014.7			011	.,
Instrument Rating(s) - NONE							
Narrative							
THE PILOT CALLED AHEAD BEFORE LANDING AT THE	AIDDODT AND WAS TO	D THAT THE CDASS I	DIINWAV WAS II	SARIE /	\FTFD		
LANDING, HE INITIATED A TAKEOFF FROM THE SOF							
WAS TOO HIGH FOR A DEPARTURE OF HIS TYPE OF							
THAT AN ABORT WAS IMPOSSIBLE AND THE AIRCRAF			-5 , NOLONGLD	. 0 1111	. 01141		
THAT ALL ABORT WAS THE OSSIBLE AND THE ATRONAL	JINOON A INLL AND	GRAGILD.					

Time (Lc1) - 1415 EDT File No. - 2321 9/25/82 HOLLY SPRINGS, NC A/C Reg. No. N177RW

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

#### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. IMPROPER DECISION, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION HIGH VEGETATION
- 5. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 6. OBJECT TREE(S)

----Probable Cause----

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

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

File No 2271 9/	21/82 LANGD	•	A/C Reg.	No. N8107X		Time (Lcl) -	1504 MD1	Γ
Basic Information Type Operating Certificate			Aircraft D	)amage	·	Injur	ies	
	ON-DEMAND AI	R TAXI	SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DO	MESTIC, PASSENGER	Fire	Cre	O we		0	1
Flight Conducted Under		•	NONE	Pas	ss 0	0	0	3
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - PIPER PA-:		Eng Make/M	odel - CONTI	NENTAL TSIO-36	SO-EB1 ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-	FIXED	Number Eng	ines - 2	- FUEL INJECT	Sta	ll Warning S	ystem - Y	/ES
Max Gross Wt - 4570		Engine Typ	e - RECIP	· - FUEL INJECT	ED Wea	ither Radar -	UNK/NR	
No. of Seats - 7		Rated Powe	r - 20	00 HP				
Environment/Operations Info	rmation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECO	RD OF BRIEFING	Last Depart	ure Point		ON AI	RPORT		
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport			
Basic Weather - VMC		MINNEAPOL	IS,MN			ON MUNICIPAL		
Wind Dir/Speed- 200/009		/				y Ident -		
Visibility - 20.0		ATC/Airspace				y Lth/Wid -		50
Cloud Conditions(1st) -		Type of Fli				y Surface -		
Cloud Conditions(2nd) -		Type of Cle	arance - N	IUNE	Runwa	y Status -	DRY	
Obstructions to Vision- Precipitation -		Type Apch/L	nag - N	IONE				
Condition of Light -								
Personnel Information						D 4557041 410		/
Pilot-In-Command		Age - 47	Me	edical Certific	ate - VALI ght Time (		WAIVER5/	LTMII
Certificate(s)/Rating(s)		Biennial Flight R	eview	Total -			Unc -	3
COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	^	Biennial Flight R Current Months Since	- 1 C S	Make/Medel-				0
SE LAND, ME LAND, SE SEA	4	Aircraft Type			165	1ast 00	Days	85
		An Clart Type	OINK/ INK	Multi-Eng -	53	200 0	Cayo	
				Marci Eng	33			
<pre>Instrument Rating(s)</pre>	~ AIRPLANE							
No and the								
Narrative	AND DILOT ***	A DDECAUTIONADY (	AND THE DUST	NO DOLL OUT NO	OCE OE * D OO	LIADCED AC		
BIN DOOR CAME OPEN IN FLIGHT A RCRAFT WEIGHT SETTLED ON IT S:			ANDING. DURI	NG RULL-UUT NO	ISE GEAR CO	LLAPSED AS		
DODAET WEIGHT SETTIED ON IT S	INVEL TEMATA NICE	1 L 1 1 1 V L Y 1 L K   1 L K						

File No 22	71 9/21/82	LANGDON, ND	A/C Reg. No. N8107X	Time (Lcl) - 1504 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. DOOR,PASSENGER	- OPEN			
Occurrence #2 Phase of Operation	NOSE GEAR COLL LANDING - ROLL			
		ED - PILOT IN COMMAND TIFIED - PILOT IN COMM.	AND	
Probable Cause				
The National Transpois/are finding(s) 3	rtation Safety B	oard determines that th	ne Probable Cause(s) of this accide	ent
Factor(s) relating to	o this accident	is/are finding(s) 1		

File No 2220 8/22/82 MAX,	NE A/C	A/C Reg. No. N29639 Time (Lcl) - 1920 MDT			MDT	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircra	ft Damage		Inju	ries	
	DESTR	ft Damage DYED Crew Pass	Fatal	Serious	Mino	r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	1	O 1	0	0
	NONE	Pass	0	1	0	0
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Model - TAYLORCRAFT BC-12-65	Eng Make/Model - C	ONTINENTAL A-75-8	ELT	Installed/	Activat	ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Stal	1 Warning	System	- NO
Max Gross Wt - 1200	Engine Type - R		ETOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Power -	75 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	IG Last Departure Poin	t	OFF A]	RPORT/STRI	P	
Method - N/A	MCCOOK, NE					
Completeness - N/A	Destination		Airport [	ata		
Basic Weather - VMC	BOULDER, CO					
Wind Dir/Speed- 360/021 KTS				/ Ident		
Visibility - 10.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Cloud Conditions(1st) - 4000 FT OVE	RCAST Type of Flight Plan	- NONE	Runway	/ Surface	- N/A	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	/ Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica	te - VALIC	MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Age - 41 Biennial Flight Review	Flig	ht Time (F	lours)		
PRIVATE	Biennial Flight Review Current - UNK/N	R Total -	880	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Since - UNK/N	R Make/Model-	578	Last 3	O Days-	UNK/NR
	Aircraft Type - UNK/N	R Instrument-	6	Last 9	O Days-	40
Instrument Rating(s) - NONE						
Narrative						
OT FLYING CROSS-COUNTRY AT LOW ALTITUDE O	COLLIDED WITH WIRES AND CRAS	HED. NO MALFUNCTION	S OF AIRCE	AFT OBSERV	ED.	
-						

File No. ~ 2220 8/22/82 MAX,NE A/C Reg. No. N29639 Time (Lc1) - 1920 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE - NORMAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. OBJECT WIRE, TRANSMISSION
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

That of operation overse working

----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

File No 2356 5/02/82	NEW LONDON, NH	A/C Reg. No. N8	309V	Time (Lc1) -	1415 EDT	
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Injur	ies	
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -TOWI	NG GLIDERS	Fire	Crew O Pass O	0	0	1
Flight Conducted Under -14 C	CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LAND	ING					
-Aircraft Information			•			
Make/Model - CHAMPION 7GCAA		e/Model - LYCOMING 0-3				
Landing Gear - TAILWHEEL-ALL F	IXED Number	Engines - 1	St	all Warning S	ystem - U	NK/NR
Max Gross Wt - 1650		Type - RECIPROCATIN	IG-CARBURETOR We	ather Radar -	UNK/NR	
No. of Seats ~ 2	Rated Po	ower - 150 HP				
-Environment/Operations Informatio						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - UNK/NR	Last Dépa	arture Point	ON A	IRPORT		
Method - UNK/NR	SAME A	S ACC/INC				
Completeness - UNK/NR	Destinatio	on	Airport	Data		
Basic Weather - VMC						
Wind Dir/Speed- 210 -UNK/NR			Runw	ay Ident -	UNK/NR	
Visibility - 30.0 SM				ay Lth/Wid -		
Cloud Conditions(1st) - 4500	FT SCATTERED Type of I	Flight Plan - NONE	Runw	ay Surface -	UNK/NR	
Cloud Conditions(2nd) - 10000	FT BROKEN Type of (	Clearance - NONE	Runw	ay Status -	SOFT	
Obstructions to Vision- NONE	Type Apc	n/Lndg - NONE				
Precipitation - RAIN						
Condition of Light - DAYLI	GHT					
-Personnel Information						
Pilot-In-Command	Age - 20	Medical C	ertificate - VAL	ID MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	Flight Time	(Hours)		
COMMERCIAL	Current	- UNK/NR Total	- 321	Last 24	Hrs - UN	K/NR
SE LAND	Months Sind	ce - UNK/NR Make/ ype - UNK/NR Instr	Model- UNK/NR	Last 30	Days- UN	K/NR
	Aircraft T	ype - UNK/NR Instr	ument- UNK/NR	Last 90	Days- UN	K/NR
Instrument Rating(s) - AIR	PLANE					
ER TOWING A GLIDER, THE PILOT RETU	DNED TO AN HAITMADOVED AT	IDSTRIR AND LANDED DU	DING THE LANDING	DOLL THE AT	DCDAFT	
AME MIRED IN SOFT SAND AND NOSED O		INSTRIF AND LANDED. DU	WING THE PRINCING	NOLL, THE AT	NONALI	
AME MIDED IN COET CAND AND NOCED O	VED					

File No. - 2356 5/02/82 NEW LONDON, NH A/C Reg. No. N8309V Time (Lc1) - 1415 EDT

Occurrence Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION LOOSE GRAVEL/SANDY
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT

----Probable Cause----

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

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

## Brief of Accident

File No 2373 8/10/82 LEB	ANON, NH	A/C Reg. No. N5C	37D	Т	ime (Lc1) -	0957 ED	)T
Basic Information  Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL  Flight Conducted Under -14 CFR 91  Accident Occurred During -TAKEOFF	r F	ircraft Damage MINOR ire NONE	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O	None 1 0
Aircraft Information  Make/Model - CESSNA 182A  Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2650  No. of Seats - 4	Number Engine:	- RECIPROCATING	-CARBURET	Stal OR Weat		ystem ~ NO	YES
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 190/009 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 4000 FT SC/ Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary  Last Departure  SAME AS ACC/  Destination  QUEBEC,  ATC/Airspace  ATTERED Type of Flight  Type of Clearar  Type Apch/Lndg	INC Plan - VFR		Airport ON AIR irport D LEBANO Runway Runway Runway	ata N MUNICIPAL	18 3984/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight Revie Current - 1 Months Since - 1 Aircraft Type - 1	ew /ES Total 23 Make/M	Flight -	Time (H 794 385	MEDICAL-NO ours) Last 24 Last 30 Last 90	Hrs - Days- U	2
Instrument Rating(s) - NONE Narrative THE PILOT LANDED AT THE UNCONTROLLED AIRPORT FLIGHT PLAN. HE CONTACTED THE FSS ON THE AIR MAKING AN INTERSECTION TAKEOFF ON RUNWAY (RI ADVISORY CONCERNING AN AIRCRAFT ON A VOR APR EARLIER. HOWEVER, THE PILOT REMEMBERED RECE: OTHER AIRCRAFT GIVING ADVISORIES ON THAT FRI ON RWY O7. SHORTLY AFTER THE PILOT OF N50370 HE DID NOT STOP UNTIL REACHING THE INTERSECT RIGHT, BUT THEIR LEFT WING TIP HIT THE WINDS	RPORT ADVISORY FREQUENCY  IN 18. THE FSS ISSUED A  ROACH AND A CESSNA THA  VING ONLY THE BAROMETR  GUENCY. AS HE TAXIED EA  BEGAN AN IMMEDIATE TAK  ION OF THE RWYS. THE (  GHIELD OF N5037D. THE (	AND ADVISED THA AN AIRPORT ADVISO HAD REPORTED ON IC PRESSURE SETTI ASTBOUND ON TO RW KEOFF, HE SAW THE CESSNA 152 AIRCRE CESSNA 152 AIRCRE	T HE WS T RY FOR RW DOWNWIND NG. HE ST Y 18, CES CESSNA 1 W APPLIED	AXIING A Y 18 AND FOR RWY ATED THA SNA 152, 52 AND A BRAKES	ND WOULD BE PROVIDED A O7 ABOUT 1 T HE DID NO N89255, WA PPLIED BRAK AND TRIED T	TRAFFIC MINUTE T HEAR S LANDIN ES. BUT URNING	IG

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File No. - 2373 8/10/82 LEBANON,NH A/C Reg. No. N5037D Time (Lc1) - 0957 EDT

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF

Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 2. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 3. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

File No 2373 8/10/82 LEBAN	NON, NH	A/C Reg. N	o. N89255	Time (Lc1) - 0957 EDT			
Basic Information Type Operating Certificate-NONE (GENER)  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91		Aircraft Dam SUBSTANTIAL Fire NONE				ries Minor O O	None 2 0
Accident Occurred During -LANDING							
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Er Engine Ty	/Model - LYCOMIN ngines - 1 /pe - RECIPRO /er - 110	G 0-235-L2C CATING-CARBURE	ELT Stal	Installed/A 1 Warning S	activated System - YE	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/009 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 4000 FT SCAT Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination ATC/Airspace TERED Type of F1 Type of C1 Type Apch/	ACC/INC e ight Plan - NON earance - NON	E E	ON AIR Airport D LEBANO Runway Runway Runway Runway		07 5495/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Months Since	Review - YES - 3 - UNK/NR	cal Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	nt Time (H 862	ours) Last 24	Hrs - Days- UNF	0
Instrument Rating(s) - AIRPLANE							
THE STUDENT AND INSTRUCTOR PILOT (IP) WERE PRICED SWITCHED TO RUNWAY OF FOR CROSSWIND PRACE MONITORED THE COMMUNICATIONS/POSITIONS OF OTHE RUNWAY OF AN AIRCRAFT THE GRANT HE DID NOT SEE ANY AIRCRAFT TAXIING ON TRETWEEN THE RUNWAY NUMBERS AND THE INTERSECTION REPORTED THAT BRAKES WERE APPLIED AND A RIGHT DITHER AIRCRAFT. THE CESSNA 182 PILOT HAD STAFEN 189255. HE APPLIED BRAKES AND CAME TO A STOP	CTICE. THE IP STATHER AIRCRAFT, AND HAT HAD DEPARTED AT HE RUNWAYS, RAMPSON, A CESSNA 182, TURN WAS ATTEMPTOTED AN INTERSECTION THE INTERSECTION THE INTERSECTION	ED THAT THEY UT ADVISED THE FSS ND ANOTHER THAT OR TAXIWAYS. A N5037D, WAS OB ED, BUT THE LEF ON TAKEOFF ON R	ILIZED THE AIF OF THEIR INTE WAS ON A VOR S THE AIRCRAFT SERVED ROLLING T WING TIP STR JNWAY 18 FROM	RPORT ADVI ENTION TO APPROACH, WAS TOUCH ON RUNWA RUCK THE W A TAXIWAY	SORY SERVIC SWITCH TO BUT STATED HING DOWN Y 18. THE I INDSHIELD O WHEN HE SA	P F THE	

File No. - 2373 8/10/82 LEBANON, NH A/C Reg. No. N89255 Time (Lcl) - 0957 EDT

Occurrence ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND(CFI)
- 2. VISUAL LOOKOUT INADEQUATE PILOT OF OTHER AIRCRAFT
- 3. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		9		Injur		
T. C.O. T. L.	SUBSTAN		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE	ra55	O		Ü	'
-Aircraft Information				,		
Make/Model - AERO COMMANDER 112TC	Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type - REC Rated Power -	1 PROCATING - CARBURET 2 10 HP	JR weat	ner kadar -	UNK/NR	
-Environment/Operations Information		<del>-</del>				
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PURI		
Method - N/A Completeness - N/A	BLOCK ISLAND,RI Destination	^	irport D	12 + 2		
Basic Weather - VMC	MORRISTOWN, NJ		MORRIS			
Wind Dir/Speed- 210/005 KTS	MOKK 25 TO WIT, TO			Ident -	23	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		150
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE	Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	A 2:-	Maniana 1 . On maki 6 i na i n	1/A1 T.	MEDICAL WA	TVEDC/LIM	T T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 57 Biennial Flight Review	Medical Certificate	- VALIL		I V C K 2 / L I M	T 1
PRIVATE	Current - UNK/NR				Hrs - UNI	K/NR
SE LAND, ME LAND	Months Since - UNK/NR		/NR	Last 30		
of this include	Aircraft Type - UNK/NR	Make/Model- UNK Instrument- UNK	/NR	Last 90	Days- UN	K/NR
	,	Multi-Eng - UNK			aft - UNI	
Instrument Rating(s) - NONE						
N PILOT EXTENDED GEAR FOR LANDING A FIRE S	TARTED. THE FIRE CONTINUED A	FTER LANDING AND PI	LOT WAS	UNABLE TO		
INGUISH IT. FIRE DEPARTMENT ARRIVED WITHIN						

File No 22	11 9/06/82	MORRISTOWN, NJ	A/C Reg. No. N1547J	Time (Lcl) - 2155 EDT	
Occurrence #1 Phase of Operation	FIRE APPROACH - VFR F	PATTERN - FINAL APPROACI	н		
' Finding(s) 1. UNDETERMINED					
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent	

File No 2397 5/27/82 CLAYTO	N,NM A/C Re	g. No. N8088T	Time (Lcl) - 1226 MDT				
Basic Information Type Operating Certificate-NONE (GENERAL				Injur			
	SUBSTAN			Serious		None	
Type of Operation -PERSONAL	Fire		0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0	
Aircraft Information							
Make/Model - PIPER PA-28-236	Eng Make/Model - CON	TINENTAL TSIO-360-FB	8 ELT Ir	stalled/A	ctivated	- YES/NO	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall	Warning S	ystem - Y	ES	
Max Gross Wt - 2900	Engine Type - REC	[PROCATING-CARBURETO	R Weathe	r Radar -	NO		
No. of Seats - 4	Rated Power -	200 HP					
Environment/Operations Information							
Weather Data	Itinerary	Α	irport Pr				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRP	ORT/STRIP			
Method - N/A	PUEBLO, CO						
Completeness - N/A	Destination	Αi	rport Dat	а			
Basic Weather - VMC	LUBBOCK,TX						
Wind Dir/Speed- 180/015 KTS Visibility - 20.0 SM	ATO /Advance			dent -			
Cloud Conditions(1st) - 13000 FT UNK/N	ATC/Airspace	NONE		th/Wid - urface -			
Cloud Conditions(2nd) - NONE	Type of Clearance -			tatus -			
Obstructions to Vision- HAZE	Type Of Crearance -		Kuriway S	tatus -	DRT		
Precipitation - NONE	Type Apeny Lindg	VISUAL STRAIGHT IN					
Condition of Light - DAYLIGHT							
	Age - 25 1	Medical Certificate	- VALID M	EDICAL-NO	WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Age - 25 Biennial Flight Review	Flight	Time (Hou	rs)	,		
PRIVATE	Current - UNK/NR	Total - 1	84	Last 24	Hrs -	2	
SE LAND	Months Since - 11	Make/Model-	27	Last 30	Days- UN	IK/NR	
	Current - UNK/NR Months Since - 11 Aircraft Type - UNK/NR	Instrument-	3	Last 90	Days-	45	
Instrument Rating(s) - UNK/NR							
Narrative HE PILOT REPORTED THAT DURING FLIGHT, THE ENG NEXPECTEDLY STRONG WINDS WERE ENCOUNTERED AND DT REACH THE AIRPORT. DURING THE LANDING, THE DLLAPSED. AN INVESTIGATION REVEALED THAT THE	HE MADE A FORCED LANDING IN AIRCRAFT STALLED FROM ABOUT	N A PASTURED WHEN HE T 10 TO 15 FT AND TH	SAW HE C E LANDING	OULD GEAR	<b>-</b>		

File No. - 2397 5/27/82 CLAYTON,NM A/C Reg. No. N8O88T Time (Lcl) - 1226 MDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. LEVEL OFF - INADEQUATE - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1.4$ 

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

----Probable Cause----

Basic Information				<b>-</b> .			
Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL	Fatal	Injur Serious	ies Minor	nor None	
Type of Operation -DEMONSTRATIO		e Crew		0		0	
Flight Conducted Under -14 CFR 91	10/1	NE Pass	0	0	0	0	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH P35		- CONTINENTAL IO-470-N					
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3125	Number Engines	- 1 - RECIP - FUEL INJECTED	Stal	Warning Sy	ystem - Yl	ES	
No. of Seats - 5	Rated Power	- 260 HP	weatr	ier kauar -	NU		
						<b></b>	
Environment/Operations Information Weather Data	Itinerary		Ainmont [	Proximity			
Wx Briefing - NO RECORD OF BRIEFING		nint .		RPORT/STRIP			
Method - N/A	SAME AS ACC/INC		0 71.	., 0,,,, 0,,,,2,			
Completeness - N/A	Destination		Airport Da	ata			
Basic Weather - VMC			CORONA				
Wind Dir/Speed- VARIABLE-UNK/NR	/			Ident -			
Visibility - 50.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace	Law NONE	Runway	Lth/Wid - Surface -	4000/	100	
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight P			Status -			
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE	Kullway	status	DKI		
Precipitation - NONE	Type Apolly Elling	140142					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 49	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM:	ΙT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fliah	t Time (Ho	ours)	•		
COMMERCIAL, CFI	Current - YES	Total - Make/Model- K/NR Instrument- UN	6442	Last 24	Hrs -	0	
SE LAND, ME LAND	Months Since - 17	Make/Model-	3500	Last 30	Days- UN	K/NR	
	Aircraft Type - UN	(/NR Instrument- UN	K/NR	Last 90			
		Multi-Eng - UN	K/NR	Rotorcra	aft - UN	K/NR	
Instrument Rating(s) - AIRPLANE							
narrative FER TAKEOFF ENGINE REPORTEDLY LOST POWER. TI	HE PILOT FLEW IT RETWEEN	J TREES BUT ONE WING WA	S SEPARATE	D IN THE			
	NG. NO REASON FOR THE PO		J JEFARAIL	LO IN THE			

File No 22	63 8/13/82 	ALBUQUERQUE,NM	A/C Reg. No. N1555Z	Time (Lcl) - 1730 MDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 2. OBJECT - TREE(S	)			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this acc	ident

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

	R CITY,NM A/C Rec	g. No. N9867F		ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANT		Fatal	Injur Serious	ies Minor	None
Type of Operation -TEST	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	1
-Aircraft Information						
Make/Model - CESSNA 401A	Eng Make/Model - CONT	INENTAL TSIO-520-		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			1 Warning S		ES
Max Gross Wt - 6300	Engine Type - RECI		Weat	her Radar -	NO	
No. of Seats - 8	Rated Power - 3	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC				RIDGEPORT		
Wind Dir/Speed- 180/015 KTS					15	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid ~		50
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan -			Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	5	edical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	9	t Time (H			
COMMERCIAL, CFI	Current - YES	Total - 1		Last 24		0
SE LAND, ME LAND	Months Since - 3	Make/Model-		Last 30		K/NR 294
HELICOPTER	Aircraft Type - UNK/NR	Instrument- Multi-Eng	363	Last 90 Rotorcr	,	2744
		Murti-Eng	1141	ROTORER	art -	2/44
Instrument Rating(s) - AIRPLANE						
-Narrative						
: AIRCRAFT WAS BEING FLOWN TO CHECK IT AFTE	P SOME MINOR MAINTENANCE HAD	REEN PERFORMED DI	IRING THE	TAKEDEE		
L AT ABOUT 84 KTS, THE PILOT NOTED A DROP						
THE RIGHT SIDE. HE ABORTED THE TAKEOFF, BU					G	
WAY, HE ELECTED TO GO OFF THE RIGHT SIDE.						
LAPSED. NO PRE-ACCIDENT, MECHANICAL MALFUN						

File No 23	8/23/82	SILVER CITY,NM	A/C Reg. No. N9867F	Time (Lcl) - 1405 MDT
Occurrence #1 Phase of Operation		RUN		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Finding(s) 2. ABORTED TAKEOFF	- PERFORMED - PILO			
Occurrence #3 Phase of Operation		DN WITH OBJECT		
Finding(s) 3. OBJECT - FENCE				
Occurrence #4 Phase of Operation	TAKEOFF	_		
Probable Cause				
The National Transports/are finding(s) 1	rtation Safety Board	d determines that the	Probable Cause(s) of this ac	ccident
Factor(s) relating to	this accident is/a	are finding(s) 3		

File No 2254 8/27/82 LA P	LATA, NM	A/C Reg. No.	Time (Lcl) - 1555 MDT					
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag	e		Injuri		<b></b>	
		DESTROYED	Crew	Fatal	Serious		r None	
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0	
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0	
Accident Occurred During -MANEUVERING								
Aircraft Information								
Make/Mode1 - CESSNA 150	Eng Make/Mo	del - CONTINENT	AL 0-200A	ELT	Installed/Ac	tivated -	YES/Y	
Landing Gear - TRICYCLE-FIXED		nes - 1					S	
Max Gross Wt - 1600		e - RECIPROCA		TOR Weat	ner Radar -	NO		
No. of Seats - 2		· - 100 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN				OFF AI	RPORT/STRIP			
Method - N/A	FARMINGTON	1,NM						
Completeness - N/A	Destination			Airport Da	ata			
Basic Weather - VMC								
Wind Dir/Speed- UNK/NR	/				Ident -			
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -	•		
Cloud Conditions(1st) - NONE		int Plan - NONE			Surface -			
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE		rance - NONE ndg - NONE		Runway	Status -	N/ A		
Precipitation - NONE	Type Apcn/Lr	iag - NUNE						
Condition of Light - DAYLIGHT				÷.				
Personnel Information								
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 36		1 Certificat	e - VALID t Time (Ho		WAIVERS/L	. 1 101 1	
PRIVATE	Biennial Flight Re Current	view To				Unc -	4	
SE LAND	Months Since	- 1E3 10	tal -	76 .	Last 24	Dave- HNR	/ NID	
SE LAND	Aircraft Type	- UNIK/ND In	ke/Model- strument-	70	Last 30	Days - UN	7	
	All Clair Type	- 0140/146 111	s crameric	2	Last 90	Days	,	
Instrument Rating(s) - NONE								
narrative FT STRUCK A POWER LINE WHICH CROSSED A ROA	D AT AROUT 40 ET AGI	THE ACET WAS	ORSEDVED ELV	TNG AT LO	A ALTITUDE I	N THE		
REA PRIOR TO THE ACCIDENT.	D AT ABOUT 40 IT AGE	. TIL ACT I WAS	ODJEKNED FET	TING AT LUI	W WELLIODE I	IN IIIL		
TEA TRIOR TO THE ACCIDENT.								

File No. - 2254 8/27/82 LA PLATA,NM A/C Reg. No. N3251V Time (Lc1) - 1555 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
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. OBJECT - WIRE,TRANSMISSION
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

File No 2300 9/	30/82 GUADALUI	PITA,NM A/C R	eg. No. N1477C	Т	ime (Lc1) -	1033 MDT	
Basic Information Type Operating Certificat	e-NONE (GENERAL ,	AVIATION) Aircraf	t Damage		Injuri	ies	
		DESTRO	YED	Fatal	Serious	Minor	None
	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under		NONE	Pass	1	0	0	0
Accident Occurred During	-CRUISE						
Aircraft Information							
Make/Model - CESSNA 17		Eng Make/Model - LY	COMING 0-360-A1F6D	ELT	Installed/Ac	ctivated	- YES/Y
Landing Gear - TRICYCLE-	FIXED	Number Engines - 1		Stal	1 Warning Sy	/stem - Y	
Max Gross Wt - 2500		Engine Type - RE		TOR Weat	her Radar -	NO	
No. of Seats - 4		Rated Power -	180 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - FSS		Last Departure Point			RPORT/STŔIP		
Method - TELEPHO	NE	DELHART, TX					
Completeness - FULL		Destination		Airport D	ata		
Basic Weather - IMC		WINSLOW,AZ					
Wind Dir/Speed- 180/015	KTS				Ident -		
Visibility - UNK/NR		ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) -	700 FT SCATTER	RED Type of Flight Plan	- NONE		Surface -		
		ST Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision-		Type Apch/Lndg	- NONE				
Precipitation -							•
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command	Αg	ge - 52	Medical Certificat	e - VALID	MEDICAL-WAI	VERS/LIM	ΙT
Certificate(s)/Rating(s)	В	iennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE		Current - UNK/NR		473	Last 24	Hrs -	2
SE LAND		Months Since - UNK/NR		K/NR	Last 30	Days- UN	K/NR
		Aircraft Type - UNK/NR	Instrument-	17	Last 90		
			Multi-Eng - UN	K/NR	Rotorcra	ift - UN	K/NR
Instrument Rating(s)	- NONE						
No							
-Narrative	THE CIDE OF A 4	OFF FOOT MOUNTAIN AT TH	- 10 800 F00T / 5::5:	THE MOU	STATNE MESS		
OT ON CROSS-COUNTRY IMPACTED CURED AT THE TIME.	IME SIDE OF A 1	I, USS FUUL MUUNIAIN AL IH	E 10,800 FUUT LEVEL	. THE MUUI	MINTN2 MEKE		

File No 230	9/30/82	GUADALUPITA, NM	A/C Reg. No. N1477C	Time (Lc1) - 1033 MDT
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Finding(s)  1. WEATHER CONDITIO 2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. VFR FLIGHT INT	N - LOW CEILING N - OBSCURATION N - TURBULENCE	) - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN		
Finding(s) 6. TERRAIN CONDITIO	N - MOUNTAINOUS/H	HILLY		
Probable Cause	-			
The National Transporis/are finding(s) 5	tation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 1,2,3,	4,6	

	AYTON, NV A/C	Reg. No. N9968H	Time (Lcl)	- 0400 PDT	
Basic Information Type Operating Certificate-NONE (GE	DEST		Inju fatal Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		Crew Pass	1 O	0	0
Aircraft Information Make/Model - CESSNA 182R Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Engines -	CONTINENTAL 0-470-U 1 RECIPROCATING-CARBURETOR 265 HP	Stall Warning	System - YE	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIE  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 150/006 KTS  Visibility - 12.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - NIGHT (BR	Itinerary  Last Departure Poir  CARSON CITY,NV  Destination  UNK/NR  ATC/Airspace  Type of Flight Plar  Type of Clearance  Type Apch/Lndg	Air - NONE - NONE	Runway Lth/Wid Runway Surface	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 22 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate - Flight T Total - UNK/N Make/Model- UNK/N Instrument- UNK/N Multi-Eng - UNK/N	ime (Hours) IR Last 2: IR Last 3: IR Last 9:	4 Hrs - UNK	(/NR (/NR (/NR
Instrument Rating(s) - NONE					
Narrative T ABOUT 0130 THE PLT & 4 COMPANIONS WERE ISORDERLY. AFTER THE LOUNGE CLOSED THEY		HE ACFT RAMP WHERE THE P VERE UNABLE TO START THE	LT & ONE COMPANION OTHER & ABORTED	NC 3HT	

File No. - 2250 8/24/82 DAYTON,NV A/C Reg. No. N9968H Time (Lc1) - 0400 PDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

#### Finding(s)

- 1. LIGHT CONDITION NIGHT
- 2. STOLEN AIRCRAFT/UNAUTHORIZED USE INTENTIONAL PILOT IN COMMAND
- 3. AIRPLANE HANDLING UNCONTROLLED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) PILOT IN COMMAND
- 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF RECENT TOTAL EXPERIENCE PILOT IN COMMAND
- 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4.5.6

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

File No 2218 9/11/82 ELKO,	NV A/C Reg	g. No. N51JW	Time (Lc1) - 1201 CDT				
Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	L AVIATION) Aircraft DESTROYI Fire NONE		In Fatal Seriou 1 O 1 O		None O O		
Aircraft Information Make/Model - NORTH AMERICAN F-51D Landing Gear - TAILWHEEL-ALL RETRACT Max Gross Wt - 8200 No. of Seats - 1	Eng Make/Model - PACH Number Engines - 1 Engine Type - REC Rated Power - 14	PROCATING-CARBURETO	Stall Warnin	g System - N			
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/005 KTS Visibility - 30.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point CARSON CITY,NV Destination RENO-ELKO,NV  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	· A i NONE NONE	irport Proximit OFF AIRPORT/ST rport Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	ŘIP - N/A - N/A - N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND  Instrument Rating(s) - NONE	Age - 49 M Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Medical Certificate Flight Total - 104 Make/Model- UNK/I Instrument- UNK/I Multi-Eng - UNK/I	Time (Hours) 50 Last NR Last NR Last	24 Hrs - UN	K/NR K/NR K/NR		
Narrative HE PLT FLEW DOWN THE LENGTH OF RWY O6 ABOUT DWN RWY 12 & PULLED UP. AFTER A BRIEF CLIMB HE ROLL STOPPED & THE WINGS WAGGED ERRATICAL DWN WITH THE PLANE STILL INVERTED. THE ACFT EVEL PRIOR TO IMPACT.	THE PLT BEGAN A SLOW ROLL TO LY WITH THE NOSE DROPPING TO	THE LEFT. JUST AS THE NEARLY HORIZONTAL.	HE ACFT BECAME THE NOSE WAS TH	INVERTED EN PUSHED			

File No. - 2218 9/11/82 ELKO,NV A/C Reg. No. N51JW Time (Lc1) - 1201 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

- 2. LOW PASS PERFORMED PILOT IN COMMAND
- 3. AEROBATICS 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

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

File No 2338 4/22/82 END	ICOTT, NY	A/C Reg.	No. N2456Y	Т	ime (Lc1)	- 1645 EDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Aircraft D SUBSTANTI Fire NONE		-	Inju Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 172D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number En Engine Ty	gines - 1	NENTAL 0-300D ROCATING-CARBURI 5 HP	Stal	Installed/ I Warning ! her Radar	System - Y	
Environment/Operations Information Weather Data  Wx Briefing - UNK/NR  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- 320 -UNK/NR  Visibility - 45.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Type of C1 Type Apch/	PSIE,NY ight Plan - N earance - N Lndg - N	ONE	ON AIR Airport D TRI-CI Runway Runway Runway Runway	ata	- 3500/ - ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Current Months Since	Me Review - UNK/NR - UNK/NR	dical Certifica Fligh Total -	te - VALID nt Time (H 73	ours) Last 24	4 Hrs - UN	K/NR
Instrument Rating(s) - NONENarrative HILE EN ROUTE FROM POUGHKEEPSIE TO UTICA, LECTED TO LAND AT THE TRI-CITIES AIRPORT, ERE ENCOUNTERED DURING THE APPROACH. THE A PUTTERED. FURTHER APPLICATION OF THE THROT DLLIDED WITH A UTILITY POLE AND CRASHED. A JEL SELECTOR WAS FOUND POSITIONED TO BOTH LSO, THE CARBURETOR WAS INTACT AND ITS BOW	ENDICOTT, NY WHEN T PPROACH WAS TERMINA TLE RESULTED IN A C N INVESTIGATION REV TANKS. FUEL WAS FOU	HE PLANE WAS TED, AND AS A OMPLETE LOSS EALED THAT AT	GETTING LOW ON F GO-AROUND WAS I OF POWER. SUBSEC LEAST 5 GAL OF	FUEL. GUST (NITIATED, QUENTLY, T FUEL WAS	Y WINDS THE ENGINE HE AIRCRAFT REMAINING.	T THE	

File No. - 2338 4/22/82 ENDICOTT, NY A/C Reg. No. N2456Y Time (Lcl) - 1645 EDT Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. OBJECT - UTILITY POLE Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2

File No 2330 5/26/82 RED	HOOK,NY	A/C Reg. No. N	3128Z	Time (Lcl) - 1135 EDT				
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	ION) Aircraft Damage SUBSTANTIAL			Injurie Fatal Serious			
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1	
Aircraft Information Make/Model - PIPER PA-22-160 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 4	Number Er Engine Ty	/Model - LYCOMING O- ngines - 1 ype - RECIPROCATI ver - 160 HP		Stall	Installed/A   Warning S ner Radar -	ystem - Y		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - UNK/NR Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C	LLE,NY n K,NY		ON AIRF rport Da SKY PAR Runway Runway Runway	ata	2685/ ASPHALT	30	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 73 Biennial Flight Current Months Since Aircraft Typ		Flight 1 - 2 /Model- 2	Time (Ho 187 187	ours) Last 24 Last 30	Hrs - Days- UN	O IK/NR	
Instrument Rating(s) - NONE								
Narrative HE PILOT FLEW TO SKY PARK AIRPORT TO HAVE I ITH UNICOM. HE MADE A LOW PASS OVER THE AII JNWAY 19. AS HE WAS TOUCHING DOWN, HE OBSEI JNWAY. THE PILOT STATED THAT HE COULD NOT ( HE AIRCRAFT WENT OF THE SIDE OFF THE RUNWA)	RPORT, NOTED THAT RVED A TWIN ENGINE GO AROUND, SO HE MA	THE WIND WAS LIGHT A AIRCRAFT (UNKNOWN M	ND ELECTED TAKE & MODEL)	O LAND O	N NTO THE	,		

File No. - 2330 5/26/82 RED HOOK, NY Time (Lcl) - 1135 EDT A/C Reg. No. N3128Z Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT Phase of Operation LANDING - ROLL Finding(s) 1. COMM/NAV EQUIPMENT, TRANSMITTER - INOPERATIVE 2. COMM/NAV EQUIPMENT, VHF RECEIVER - INOPERATIVE 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - INADVERTENT USE - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION ----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) 1,2,7

Type of Operation -PERSONAL Fire Crew 0 Crew 0 Crew 1 Crew 0 Crew 1 Crew		
Type of Operation -PERSONAL Fire Crew O Constituted Under -14 CFR 91 NONE Pass O Constituted Under -14 CFR 91 NONE Pass O Constituted Under -14 CFR 91 NONE Pass O Constitute Countries of Countrie	njuries	
Flight Conflicted Under -14 CFR 91 NONE Pass O Control Coursed During -LANDING  -Aircraft Information Make/Model - CESSNA R172E	us Minor O	None 1
-Aircraft Information  Make/Model - CESSNA R172E	-	1
Make/Model - CESSNA R172E		
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warni Max Gross Wt - 2500 Engine Type - RECIP - FUEL INJECTED Weather Rac No. of Seats - 4 Rated Power - 210 HP  -Environment/Operations Information Weather Data Itinerary Last Departure Point OFF AIRPORT/S Method - N/A ALBANY.NY Destination ALBANY COMPILETED ALBANY COUNTY ALBANY COMPILETED Weather Point OFF AIRPORT/S ALBANY.NY Destination Alphany Ident Visibility - 4.0 SM ATC/Airspace Runway Ident Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Obstructions to Vision- HAZE Type of Clearance - TOWER Runway Status Obstructions to Vision- HAZE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		
Max Gross Wt - 2500  No. of Seats - 4  Rated Power - 210 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/006 KTS Visibility - 4.0 SM Cloud Conditions(1st) - OBSCURED Cloud Conditions(2nd) - 5500 FT BROKEN Obstructions to Vision- HAZE Precipitation Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI  Meather Type - RECIP - FUEL INJECTED Weather Rac Rated Power - 210 HP  Airport Proximi OFF AIRPORT/S  ALBANY.NY Destination OFF AIRPORT/S  ALBANY.NY  ALBANY.NY  Airport Data Aleany COUNTY Runway Ident Runway Ident Runway Status Type of Flight Plan - NONE Type Apch/Lndg - NONE  Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		
No. of Seats - 4  Rated Power - 210 HP  -Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/006 KTS Visibility - 4.0 SM Cloud Conditions(1st) - 0BSCURED Cloud Conditions(2nd) - 5500 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI  -Command		YES
-Environment/Operations Information Weather Data Itinerary Airport Proximi Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/S Method - N/A ALBANY,NY Completeness - N/A Destination Airport Data Basic Weather - VMC ALBANY,NY Wind Dir/Speed- 260/006 KTS Wisibility - 4.0 SM ATC/Airspace • Runway Ident Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status Obstructions to Vision - HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las	ar - NU	
Weather Data    Wx Briefing		
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/S  Method - N/A ALBANY,NY  Completeness - N/A Destination Airport Data  Basic Weather - VMC ALBANY COUNTY  Wind Dir/Speed- 260/006 KTS  Wind Dir/Speed- 260/006 KTS  Visibility - 4.0 SM ATC/Airspace • Runway Ident  Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surfact  Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status  Obstructions to Vision- HAZE Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL.CFI Current - YES Total - 600 Las	<b>4</b>	
Method - N/A ALBANY,NY Completeness - N/A Destination Airport Data Basic Weather - VMC ALBANY COUNTY Wind Dir/Speed- 260/006 KTS Runway Ident Visibility - 4.0 SM ATC/Airspace • Runway Lth/Wi Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Surface Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		
Completeness - N/A Destination Airport Data Basic Weather - VMC ALBANY COUNTY Wind Dir/Speed- 260/006 KTS Runway Ident Visibility - 4.0 SM ATC/Airspace • Runway Lth/Wi Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Surface Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las	IKI	
Wind Dir/Speed- 260/006 KTS  Visibility - 4.0 SM ATC/Airspace • Runway Ident Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		
Visibility - 4.0 SM ATC/Airspace • Runway Lth/Wi Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las	AIRPORT	
Cloud Conditions(1st) - OBSCURED Type of Flight Plan - NONE Runway Surface Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT		
Cloud Conditions(2nd) - 5500 FT BROKEN Type of Clearance - TOWER Runway Status Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT		
Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		Ĵ.
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL.CFI Current - YES Total - 600 Las		
Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICA Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las		
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 600 Las	I-WAIVERS/LI	гмтт
COMMERCIAL.CFI Current - YES Total - 600 Las	,	
SE LAND Months Since - 13 Make/Model - 4 Las	t 24 Hrs - U	JNK/NR
	t 30 Days- U	JNK/NR
Aircraft Type - UNK/NR Instrument- UNK/NR Las	t 90 Days- U	JNK/NR
Instrument Rating(s) - AIRPLANE		
Narrative LOT REDUCED POWER TO IDLE ON FINAL APPROACH AND WHEN HE TRIED TO ADD POWER THERE WAS NO RESPONSE. NO REAS R FAILURE WAS FOUND.	DN	

File No 22	49 7/15/82 LATHAM,NY	A/C Reg. No. N26209	Time (Lcl) - 1745 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APPROACH	ı	
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

#### Brief of Accident

File No 2393 8/25/82 SARA	ATOGA SPRINGS,NY	A/C Reg.	No. N88572	Т	ime (Lcl) -	- 1020 EDT	
Basic Information Type Operating Certificate-AIR CARRIER ON-DEMAND A Type of Operation -NON SCHED,C Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	AIR TAXI	Aircraft Da SUBŞTANTIA Fire NONE			Injur Serious O O	ries Minor O O	None 2 0
Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 8			- FUEL INJECTE	Stal	Installed/A 1 Warning S her Radar -	System - Y	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 160/009 KTS Visibility - 2.5 SM Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	HUDSON.N Destination SARATOGA ATC/Airspace Type of F1	SPRINGS,NY ight Plan - IF earance - IF		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	· 14 · 4000/	100
PPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP.CFI SE LAND.ME LAND	Age - 33 Biennial Flight Current Months Since Aircraft Typ	Review - YES - 1	ical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 7138 716 616	lours) Last 24	Hrs - Days- UN	3
Instrument Rating(s) - AIRPLANE 							
HE AIRCRAFT WAS ON A FLIGHT TO REPOSITION I IGHT SEAT WHILE THE SECOND-IN-COMMAND (SIC) IRPORT, THE AIRCREW WERE CLEARED FOR THE VONTERSECTION AND STARTED TO PROCEED OUTBOUND IDE OF THE RADIAL. THEREFORE, THEY ELECTED URBULENCE, THE PIC WAS DISTRACTED AND WAS NHEY THOUGHT WAS THE PROPER INBOUND RADIAL, THE AIRCRAFT COLLIDED WITH TREES. A MISSOSE GEAR COLLAPSED DURING LANDING. AFTER TH	WAS FLYING IN THE R-A APPROACH. ACCO , THUNDERSTORM ACT TO MAKE A COURSE R HOT SURE IF HE SET A DESCENT WAS STAR LED APPROACH WAS MA	LEFT SEAT. DU RDING TO THE P IVITY WAS OBSE EVERSAL ON THE IN THE CORRECT TED. JUST AFTE DE AND THE AIR ERE NOT SURE W	RING ARRIVAL T IC, WHEN THEY RVED ON THE PR NORTH SIDE. D INBOUND HEADI R BREAKING OUT CREW DIVERTED	O THE SARA ARRIVED AT OCEDURE TU UE TO MODE NG. AFTER OF THE CL TO ANOTHER	TOGA COUNTY THE GILLA RN (SOUTH) RATE TO HEA INTERCEPTIN OUDS AT 180 AIRPORT WH	VY IG WHAT IO TO 1900 ERE THE	

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File No. - 2393 8/25/82 SARATOGA SPRINGS,NY A/C Reg. No. N88572 Time (Lcl) - 1020 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - TURBULENCE IN CLOUDS 5. NAVIGATION RECEIVER - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 7. MONITORING - INADEQUATE - COPILOT 8. OBJECT - TREE(S) 9. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 5,6,7$ Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8

File No 2337 10/29/82 WATER	TOWN, NY	/C Reg. No. N12770		Time (Lcl) -	1907 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage		Injur	ries	
	SU	BSTANTIAL	Fatal Crew O	Serious		None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91					0	1
Accident Occurred During -APPROACH		NE	Pass 0	0	0	0
	~					
Make/Model - CESSNA 150L		- LYCOMING 0-200A	EL	T Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines			all Warning S		ES
Max Gross Wt - 1600		- RECIPROCATING-CA	RBURETOR We	ather Radar -	· N0	
No. of Seats - 2	Rated Power	- 100 HP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint	OFF	AIRPORT/STRIF	)	
Method - N/A Completeness - N/A	WATERTOWN,NY Destination		A + 10 m = 10 +	D-+-		
Basic Weather - VMC	Destination		Airport	Data		
Wind Dir/Speed- UNK/NR			Pun	av Ident -	LINIV / NID	
Visibility - 3.0 SM	ATC/Airspace			ay Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight F	lan - NONE		ay Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearand			,	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg			.,	,	
Precipitation - NONE	3, , , , , ,					
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 25				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time			
STUDENT	Current - N/		- 85	Last 24	Hrs -	
	Months Since - N/	•	1- 80	Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - N/	A Instrumen	t- 0	Last 90	Days-	15
Instrument Rating(s) - NONE						
Narrative						
PILOT REPORTED THAT HE MADE TWO TOUCH-AND						
HIS PRIVATE AIRSTRIP IN THE LOCAL AREA. WH					I. THE	
.OT STATED THAT HE ADDED FULL POWER AND ATT P OF TREES. THEN NOSED INTO THE GROUND.	EMPTED TO CLIMB, BUT WA	S UNABLE. THE AIRC	RAFI CUNTACT	ED THE		
Z LIE TOLES THEN NOSEN INTO THE CONTIND						

File No. - 2337 10/29/82 WATERTOWN.NY A/C Reg. No. N1277Q Time (Lc1) - 1907 EDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 4. OBJECT - TREE(S) 5. 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) 2.3.5Factor(s) relating to this accident is/are finding(s) 1,4

File No 2379 5/04/82 OTSEGO	О,ОН	A/C Reg	. No. N16861		Time (Lc1)	- 1700 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft SUBSTANT			al Serious		
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -HOVER		Fire NONE			0 0	0	1 O
Aircraft Information							
Make/Model - SIKORSKY S-55B Landing Gear - SKID	Eng Make/Mo Number Eng	odel - WRIG	SHT C7BA		ELT Installed, Stall Warning		
Max Gross Wt - 7200			PROCATING-CAR				9
No. of Seats - 12	Rated Power	- 8	100 HP				
Environment/Operations Information							
Weather Data	Itinerary				ort Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departi			OF	F AIRPORT/STR:	P	
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A Basic Weather - VMC	Destination			Airpo	rt Data		
Wind Dir/Speed- 090/007 KTS				Dia	nway Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				nway Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flic	ıht Plan -	NONE		nway Surface		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea Type Apch/Li			Rui	nway Status	- N/A	
	Age - 36	M	ledical Certif	icate - V	ALID MEDICAL-N	O WAIVERS/	_IMIT
	Riennial Flight Re	view	F	light Time	e (Hours)		
COMMERCIAL	Current Months Since	- YES	Total	- 3300	Last 2	24 Hrs -	. 4
SE LAND	Months Since Aircraft Type	- 1	Make/Model	- 1032	Last 3	BO Days- UN	K/NR
HELICOPTER	Aircraft Type	- UNK/NR	Instrument	- 0		00 Days- craft - :	
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONENarrative E PILOT WAS SPREADING FERTILIZER BY USING EX WER. HE DID A HOVERING AUTOROTATION, BUT THE ADES TO HIT THE GROUND. AN EXAMINATION REVEA S CLEAN AND WORKING PROPERLY. HOWEVER, EVIDE JND THAT INDICATED MOISTURE HAD BEEN PRESENT E SWITCH WAS REPLACED.	HELICOPTER SETTLE LED THAT THE ENGIN NCE OF ARCING WAS	D ON A BUC IE HAD MECH FOUND IN T	KET, TIPPED O' ANICAL CONTIN HE MAGNETO SW	VER AND AL JITY AND ITCH CASE	LLOWED THE MAI THE FUEL SYSTE . ALSO, SIGNS	M	

A/C Reg. No. N16861 Time (Lcl) - 1700 EDT File No. - 2379 5/04/82 OTSEGO, OH Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation HOVER Finding(s) 1. IGNITION SYSTEM, IGNITION SWITCH - FAILURE, PARTIAL Occurrence #2 FORCED LANDING 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. OBJECT - OBJECT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 2229 9/17/82 E	UCYRUS,OH	A/C Reg. No. N5	117E	Т	ime (Lcl) -	2015 EDT	
-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
,, ,		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172N		/Model - LYCOMING 0-3:	20	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stal	i warning S	ystem - U	NK/NR
Max Gross Wt - 2220	Engine T	ype - RECIPROCATIN	G-CARBURET	OR Weat	her Radar -	UNK/NR	
No. of Seats - 4	Rated Po	wer - 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR		rture Point		ON AIR	PORT		
Method - UNK/NR	SAME AS	ACC/INC					
Completeness - UNK/NR	Destinatio	n	Δ	(irport Da			
Basic Weather - VMC				PORT B			
Wind Dir/Speed- 140/005 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid -		75
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE		Runway	Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - VISUAL Fl	JLL CIRCUI	T			
Precipitation - NONE							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 20				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			: Time (Ho			
STUDENT	Current	- N/A Total	-	24	Last 24	Hrs -	. 1
	Months Sinc	e - N/A Make/I	Model-	24	Last 30	) Days- UN	K/NR
	Aircraft Ty	pe - N/A Instru	ument-	1	Last 90	Days-	6
T							
Instrument Rating(s) - NONE							
-Narrative							
DENT PILOT MADE LANDING AND AIRCRAFT V	EERED LEFT OFF RUNWA	Y. PILOT MADE GO-AROUN	ND DURING	WHICH HE	COLLIDED		
H A FENCE BUT CONTINUED FLIGHT. DURING							
		= '	_				
T TIRE WAS FOUND TO HAVE A FLAT SPOT O	N 1 I .						

File No 22	29 9/17/82	BUCYRUS, OH	A/C Reg. No. N5117E	Time (Lcl) - 2015 EDT
Occurrence #1 Phase of Operation		- ON GROUND		
<ol><li>IMPROPER US</li></ol>	E OF EQUIPMENT/AIR	- PILOT IN COMMAND	EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		SION WITH OBJECT		
Finding(s) 4. OBJECT - FENCE 5. GO-AROUND - P	ERFORMED - PILOT :			
Occurrence #3 Phase of Operation		SED		
Finding(s) 6. LANDING GEAR,MA 7. LANDING GEAR,MA		)		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that t	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 2		

File No 2296 9/30/82 LANCA	STER,OH A/	C Reg. No. N39786	7	ime (Lcl) -	1830 ED	Г
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage		Injur	ies	
,	· · · · · · · · · · · · · · · · · · ·		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		w O	0	1	0
Flight Conducted Under -14 CFR 91	NON	E Pas	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - LAKE LA-4	Eng Make/Model -	LYCOMING IO-360-A1B	ELT	Installed/A	ctivated	- YES/N
Landing Gear - AMPHIBIAN		1		1 Warning S		/ES
Max Gross Wt - 2400	Engine Type -	RECIP - FUEL INJECT	ED Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF ERIEFING	Last Departure Po	int	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	PARKERBURG, WV		FAIRFI			
Wind Dir/Speed- 140/005 KTS				Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		100
Cloud Conditions(1st) - NONE	Type of Flight Pla			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 69				IVERS/LIN	1 I T
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fli	ght Time (F	lours)		
PRIVATE	Current - YES Months Since - 12	Total -	2341	Last 24	Hrs -	0
SE LAND, SE SEA						10
	Aircraft Type - LA-	4 Instrument-	10	Last 90	Days-	20
Instrument Rating(s) - NONE						
Nemacking						
Narrative	LIE MADE A EODOED LANDTH	2 THE A CORNETEE S	MAL FUNCTIO	N. FOUND		
OT SAYS AIRCRAFT LOST POWER AFTER TAKEOFF.	HE MADE A FURCED LANDING	a in a curnfifil). No	MALFUNCIIC	N FUUND.		

File No 22	9/30/82	LANCASTER, OH	A/C Reg. No. N39786	Time (Lcl) - 1830 EDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI 3. WHEELS UP LAN		- PILOT IN COMMAND		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 2,3	·	

File No 2227 10/03/82 SHENA	ANDOAH,OH A/C	Reg. No. N5445B		Time (Lc1)	- 1630 EDT	•
Basic Information Type Operating Certificate-NONE (GENER)		ft Damage		Inju	ries	
e e		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PARACHUTE JU			rew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	. Р	ass 0	0	1	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - C	ONTINENTAL 0-470	L ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Sta	ll Warning S	System - Y	ES
Max Gross Wt - 2900	Engine Type - R	ECIPROCATING-CAR	BURETOR Wea	ther Radar ·	- NO	
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Poin	t	ON AI	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC			TELST	4R		
Wind Dir/Speed- 240/010 KTS			Runwa	y Ident ·	- 09	
Visibility - 10.0 SM	ATO, ATTORAGE		Runwa	y Lth/Wid ·	3000/	60
Cloud Conditions(1st) - 5000 FT SCAT				y Surface ·		IRF
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runwa	y Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certif	icate - VALII	D MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (			
PRIVATE	Current - UNK/N	R Total	- 3000	Last 24	Hrs -	2
SE LAND	Months Since - UNK/N	R Make/Model	- 3000	Last 30 Last 90	) Days-	30
	Aircraft Type - UNK/N	R Instrument	- 0	Last 90	) Days-	60
Instrument Dating(a) NONE						
Instrument Rating(s) - NONE						
Narrative						
MPER'S PARACHUTE OPEN PREMATURELY PULLING (	JUMPER INTO TAIL SECTION BE	NDING HORIZONTAL	STABILIZER '	WHICH IN TUR	N JAMMED	
E RUDDER. PLT COULD NOT FLARE ACFT DURING S						

File No. - 2227 10/03/82 SHENANDOAH, OH A/C Reg. No. N5445B Time (Lc1) - 1630 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. MISCELLANEOUS - PREMATURE - PASSENGER 2. HORIZONTAL STABILIZER SURFACE - BENT 3. FLIGHT CONTROL, RUDDER - JAMMED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. FLARE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #4 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING  -Aircraft Information Make/Model - BEECH 56TC Landing Gear - TRICYCLE-RETRACTABLE	SUBSTA Fire NONE	t Damage NTIAL Crew Pass	0	Injur Serious 1 3	ies Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0		-	( )
Accident Occurred During -LANDING			· ·	9		0
-Aircraft Information Make/Model - BEECH 56TC						O
	Eng Make/Model - LV					
Landing Gear - TRICYCLE-RETRACTABLE		COMING TIO-541-F1B4				
5	Number Engines - 2		Stal	1 Warning S	ystem - Y	ES
Max Gross Wt - 5990	Engine Type - RE		Weat	her Radar -	NO	
No. of Seats - 6	Rated Power -	380 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		•	Proximity		
Method - N/A	RACINE.WI		ON AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	BLUFFTON.OH		BLUFFT			
Wind Dir/Speed- 060/007 KTS				Ident -	05	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
Cloud Conditions(1st) - 25000 FT SCATT	ERED lype of Flight Plan	- NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information				_		
	Age - 47	Medical Certificat				
Certificate(s)/Rating(s) (NONE	Biennial Flight Review Current - N/A		t Time (F		11	Z /ND
NOINE	Months Since - N/A		K/NR K/ND	Last 24	Dave- UN	C/NR Z/ND
	Aircraft Type - N/A	Instrument- UN	K/NR	Last 90	Days UN	K/NR
	with directly per my h	Make/Model- UN Instrument- UN Multi-Eng - UN	K/NR	Rotorcra	aft - UNI	K/NR
Instrument Rating(s) - NONE						
-Narrative NESSES OBSERVED THE PLT MAKE A STEEP APPROAG TROL. THE PLT DID NOT HAVE ANY PLT CERTIFIC,		FT BOUNCED 3 TIMES	& THE PLT	LOST DIRECT	TIONAL	

File No. - 2225 10/04/82 BLUFFTON,OH A/C Reg. No. N554V Time (Lc1) - 1910 EDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-----Probable Cause----

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

File No 2325 10/16/82 CLEVE	LAND, OH	A/C Reg.	No. <b>N</b> 5379U	T	ime (Lcl)	- 2320 EDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Inju	ries	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	4
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 206			NENTAL IO-520-F		Installed/		
Landing Gear - TRICYCLE-FIXED					1 Warning		ES
Max Gross Wt - 3600	Engine Typ	e - RECIP	- FUEL INJECTE	D Weat	her Radar	- NO	
No. of Seats - 6	Rated Powe	er - 28	5 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIR	RPORT		
Method - TELEPHONE	CLINTON, C	)H					
Completeness - FULL	Destination			Airport D	ata (		
Basic Weather - VMC	CLEVELAND	),OH		BURKE	LAKEFRONT		
Wind Dir/Speed- 300/012 KTS				Runway	/ Ident	- 24R	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- 6000/	150
Cloud Conditions(1st) - 6000 FT BROK	EN Type of F.li	ght Plan - V	FR	Runway	Surface	- CONCRETE	
Cloud Conditions(2nd) - NONE	Type of Cle	earance - N	DNE	Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - Ui	NK/NR				
Precipitation - NONE							
Condition of Light - NIGHT (BRIGHT	· )						
Personnel Information							
Pilot-In-Command	Age - 57	Me	dical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Flig	ht Time (F	lours)		
ATP, CFI	Current	- YES	Total -		Last 2		6
SE LAND, ME LAND	Months Since	- 12	Make/Model-	14	Last 30	Days- UN	K/NR
	Aircraft Type	e - UNK/NR	Instrument-	631		O Days-	
				10			
Instrument Rating(s) - AIRPLANE							
Narrative							
	C DDAINED EDOM THE	CHEL CHMDC	WHEN THE DILOT	C WEDE CAT	TOETED THAT	т	
BEFORE TAKING OFF ON A NIGHT FLIGHT, WATER WA						I	
ALL OF THE WATER WAS DRAINED FROM THE TANKS. FINAL APPROACH FOR LANDING. ABOUT 1 MILE FROM						E \u	
INITIATED THE EMERGENCY PROCEDURES AND TURNED						_ w	
IN A LANDFILL AREA. AN EXAMINATION AND RUN-UP							
IN A LANDFILL AREA. AN EXAMINATION AND RUN-UP	OF THE ENGINE REV	EALED NO PRE	IMPACI, MECHANI	DAL FAILUR	EJ.		

POWER		
- VFR PATTERN - FINAL APPROACH		
- FLARE/TOUCHDOWN		
	ANDING - FLARE/TOUCHDOWN	ANDING - FLARE/TOUCHDOWN - TOULISION WITH TERRAIN

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 2376 10/17/82 VANDA	LIA,OH	A/C Reg. No. N4740S			Time (Lc1) - 2130 EDT			
Basic Information								
Type Operating Certificate-NONE (GENERA	•	Aircraft Damage			Inju			
		SUBSTANTIAL		Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	0	-	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	2	2	
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - PIPER PA-32-260		el - LYCOMING C			Installed/	Activated	- YES/YE	
Landing Gear - TRICYCLE-FIXED		es - 1			1 Warning !		'ES	
Max Gross Wt - 3400		- RECIPROCAT	ING-CARBURE	TOR Weat	her Radar	- NO		
No. of Seats - 6	Rated Power	- 260 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AI	RPORT/STRI	<b>o</b>		
Method - N/A	VANDALIA,OH							
Completeness - N/A	Destination			Airport D	ata (			
Basic Weather - VMC	, он							
Wind Dir/Speed- 180/003 KTS					Ident			
Visibility - 3.0 SM					Lth/Wid			
Cloud Conditions(1st) - 25000 FT SCAT				,	Surface			
Cloud Conditions(2nd) - NONE	Type of Clear Type Apch/Lnd	ance - NONE		Runway	Status	- N/A		
	Type Apch/Lnd	g - NONE						
Precipitation - NONE Condition of Light - NIGHT (DARK)								
Personnel Information					=====			
Pilot-In-Command	Age - 38	Medical	Certificat			AIVERS/LIM	11 T	
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (F	lours)			
PRIVATE	Current -	YES Tot	al -	288	Last 2	Hrs -	3	
SE LAND	Current - Months Since - Aircraft Type -	12 Mak	e/Model-	180	Last 30	Days-	O 8	
	Aircraft Type -	PA-32 Ins	trument-	64	Last 90	Days-	8	
Instrument Rating(s) - AIRPLANE								
E PILOT ESTIMATED THAT HE HAD 40 GAL OF FUE	I ON BOARD WHEN HE D	FPARTED PARKERS	BURG. WV FO	R NEW CAR	RISLE OH			
RING A NIGHT ARRIVAL AT NEW CARLISLE, HE WA								
EREFORE, HE DIVERTED TO VANDALIA, OH. AFTER						rs		
BE TURNED ON MANUALLY AT NEW CARLISLE. AFT								
						*		
DRTLY AFTER TAKING OFF. THE ENGINE LOST POW						D)		
	TION OF THE AIRCRAFT	REVEALED THERE	. WAS FUEL II	N DUIT AL	MILLIANI (I.	. , ,		
ASHED LANDED IN A SOY BEAN FIELD. AN INSPEC								
	1 PINT IN THE LEFT M	AIN, BUT NO FUE	L IN THE LI	NE FROM T	HE ENGINE	DRIVEN		

File No 23	76 10/17/82 	VANDALIA,OH	A/C Reg. No. N4740S	Time (Lc1) - 2130 EDT
Occurrence #1 Phase of Operation		OTAL) - NON-MECHANICAL LL CLIMB		
Finding(s)  1. AIRCRAFT PREFLI  2. FLUID.FUEL - ST  3. FUEL SUPPLY -	ARVATION IMPROPER USE OF -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 4. LIGHT CONDITION				
Probable Cause				
The National Transpo		rd determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating to	n this accident is	/are finding(s) 4		

File No 2245 7/17/82 BOISE	7/17/82 BOISE CITY,OK A/C Reg. No. N8873F			Т	Time (Lc1) - 0850 CDT		
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dar	-		Injur Serious	Minor	
Type of Operation -OTHER Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass			0	0
Aircraft Information							
Make/Model - HUGHES 269 Landing Gear - SKID Max Gross Wt - 1575 No. of Seats - 2	Number Eng Engine Type	odel - LYCOMIN ines - 1 - RECIP - - 180	- FUEL INJECTE	Stal	Installed/All Warning Sher Radar -	System - N	
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departu SAME AS AG		·		Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - VMC	Destination	,		Airport D			
Wind Dir/Speed- UNK/NR Visibility - 50.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace Type of Flig	ght Plan - NON	∤E	Runway	Ident - Lth/Wid - Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea Type Apch/Lr	arance - Nur	1E	Runway	Status -	N/A	
Personnel Information							
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 33 Biennial Flight Re	Medi eview	cal Certifica	ite - VALID iht Time (H	MEDICAL-NU	WAIVERS/	LIMII
COMMERCIAL,CFI SE LAND HELICOPTER	Current Months Since Aircraft Type	- YES - UNK/NR	Total -	913 70	Last 24 Last 30 Last 90	Days- UN	K/NR 109
Instrument Rating(s) - AIRPLANE							
Narrative HE PLT HAD COMPLETED CONDUCTING TESTS WITH D PECIAL PURPOSE AERIAL APPLICATION EQUIPMENT. ESCENDING RAPIDLY HE APPLIED THROTTLE & COLL D FLARE & THE HELICOPTER STRUCK THE GROUND I	YED WATER TO DETERN WHILE APPROACHING ECTIVE TO FLARE. TH	MINE SPRAY PAT FOR A LANDING HE PLT STATED	TERN & COVERA AT A FORWARD HE WAS UNABLE	GE AFTER R SPEED OF TO OBTAIN	15-20 MPH & NECESSARY		

File No 22	45 7/17/82 BOISE CITY.OK	A/C Reg. No. N8873F	Time (Lc1) - 0850 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. UNDETERMINED 2. POWER ON LANDIN	G - PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. ADEQUATE ROTOR	RPM - NOT MAINTAINED - PILOT IN COMMANE	)	
	OTHER GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
,	ID ASSEMBLY - FAILURE,TOTAL ID ASSEMBLY - OVERLOAD		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	ne Probable Cause(s) of this accide	ent

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

File No 2255 8/10/82 MALIN	, OK	A/C Reg. No	. N9925P	Т	ime (Lcl) -	0830 PDT	•
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)				Injur		
Type of Operation -CROP CONTROL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Serious 1 O	Minor O O	None 0 0
Aircraft Information Make/Model - PIPER PA-36-285 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3800 No. of Seats - 1	Number Engi Engine Type	nes - 1	ATING-CARBURET	Stal	Installed/A 1 Warning S her Radar -	ystem - L	
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	Itinerary Last Departu SAME AS AC Destination			ON AIR irport D MALIN		IINK /NB	
Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea	nt Plan - NONE rance - NONE dg - NONE		Runway Runway	Lth/Wid - Surface - Status -	2600/ GRAVEL	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 63 Biennial Flight Re	view	al Certificate: Flight	Time (H	lours)		
COMMERCIAL SE LAND	Current Months Since Aircraft Type	- UNK/NR T - UNK/NR M	otal - 12 lake/Model- 1	400 211	Last 24 Last 30 Last 90	Hrs - Days- UN Days-	5 IK/NR 134
Instrument Rating(s) - NONE							
Narrative DWER LOSS DURING TAKEOFF RESULTED IN FORCED O DTH PLUGS WERE BADLY OIL FOULED. ONE PLUG WO				INDER HA	D BROKEN RI	NGS.	

File No 22	255 8/10/82 MALIN,OK	A/C Reg. No. N9925P	Time (Lc1) - 0830 PDT
	LOSS OF POWER(TOTAL) - MECH FAILURE/ TAKEOFF - INITIAL CLIMB	MALFUNCTION	
	CYLINDER - LOW COMPRESSION		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	ON - DIRT BANK		
Probable Cause			
The National Transpois/are finding(s) 1,	ortation Safety Board determines that t 2,3	he Probable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is/are finding(s) 4		

File No 2264 8/12/82 TULS	SA,OK A/C	Reg. No. N4800Y	T	ime (Lc1) -	1349 CDT	
Basic Information Type Operating Certificate-NONE (GENER		ft Damage	5-1-1	Injuri		Al-s
Type of Operation -TEST	DESTR Fire	רפש Crew	Fatal 2	Serious O	Minor O	None 0
Flight Conducted Under -14 CFR 91		Pass		-	0	0
Accident Occurred During -MANEUVERING	i i			-	ŭ	ŭ
Aircraft Information						
Make/Model - BEECH H35	Eng Make/Model - C Number Engines -	ONTINENTAL 0-470-N	ELT	Installed/Ac	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	1	Stal	1 Warning Sy	/stem - Y	ES
Max Gross Wt - 2900 No. of Seats - 4	Engine Type - R Rated Power -		EIUR Weat	:her Radar -	NU	
Environment/Operations Information						
Weather Data	Itinerary		,	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 018/011 KTS			TULSA		470	
Visibility - 15.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -		100
		- NONE		Surface -		
Cloud Conditions(1st) - 4500 FT BRC Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE		Status -		
Obstructions to Vision- NONE	Type Of Creatance		Kuriway	Status	DKI	
Precipitation - NONE	Type Apelly Ellag	140145				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 26	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - UNK/N		499	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - UNK/N			Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument-	O	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
RCRAFT LOST POWER DURING TAKEOFF. PILOT TR					NIMB WAG	
GREES. AIRCRAFT STALLED AND CRASHED ABOUT						
.ACED ON A FLOW BENCH & ON THE INITIAL TEST Dreign object was observed in the orifice o						
HE SEPARATOR TOWER. WHEN THE FUEL WAS POURE						
). AFTER THE VAPOR TOWER & EJECTOR ORIFICE			ITIE TOWEL	AS GRAPHIE	MIGHI	
. ATTER THE VAFOR TOWER & EUCOTOR ORIFICE	WERE CELANED, THE FOMP OPER	TED NORMALLI.				
			<b></b>			

File No 22	264 8/12/82 TULSA,OK	A/C Reg. No. N4800Y	Time (Lc1) - 1349 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - MECH FAILU TAKEOFF - INITIAL CLIMB	RE/MALF	
2. FUEL SYSTEM, PUM	MP - BLOCKED(TOTAL)		
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TURN TO LANDING AREA	(EMERGENCY)	
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - TURN TO LANDING AREA	(EMERGENCY)	
6. FLIGHT CONTROLS 7. AIRSPEED - NOT	PER - PILOT IN COMMAND - IMPROPER USE OF - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND PERNT - PILOT IN COMMAND		
Probable Cause			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

File No 2302 8/19/82 ARDMO	DRE,OK A/	'C Reg. No. N9F	· V	Т	ime (Lc1)	- 0800 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUB Fire	IE ·	Crew Pass	Fatal O O	Inju Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA P210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1	SIO-520-P	Stal		Activated System - YI - NO	
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 1.5 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Po NORMAN,OK Destination ARDMORE,OK  ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - IFR : - RADAR ADN	Ai VISORIES	ON AIR  rport D  DOWNTO  Runway  Runway  Runway  Runway		- 35 - 5000/ - ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - AIRPLANE	Age - 36 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK	Total	Flight - 4	Time (H 84	ours) Last 2	4 Hrs -	9
INSTRUMENT RATING(S) - AIRPLANENarrative AFTER MAKING AN NDB APPROACH, THE PILOT SIGHT AIRCRAFT TOUCHED DOWN AT ABOUT THE MIDFIELD F AND WAS WET AND SLICK FROM CONDENSATION. THE THE AIRCRAFT STRUCK A REIL LIGHT AND THE LEFT VISIABILITY TO 1 1/2 MILES. THE PILOT REPORTE LANDING ROLL, BUT ABANDONDED THE IDEA SINCE T	OINT IN CALM WIND CONDIT PILOT WAS UNABLE TO STOP MAIN GEAR COLLAPSED. TH D THAT HE HAD CONSIDERED	IONS. THE RUNW ON THE REMAIN ERE WAS GROUND INITIATING A	YAY HAD JUS NING RUNWAY FOG WHICH GO-AROUND	T BEEN . SUBSE LIMITE	RESURFACED QUENTLY, D THE		

File No 23	802 8/19/82	ARDMORE,OK	A/C Reg. No. N9FV	Time (Lc1) - 0800 CDT
Occurrence #1 Phase of Operation				
Finding(s)  1. WEATHER CONDITI  2. DISTANCE - MISC  3. AIRSPEED - MISC  4. TERRAIN CONDITI  5. GO-AROUND - N  6. AIRPORT FACILIT	UDGED - PILOT IN ( UDGED - PILOT IN ( ON - HIGH OBSTRUCT OT POSSIBLE - PILO	COMMAND TION(S) OT IN COMMAND GAREA CONDITION - WE	T	
Occurrence #2 Phase of Operation		SION WITH OBJECT		
Finding(s) 7. OBJECT - RUNWAY				
Occurrence #3 Phase of Operation		SED		
Finding(s) 8. LANDING GEAR,MA				
Probable Cause				
The National Transpois/are finding(s) 2,		ard determines that th	ne Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,4,0	6,7	

Aircraft DESTROYE Fire ON GROUN  del - CONT nes - 2 - RECI - 3	D  INENTAL IO P - FUEL I	NJECTED	Stal Weat  Airport OFF AI		Minor O O Activated System - Y - NO	
ON GROUN  del - CONT nes - 2	INENTAL IO	Pass  -520 NJECTED	O ELT Stal Weat!	O Installed/A I Warning S her Radar	O Activated System - Y - NO	0  - YES/NC
nes - 2 - RECI - 3	P - FUEL I	NJECTED	Stal Weat  Airport OFF AI	1 Warning S her Radar  Proximity	System - Y - NO	
re Point			OFF AI		o	
			irport D	ata		
rance - I	NONE		Runway Runway	Lth/Wid - Surface -	- N/A	
view	Total Make/Mo Instrum	Flight - 3' del- UNK, ent- UNK,	Time (He 750 /NR /NR	ours) Last 24 Last 30 Last 90	4 Hrs - UN Days- UN Days-	NK/NR NK/NR 150
IGHT TO YUI E RETURN TI RCRAFT CRA G BACK AND GROUND. AN NT. THE FU	KON. BEFOR RIP. HOWEV SHED NEAR FORTH ACR INVESTIGA EL TANKS W	E DEPART ER, THERI AFTON, OI OSS THE I TION REVI ERE FOUNI	ING ALTOI E WAS NO K AT ABOI HIGHWAY . EALED THI D TO BE !	N, THE INDICATION UT AT LOW E AIRCRAFT EMPTY. THER	N RE WAS	)
	rance - dg -  View - UNK/NR - UNK/NR - UNK/NR - UNK/NR - UNK/NR - CARPER TO AUGRETURN T RCRAFT CRA GROUND AN NT THE FU	view - UNK/NR Total - UNK/NR Make/Mo - UNK/NR Instrum Multi-E	rance - NONE  dg - NONE  Medical Certificate view Flight - UNK/NR Total - 3 - UNK/NR Make/Model- UNK - UNK/NR Instrument- UNK Multi-Eng - UNK Multi-Eng - UNK  ERTURN TRIP. HOWEVER, THE RETURN TRIP. HOWEVER, THE RETURN TRIP. HOWEVER, THE REGRAFT CRASHED NEAR AFTON, OR GROUND. AN INVESTIGATION REV NT. THE FUEL TANKS WERE FOUN	Runway ht Plan - NONE Runway rance - NONE Runway dg - NONE  Medical Certificate - VALID view Flight Time (H - UNK/NR Total - 3750 - UNK/NR Make/Model- UNK/NR - UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR Multi-Eng - UNK/NR  LIGHT TO ALTON, IL. IT LANDED AT ALT IGHT TO YUKON. BEFORE DEPARTING ALTO E RETURN TRIP. HOWEVER, THERE WAS NO RCRAFT CRASHED NEAR AFTON, OK AT ABO GROUND. AN INVESTIGATION REVEALED TH NT. THE FUEL TANKS WERE FOUND TO BE	Runway Lth/Wid Ant Plan - NONE Runway Surface Runway Status  Medical Certificate - VALID MEDICAL-NOW Flight Time (Hours) - UNK/NR Total - 3750 Last 24 - UNK/NR Make/Model- UNK/NR Last 30 - UNK/NR Instrument- UNK/NR Last 90 Multi-Eng - UNK/NR Rotorce  LIGHT TO ALTON, IL. IT LANDED AT ALTON AT ABOUT REFURN TRIP. HOWEVER, THERE WAS NO INDICATION RECRAFT CRASHED NEAR AFTON, OK AT ABOUT GROUND. AN INVESTIGATION REVEALED THE AIRCRAFT NT. THE FUEL TANKS WERE FOUND TO BE EMPTY. THER	Runway Lth/Wid - N/A ht Plan - NONE Runway Surface - N/A rance - NONE Runway Status - N/A dg - NONE  Medical Certificate - VALID MEDICAL-NO WAIVERS, view Flight Time (Hours) - UNK/NR Total - 3750 Last 24 Hrs - Un - UNK/NR Make/Model - UNK/NR Last 30 Days - Un - UNK/NR Instrument - UNK/NR Last 90 Days - Multi-Eng - UNK/NR Rotorcraft - Un  LIGHT TO ALTON, IL. IT LANDED AT ALTON AT ABOUT IGHT TO YUKON. BEFORE DEPARTING ALTON, THE E RETURN TRIP. HOWEVER, THERE WAS NO INDICATION RCRAFT CRASHED NEAR AFTON, OK AT ABOUT G BACK AND FORTH ACROSS THE HIGHWAY AT LOW

File No 23	01 9/24/82	AFTON,OK	A/C Reg. No. N80190	Time (Lcl) - 2350 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANIC	CAL	
3. FLUID,FUEL - ST	ING/DECISION - IMP ARVATION	ROPER - PILOT IN CO		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 5. AIRSPEED(VMC) - 6. STALL - INADVER		MMAND		
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpois/are finding(s) 2,	•	rd determines that	the Probable Cause(s) of this a	accident
Factor(s) relating t	o this accident is	/are finding(s) 1		

File No 2388 6/12/82 SAND	OY,OR A/C Reg	g. No. N231AW	Time (Lc1) - 2000 PDT			
Type of OperationBusin Elight Conducted Under -14 CFR 91	AL AVIATION) Aircraft DESTROYE Fire NONE		Fatai 1	Injur Serious O O		None O O
Accident Occurred During -CRUISE				·		
Aircraft Information Make/Model - MOONEY M-20 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - REC Rated Power - 2	P - FUEL INJECTED	Stall	installed/A Warning S ner Radar -	ystem - Y	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 160/006 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 1400 FT SCA Cloud Conditions(2nd) - 2000 FT OVE Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	RCAST Type of Clearance -	A	OFF AIF irport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 31 M Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NR	Total - Make/Model-	Time (Ho 700 100 /NR	ours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR
Instrument Rating(s) - NONE						
THE ACFT CRASHED INTO RISING TERRAIN IN MARG THE ACFT CRASHED INTO RISING TERRAIN IN MARG TILES FROM THE TAKEOFF POINT ON 6/12/82 AND PORTLAND FSS INDICATING CEILINGS OF 1400 TO STATIONS ELEVATIONS RANGE FROM 23 TO 243 FT PRECKAGE INDICATED CONTACT WITH THE TREES WA	WAS MISSING UNTIL 9/9/83. THE 1500 FT AGL AND VISIBILITIES O MSL. THE ACFT CRASHED AT AN EL	PILOT HAD RECEIVED F 4 TO 5 MILES IN EVATION OF 2300 FT	A WEATHE LIGHT RAI	R BRIEFING	FROM ORTING	

File No 23	888 6/12/82 SANDY,OR	A/C Reg. No. N231AW	Time (Lc1) - 2000 PDT
	IN FLIGHT ENCOUNTER WITH WEATHER		
Phase of Operation	CRUISE - NORMAL		
Finding(s)		•	
1. WEATHER CONDITI	ON - OBSCURATION		
	NNING/PREPARATION - INADEQUATE - PILOT	T IN COMMAND	
	ON - MOUNTAINOUS/HILLY		
	ATION - IMPROPER - PILOT IN COMMAND	MALID.	
5. IN-FLIGHT PLANN	ING/DECISION - IMPROPER - PILOT IN COM	1MANU	
	IN FLIGHT COLLISION WITH TERRAIN		
Phase of Operation	CRUISE - NORMAL		
Finding(s)			
6. TERRAIN CONDITI	ON - RISING		
Probable Cause	<del></del>		
The National Transpo	rtation Safety Board determines that t	the Probable Cause(s) of this accide	ont
is/are finding(s) 2,		the Frobable Cause(s) or this accide	ent
, · · · · · · · · · · · · · · · ·	., .	•	
Factor(s) relating t	o this accident is/are finding(s) 1,3,	6	
2			

File No 2224 10/31/82 CA	SCADE LOCKS,OR A/C Reg. No. N6936P			Time (Lc1) - 1537 PST			
-Basic Information Type Operating Certificate-NONE (GEN		Aircraft Damage SUBSTANTIAL			Injuri Serious	Minor	
Type of Operation -INSTRUCT: Flight Conducted Under -14 CFR 9 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-24-180 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4	Eng Make/N Number Eng Engine Typ	lodel - LYCOMING 0-	360-A1A	ELT I Stall	nstalled/Ac Warning Sy	stem - Y	
-Environment/Operations Information	Itinerary Last Depart PASCO.WA Destination HILLSBORG  ATC/Airspace CATTERED Type of Fli	.OR	Αi	ON AIRP rport Da STEVENS Runway Runway Runway Runway Runway		1800/ ASPHALT	30
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight F		Certificate Flight	- VALID Time (Ho		WAIVERS/	LIMIT
STUDENT	Current Months Since Aircraft Type	- N/A Make,	1 - /Model- rument-	41	Last 24 Last 30 Last 90	Days-	0 0 25
Instrument Rating(s) - NONE							
-Narrative WAS MAKING A PRECAUTIONARY LANDING AFT STING WINDS. A DOWNWIND APPROACH WAS THE EES THE PREVAILING TAILWIND WAS BLANKED	N MADE TO RWY 06. WHE	N THE ACFT DESCEND	ED BELOW THE				

File No 222	10/31/82	CASCADE LOCKS,OR	A/C Reg. No. N6936P	Time (Lcl) - 1537 PST
	UNDERSHOOT APPROACH - VFR P	ATTERN - FINAL APPROACH		
<ul><li>3. WEATHER CONDITION</li><li>4. WEATHER CONDITION</li></ul>	PILOT IN COMMAND N - GUSTS N - TAILWIND JUDGED - PILOT IN DGED - PILOT IN C	OMMAND		
Occurrence #2 Phase of Operation		LLAPSED ATTERN - FINAL APPROACH		
Finding(s)  8. LANDING GEAR MAII  9. LANDING GEAR MAII  10. LANDING GEAR NOSI  11. LANDING GEAR NOSI	N GEAR - OVERLOAD E GEAR - FAILURE,	TOTAL		
Probable Cause				
The National Transportis/are finding(s) 5,6		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 3,4		

-Basic Information			~ ~ ~ ~ ~ ~ ~ ~ ~					
Type Operating Certificate-NONE (GENERAL		rcraft Damage		<b>.</b>		ries	• 1	
Type of Operation -PERSONAL		ESTROYED re				Minor	None 1	
Flight Conducted Under -14 CFR 91	, , N	re ONE	Pass	0	0	0	2	
Accident Occurred During -LANDING						Ç	-	
Aircraft Information								
Make/Model - PIPER PA-28-235 Landing Gear - TRICYCLE-FIXED	Eng Make/Model	- LYCOMING 0-540	O-E4B5	ELT	Installed/	Activated	- YES-UN	
Max Gross Wt - 3000	Figure Type	- RECIPROCATING	- C A DRIIDE	iste IteeW ⊒OT∷	ner Padar	- NO	ES	
No. of Seats - 4	Rated Power		CARBORE	TON Wear	iei kadai	140		
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure SAME AS ACC/I			ON AIR	PORT			
Completeness - N/A	Destination	INC		Airport Da	ata			
Basic Weather - VMC	Des ciria cion			VERNON				
Wind Dir/Speed- CALM				Runway Ident - 09				
Visibility - 10.0 SM	ATC/Airspace					- 2900/		
Cloud Conditions(1st) - NONE	Type of Flight					- GRASS/TU	RF	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearan Type Apch/Lndg			Runway	Status	- DRY		
Precipitation - NONE	Type Apch/Endg	- 100146						
Condition of Light - DAYLIGHT								
-Personnel Information								
	Age - 48							
<pre>Certificate(s)/Rating(s)     NONE</pre>	Biennial Flight Revie Current - N	W To+01	Fligh	it lime (H	ours)	4 Unc -	4	
NOINE	Months Since - N	/A TOTAL /A Make/Mo	ndel-	210	Last 2	4 mrs - O Davs- UN	K/NR	
	Months Since - N Aircraft Type - N	/A Instrum	ment-	1	Last 9	O Days-	10	
Instrument Rating(s) - NONE								
·-Narrative			<del></del>					
ACFT WAS OBSERVED HIGH & FAST DURING THE	APPROACH & TOUCHED DOW	N ABOUT 300 FT FF	ROM THE	DEPARTURE	END OF TH	E TURF		
. DURING THE GO-AROUND THE ACFT STRUCK A WO								

File No. - 2223 11/13/82 VERNONIA.OR A/C Reg. No. N9459W Time (Lcl) - 1645 PST

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

#### Finding(s)

- 1. AIRSPEED MISJUDGED PILOT IN COMMAND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 4. OBJECT FENCE
- 5. ABORTED LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

File No 2222 11/16/82 COVE,	,OR A/C Reg. No. N8123G			Time (Lc1) - 1520 PST			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	t Damage		Injuri	ies		
		ANTIAL	Fatal	Serious		None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA U206	Eng Make/Model - Co	NTINENTAL IO-520	ELT	Installed/Ad	ctivated	- YES/YE	
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning Sy	stem - Y	ES	
Max Gross Wt - 3600	Engine Type - RE			her Radar - ´			
No. of Seats - 6	Rated Power -	300 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING			ON AIR				
Method - N/A	LA GRANDE, OR						
Completeness - N/A	Destination		Airport Data				
Basic Weather - UNK/NR	MINAM LODGE, OR				PRIVATE		
Wind Dir/Speed- UNK/NR			Runway	Ident -	34		
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	2000 -UI	NK/NR	
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- NONE	Runway	Surface -	GRASS/TUI	₹F	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance	- NONE	Runway	Status -	ICE		
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE	•				
Precipitation - UNK/NR							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 67	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Fliah	nt Time (H	ours)			
COMMERCIAL	Current - YES Months Since - UNK/NF	Total -	1776	Last 24	Hrs - UN		
SE LAND	Months Since - UNK/NF	Make/Model-	362	Last 30	Days- UN	K/NR	
	Aircraft Type - C-U206	Instrument-	150	Last 90	Days-	133	
Instrument Rating(s) - AIRPLANE							
Narrative	INTO THE DIVED						
LOT LANDED ON ICY RUNWAY AND SLID 1200 FEET	INIU THE RIVER.						

File No. - 2222 11/16/82 COVE, OR A/C Reg. No. N8123G Time (Lc1) - 1520 PST

Occurrence #1 OVERRUN

Phase of Operation LANDING - ROLL

Finding(s)

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

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 2246 7/21/82 SHANK	SVILLE,PA A/C	A/C Reg. No. N1885T			Time (Lc1) - 0900 EDT			
Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircr	aft Damage			Ini	uries		
· )     -   -   -   -   -   -   -		TANTIAL		Fatal			^ None	
Type of Operation -PERSONAL . Flight Conducted Under -14 CFR 91	Fire		Crew	0	1	0	0	
	NONE		Pass	0	1	0	0	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA-28-140	Eng Make/Model ~			ELT :	nstalled	I/Activat	ed - YES/YES	
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stal	Warning	System	- YES	
Max Gross Wt - 2050	Engine Type -		CARBURETO	DR Weath	ner Radar	- NO		
No. of Seats - 2	Rated Power -	150 HP						
Environment/Operations Information		,						
Weather Data	Itinerary		1		roximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point OFF AIRPORT/					IP		
Method - N/A	SOMERSET, PA							
Completeness - N/A	Destination		A i	irport Da	ıta			
Basic Weather - VMC				D	T -1 1	A1 / A		
Wind Dir/Speed- 070/008 KTS Visibility - 20.0 SM	ATC/Airspace				Ident Lth/Wid	- N/A		
Cloud Conditions(1st) - NONE	Type of Flight Pla	n - NONE			Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance				Status			
Obstructions to Vision- NONE	Type Apch/Lndg			Ranway	Jiaias	11/ 5		
Precipitation - NONE	rype Apolly Ellag	110112						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 35	Medical Cer	tificate	- VALID	MEDICAL -	WAIVERS/	IMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		Flight	Time (Ho				
PRIVATE	Current - YES Months Since - 11	Total	- 4	100	Last	24 Hrs -	UNK/NR	
SE LAND	Months Since - 11	Make/Mod	del- 2	202	Last	30 Days-	UNK/NR	
	Aircraft Type - UNK/	NR Instrume	ent-	26	Last	90 Days-	8	
Instrument Rating(s) - NONE								
Name & State								
Narrative	IT 40 CALC OF FUEL ON BOAT			N ACTES	TAKEDEE	THE ENG		
URING PREFLIGHT THE PLT ESTIMATED HE HAD ABOU UIT DUE TO FUEL EXHAUSTION. THE ACFT COLLIDED							1	
HAT FUEL WAS NOT AVAILABLE AS THE SUPPLY HAD			LED LANUI	.NG. IME	AKPI 3 F	DU STATEL	,	
HAT FULL WAS INDI AVAILABLE AS THE SUPPLY HAD	BELLA DEPLETED STACE // 15	<u> </u>						

File No 22	46 7/21/82	SHANKSVILLE, PA	A/C Reg. No. N1885T	Time (Lc1) - 0900 EDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL		
Finding(s) 1. FLUID,FUEL - EX 2. AIRCRAFT PREF 3. FUEL SUPPLY - I	LIGHT - INADEQUATE			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/			
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - WIRE,T				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is	/are finding(s) 4		

File No 2400 9/26/82 NORM	A/C Reg. No. N8285L Time (Lc1) - 1245 E						
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [ DESTROYEI		Fata	1 Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		Fire NONE		Crew 1 Pass 3	, -	0	0
-Aircraft Information Make/Model - CESSNA 172H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number E	/Model - CONT; ngines - 1 ype - RECIF wer - 14	PROCATING-CAF	S.	LT Installed/ tall Warning eather Radar	System - \	
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - IMC	Destination	ERNON, PA			rt Proximity AIRPORT/STRI t Data	P	
Wind Dir/Speed- 150/007 KTS Visibility - 3.0 SM Cloud Conditions(1st) - 300 FT Cloud Conditions(2nd) - 1000 FT Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE			Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 55 Biennial Flight	Me	edical Certif		LID MEDICAL-W	•	4IT
PRIVATE SE LAND		- YES e - 3 pe - UNK/NR		- 147	Last 2 Last 3 Last 9	O Days- UN	0 NK/NR 6
Instrument Rating(s) - NONE							
Narrative RING THE WX BRIEFING THE PLT WAS ADVISED O OG, WITH RADAR DEPICITING AN AREA OF SHOW ASH SITE STATED THE WX WAS RAINY & FOGGY. RDIOVASCULAR DISEASE. THE PLT WAS UNDER TR ESCRIBED. ISORDIL TABLETS WAS FOUND AMONG DICAL CERTIFICATE ON 4/27/82 AT WHICH TIME	ERS MOVING INTO TH POSTMORTEM EXAMINA EATMENT OF A CARD THE PLT'S POSSESS	HE PITTSBURG A ATION OF THE P IOLOGIST SINCE IONS. THE PLT	AREA FROM THE PLT REVEALED E JULY 1981 A WAS EXAMINED	E CAROLINAS EVIDENCE OF AT WHICH TIM D FOR & REC	. WITNESSES N F ARTERIOSCLE ME ISORDIL WA EIVED A CLASS	EAR THE ROTIC S III	

File No 24	00 9/26/82	NORMALVILLE, PA	A/C Reg. No. N8285L	Time (Lcl) - 1245 EDT
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Phase of Operation	CRUISE - NURMAL			
Finding(s)				
<ol> <li>WEATHER CONDITI</li> </ol>				
2. WEATHER CONDITI				
3. WEATHER CONDITI		DILOT IN COMMAND		
		) - PILOT IN COMMAND IDAIDMENT(OTHER CARDIOV	(ASCULAR) - PILOT IN COMMAND	
Occurrence #2	IN ELICHT COLLIS	TON WITH TERRAIN		
Phase of Operation		STON WITH TERRAIN		
Finding(s)				
6. TERRAIN CONDITI	ON - MOUNTAINOUS/F		,	
Probable Cause				
FIODADIE Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accid	dent
is/are finding(s) 4	, , , , , , , , , , , , , , , , , , , ,			

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

ON) Aircraft SUBSTAN Fire NONE  Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	TIAL Crew PassTINENTAL IO-470-H IP - FUEL INJECTEI	O ELT :	Injur- Serious  1  0  Installed/Ad Warning Symer Radar -	Minor 0 1 ctivated	
Fire NONE  Royale None  Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	Crew Pass  TINENTAL IO-470-H  IP - FUEL INJECTEI	0 0 ELT :	1 0 Installed/Ad	O 1 ctivated	0 0 
Number Engines - 1 Engine Type - REC Rated Power -	IP - FUEL INJECTE	C+a1	Warning S	stom - VE	
nerary					
ast Departure Point SAME AS ACC/INC estination		DOYLES	PORT ata FOWN	23	
ype of Clearance -	NONE NONE	Runway Runway	Surface - Status -	ASPHALT DRY	100
	Medical Certifica <sup>.</sup>	e - VALID	MEDICAL-WAI		:T
	Total -	382	Last 24		0 (/NR 1
	Stination  /Airspace ype of Flight Plan - ype of Clearance - ype Apch/Lndg -  54  1 Flight Review rent - YES ths Since - 12 craft Type - UNK/NR	Airspace ype of Flight Plan - NONE ype of Clearance - NONE ype Apch/Lndg - NONE  54	Stination  DOYLEST Runway  Airspace Runway  Appe of Flight Plan - NONE Runway  Appe of Clearance - NONE Runway  Appe Apch/Lndg - NONE   Medical Certificate - VALID  I Flight Review Flight Time (Horent - YES Total - 382  ths Since - 12 Make/Model - 382  craft Type - UNK/NR Instrument - UNK/NR	Stination  Airport Data D0YLESTOWN Runway Ident - Airspace Appe of Flight Plan - NONE Appe of Clearance - NONE Appe Apch/Lndg - NONE  Medical Certificate - VALID MEDICAL-WAI Flight Review Flight Time (Hours) rent - YES Total - 382 Last 24 ths Since - 12 Make/Model- 382 Last 30 craft Type - UNK/NR Instrument- UNK/NR Last 90  DED WITH THE GEAR UP & SLID OFF THE END OF THE RWY APPROXIM	Airport Data DOYLESTOWN Runway Ident - 23  /Airspace ype of Flight Plan - NONE ype of Clearance - NONE ype Apch/Lndg - NONE  54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI I Flight Review rent - YES Total - 382 Last 24 Hrs - ths Since - 12 Make/Model - 382 Last 30 Days - UNK craft Type - UNK/NR Instrument - UNK/NR  DED WITH THE GEAR UP & SLID OFF THE END OF THE RWY APPROXIMATELY

File No 23	20 9/28/82	DOYLESTOWN, PA	A/C Reg. No.	N2476T	Time (Lc1) - 1400 EDT
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICAL L CLIMB			
3. CHECKLIST - NOT	LIGHT - INADEQUATE USED - PILOT IN C	ROPER - PILOT IN COMM			
Occurrence #2 Phase of Operation		TOUCHDOWN			
Occurrence #3 Phase of Operation					
Finding(s) 5. GEAR RETRACTION 6. WHEELS UP LANDI	NG - PERFORMED - P	ILOT IN COMMAND			
Probable Cause	•				
The National Transpois/are finding(s) 1,		rd determines that th	e Probable Cause(s)	of this accident	

	HOPVILLE,,SC A/C R	leg. No. N9888V	Time (Lcl) - 1130 EDT				
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -APPLYING S Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERIN	SUBSTA EEDS, CHEMICALS, ETC Fire NONE	NTIAL Crew Pass	0	Ο .	Mino O O	1	
Aircraft Information Make/Model - CESSNA 188 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	ELT Stal ETOR Weat!	Installed/A	Activat System - NO	- UNK/NR	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 270/015 KTS  Visibility - 7.0 SM  Cloud Conditions(1st) - 1200 FT OV  Cloud Conditions(2nd) - NONE  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - DAYLIGHT	ST. CHARLES Destination  ATC/Airspace	- NONE - NONE	Airport   OFF AII Airport Da Runway Runway Runway	Proximity RPORT/STRIF	- N/A - N/A - N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Flig Total - Make/Model-	ht Time (Ho 1350 200	ours) Last 24 Last 30	Hrs - Days-	2 UNK/NR	

File No 2	314 7/30/82 	BISHOPVILLE,,SC	A/C Reg. No. N9888V	Time (Lc1) - 1130 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. OBJECT - WIRE, 2. VISUAL LOOKO	TRANSMISSION UT - INADEQUATE -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDIT				
Probable Cause-				
The National Transpis/are finding(s) 2	ortation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating	to this accident is	s/are finding(s) 1,3		-

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama			Injur		
T. C.O. A. C. BERGONAL		SUBSTANTIAL	0.5	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE		0	0	0	1
Accident Occurred During -TAKEOFF			rass	Ü	<u> </u>	Ŭ	
Aircraft Information							
Make/Model - CESSNA 150	Eng Make/N	Model - CONTINEN gines - 1	TAL 0-200-A	ELI I	Installed/A   Warning S		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Eng	gines - 1 De - RECIPROC	ATTNG-CAPRIDE	Stai Stai			163
No. of Seats - 2		er - 100 H		TOR Weath	. Kadai	140	
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart COLUMBIA,			OFF AIF	RPORT/STRIF	,	
Completeness - N/A	Destination	. 30		Airport Da	ata		
Basic Weather - VMC				HOGANS			
Wind Dir/Speed- UNK/NR						UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE		ight Plan - NONE earance - NONE			Surface - Status -		
Obstructions to Vision- UNK/NR		ndg - NONE		Kanway	status	01417 1410	
Precipitation - NONE	, <b>,</b> , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A = = = = = = = = = = = = = = = = = = =	<b>84</b>   -	al Certificat	- VALTD	MEDICAL - NO	. WATVEDS	/
Certificate(s)/Rating(s)	Age - 28 Biennial Flight F	Medic Peview	ar certificat Fligh			WAIVERS	/ [ ] [ ] [
COMMERCIAL	Current	- UNK/NR T	otal -	785	Last 24	Hrs - U	NK/NR
	Months Since	- UNK/NR M	otal - ake/Model- UN nstrument- UN	K/NR	Last 30	Days- U	NK/NR
•	Aircraft Type	e - UNK/NR I	nstrument- UN	K/NR	Last 90	Days- U	NK/NR
		М	ulti-Eng - UN	K/NR	Rotorcr	`aft - U	NK/NR
Instrument Rating(s) - UNK/NR							
Narrative							
NAMMATIVE F MAKING TOUCH AND GO LANDINGS AT PRIVATE	AIRSTRIP. AFTER T	AKFOFF AIRCRAFT	WOULD NOT MA	INTAIN ALT	TITUDE.		
T MADE AN EMERGENCY LANDING IN A BEAN FIEL							

File No. - 2236 8/08/82 HORRELL HILL, SC A/C Reg. No. N18019 Time (Lc1) - 1630 EDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TOUCH AND GO LANDING - PERFORMED - PILOT IN COMMAND 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 2234	9/02/82	DARLINGTON, SC	DARLINGTON, SC A/C Reg. No. N28311			Time (Lc1) - 1200 EDT			
Basic Information Type Operating Certifica	ate-AIR CAR	RIER	Aircraft	Damage		Ini	uries		
_	ON-DEMA	ND AIR TAXI	SUBSTANT		Fatal			None	
Type of Operation	-NON SCH	ED, DOMESTIC, PASSENGER			rew O	0	0	1	
Flight Conducted Under			NONE	Pa	ass O	0	0	1	
Accident Occurred During									
Aircraft Information				•					
Make/Model - GRUMMAN				MING 0-360-A4					
Landing Gear - TRICYCLE	-FIXED						System - Y	ES	
Max Gross Wt - 2000				PROCATING-CARE	BURETOR Wea	ither Radar	- NO		
No. of Seats - 4		Rated Pow	er - 1	80 HP					
Environment/Operations Inf	ormation								
Weather Data		Itinerary				: Proximity			
Wx Briefing - UNK/NR		Last Depar		nt ON AIRPORT					
Method - UNK/NF		RALEIGH, NC							
Completeness - UNK/NF	!	Destination			Airport				
Basic Weather - VMC Wind Dir/Speed- 180/01	0 1/70	DARLINGT	ON, SC	MOORE			0.0		
Visibility - 7.0		ATC/Airspace				Runway Ident - 36 Runway Lth/Wid - 2400/ 110			
Cloud Conditions(1st)				VED			- GRASS/TU		
Cloud Conditions(2nd)	- 8000 FT	BROKEN Type of Cla	earance -	NONE		y Status		N1	
Obstructions to Vision				VISUAL FULL CI		y Status	<b>"</b> "		
Precipitation	- NONE	. , , , = = , .							
Condition of Light	- DAYLIGHT								
Pilot-In-Command		Age - 28	М	edical Certifi	cate - VALI	D MEDICAL -	NO WATVERS/	ITMIT	
Certificate(s)/Rating(s	)	Biennial Flight F			ight Time (		NO WAIVENS		
COMMERCIAL	,	Current	- YES				24 Hrs -	5	
SE LAND, ME LAND		Months Since	- 4	Make/Model-	. 21		30 Days- UN		
		Aircraft Type	e - UNK/NR	Instrument-	116		90 Days-		
				Multi-Eng -					
Instrument Rating(s)	- NONE								
Narrative		ND THE	00 100 110 5				_		
ND SHIFTED TO TAILWIND AS PI			GU-AROUND B	ECAUSE OF SPEE	n ROI IHOOG	HI HE COUL	υ		
OP. AS HE WENT OFF THE END T									

File No 22	34 9/02/82	DARLINGTON, SC	A/C Reg. No. N28311	Time (Lc1) - 1200 EDT
Occurrence #1 Phase of Operation				
	OT PERFORMED - PIL	OT IN COMMAND GAREA CONDITION - WET		
Occurrence #2 Phase of Operation		SION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S	)			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 1,3,4		

File No 2295 9/22/82 WA	9/22/82 WALTERBORO,SC A/C			g. No. N8940M Time (Lc1) - 0930 EDT			
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dama	de	ne	Injur	ies	
, , , , , , , , , , , , , , , , , , ,	<b>,</b>	DESTROYED	J-	Fatal	-	Minor	None
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		UNK/NR	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH C33		/Model - CONTINEN					
Landing Gear - TRICYCLE-RETRACTABLE	Number E	ngines - 1 ype - RECIP -		Stal	l Warning S	ystem - Y	ES
Max Gross Wt - 3300	Engine T	ype - RECIP -	FUEL INJECTE	D Weat	ner Radar -	NO	
No. of Seats - 4	Rated Po	wer - 225 H	IP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	•	rture Point		ON AIR	PORT		
Method - TELEPHONE	NASHVIL	•					
Completeness - FULL	Destinatio			Airport D			
Basic Weather - IMC	WALTERB	URU,SC		_	BORO MUNI	0.0	
Wind Dir/Speed- CALM Visibility - 6.0 SM	ATC/Airspac	_			Ident - Lth/Wid -		100
Cloud Conditions(1st) - 700 FT 0					Surface -		100
Cloud Conditions(1st) - 700 F1 0		learance - UNK/	ND		Status -		
Obstructions to Vision- NONE		/Lndq - NDB	INK	Runway	status	UKT	
Precipitation - NONE	Type Apcil	/ Lindy . NOB					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 22	Modic	al Certifica	+o - VALID	MEDICAL -NO	WATVEDS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		WAIVERSA	_11
COMMERCIAL.CFI			otal -			Hrs -	5
SE LAND	Months Sinc		ake/Model-	4.4		D 1111	
SE EAND	Aircraft Ty		nstrument-	97	Last 30 Last 90	Days ON	33
	Attorate ty	M M	ulti-Eng -	18	2001 00	Jayo	00
		,	artr Eng	10			
Instrument Rating(s) - AIRPLANE							
Narrative							
LOT WAS NOT ALIGNED WITH RUNWAY AND WAS	TOO LOW. WHEN POWER	WAS ADDED AND TH	RN MADE TO AT	_IGN. AIRC	RAFT COLLID	ED	
TH GROUND SHORT OF RUNWAY. NO MALFUNCTIO	N FOUND.						

File No. - 2295 9/22/82 WALTERBORO,SC A/C Reg. No. N8940M Time (Lc1) - 0930 EDT

Occurrence

UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. PLANNED APPROACH INACCURATE PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT ATTAINED PILOT IN COMMAND
- 4. PROPER TOUCHDOWN POINT 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) 2,3,4

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

File No 2231 11/07/82 LORIS	, SC A	/C Reg. No. N2896		Time (Lcl) -	1500 ES	Т
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage		Injur	ies	
•		BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PARACHUTE JU		-	Crew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NO	NE	Pass 0	0	0	3
-Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines Engine Type	- LYCOMING 0-320-F - 1 - RECIPROCATING-CA - 160 HP	Sta	11 Warning S	ystem -	- UNK/N UNK/NR
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AI	RPORT		
Method - N/A	SAME AS ACC/IN	С				
Completeness - N/A	Destination		Airport			
Basic Weather - VMC				CITIES AIRPO		
Wind Dir/Speed- 360/010 KTS	4.7.0 / 4 :			y Ident -		
Visibility - 50.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace Type of Flight P	low NONE		y Lth/Wid - y Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearanc			y Status -		E .
Obstructions to Vision- NONE	Type of Crearanc		Runwa	y status -	DKI	
Precipitation - NONE	Type Apcil/Lindg	- NONE				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 48		ficate - VALI		WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (			
PRIVATE SE LAND	Current - YE	S lotal	- 183	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - 18 Aircraft Type - UN	Make/Mode	91 - 60	Last 30	Days- U	NK/INK
	Arrchart Type - ON	K/NK INSTRUMEN	IC- UNK/INK	. Last 90	Days-	٥
Instrucent Rating(s) - NONE						
-Narrative LE TAXING FROM RAMP LEFT WINGTIP STRUCK A	VAN PARKED IN THE TIE-	DOWN AREA				

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE

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 2329 5/27/82	SIOUX FALLS,SD	A/C Reg. N	No. N7769V	т	ime (Lcl) -	0810 CD	т
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dan	nage		Injur	ies	
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -APPL' Flight Conducted Under -14 C	YING SEEDS, CHEMICALS, ETC	Fire	Crev	0	0	0	1
		NONE	Pass	0	0	0	0
Accident Occurred During -LAND	ING						
-Aircraft Information							
Make/Model - CALLAIR A-9B		Model - LYCOMIN			Installed/A		
Landing Gear - TAILWHEEL-ALL F	IXED Number Eng	gines - 1		Stal	1 Warning S	ystem - N	<b>10</b>
Max Gross Wt - 3000	Engine Typ	e - RECIP -	- FUEL INJECTE	D Weat	ner Radar -	NO	
No. of Seats - 1	Rated Powe	er - 310	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF I	,	ture Point		OFF AI	RPORT/STRIP		
Method - N/A	TEA, SD			4 d m = + D	_ 4 _		
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	ата		
Wind Dir/Speed- CALM				Punway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	,	
Cloud Conditions(1st) - NONE	Type of Fli	ight Plan - NON	JF		Surface -		
Cloud Conditions(2nd) - NONE	Type of Cle				Status -		
Obstructions to Vision- NONE		ndg - NON			•		
Precipitation - NONE	<b>31</b> 1 - 7 -	<b>3</b>					
Condition of Light - DAYLI	GHT						
-Personnel Information							
Pilot-In-Command	Age - 40	Medi	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F	Review	Flig	ght Time (H	ours)		
COMMERCIAL	Biennial Flight F Current Months Since Aircraft Type	- YES	Total -	8800	Last 24	Hrs -	8
SE LAND	Months Since	- 11	Make/Model-	3800	Last 30	Days- U	NK/NR
	Aircraft Type	e - UNK/NR	Instrument-	15	Last 90	Days-	25
					Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - NON	<b></b>						
Nemekiye							
-Narrative ENG QUIT & THE PLT LANDED IN AN AU	NIACENT FIELD AFTED FIRST	HITTING A WOOL	DED FENCE AN	INSPECTIN	THE REND	TX	
L SERVO UNIT. MODEL PSA-10ED-1, RE'					JI THE DEND	1/1	
IL SERVO UNIT, MODEL PSA-TOED-T, RE	VEALED THAT THE PUEL DIAPP	TRAGIN SIEM, PN	2559606, MAD	FAILEU.			

File No 23	29 5/27/82	SIOUX FALLS,SD	A/C Reg. No. N7769V	Time (Lc1) - 0810 CDT
Occurrence #1 Phase of Operation		BTAL) - MECH FAILURE/M RIAL APPLICATION	ALFUNCTION	
Finding(s) 1. FLUID,FUEL - ST 2. FUEL SYSTEM,ING				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - FENCE				
Probable Cause				
The National Transpois/are finding(s) 1,	-	rd determines that th	e Probable Cause(s) of this accid	ent

## Brief of Accident

File No 2284 9/03/82 SEWAN	EE.TN A/C R	eg. No. N4976S	Т	ime (Lc1) -	1640 EDT	
Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL  Flight Conducted Under -14 CFR 91  Accident Occurred During -LANDING		t Damage NTIAL Crew Pass	Fatal O O			None 1 2
Aircraft Information Make/Model - PIPER PA-28R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2600 No. of Seats - 4	Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power -		Stal	Installed/Adl Warning Syher 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- UNK/NR 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 Point ATLANTA,GA Destination DECATUR,IL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER  Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 3117 469	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1 
Narrative NROUTE THE OIL PRESSURE DROPPED TO ZERO & SHO CRACK IN THE PROP GOVERNOR OIL LINE, P/N7619 HE ELBOW FITTING AT THE FORWARD END OF THE EN TTACHED TO THE STAINLESS STEEL LINE ALLOWING HE ACCIDENT.	57, AT THE BEND ABOUT 1 INC NG. THE TWO SUPPORT BRACKET	H AWAY FROM THE "B S, AS ILLUSTRATED	" NUT ATTA IN THE PAR	CHING THE LI	INE TO VERE NOT	

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File No. - 2284 9/03/82 SEWANEE, TN A/C Reg. No. N4976S Time (Lc1) - 1640 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - LOOSE 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL 3. LUBRICATING SYSTEM, OIL LINE - VIBRATION 4. LUBRICATING SYSTEM, OIL LINE - CRACKED 5. FLUID, OIL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - OPEN FIELD 7. GEAR DOWN AND LOCKED - SELECTED - PILOT IN COMMAND Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 8. LANDING GEAR - FAILURE, TOTAL 9. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5$ 

File No 2377 4/26/82 HOUST	ON,TX	A/C Reg.	No. N5784Y	Т	ime (Lcl)	- 1545 C	DT
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION)	Aircraft Da SUBSTANTIA Fire NONE	_		Inju Serious O O	ries Minor O	None 1 1
Aircraft Information Make/Model - AEROSPATIALE AS-350D Landing Gear - SKID Max Gross Wt - 4300 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	jines - 1 De - TURBOS	NG LTS-101-600 HAFT HP	Stal	Installed/ l Warning her Radar	System -	d - YES/NO NO
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 325/005 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- SMOKE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS A Destination ATC/Airspace Type of Fli	.cc/INC ght Plan - NC arance - NC		ON AIR  Airport D  CYPRES  Runway  Runway  Runway  Runway		- 27 - 3000/ - GRASS/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND HELICOPTER	Age - 46 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 10	ical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 7845 71 480	lours) Last 2 Last 3 Last 9	AIVERS/L 4 Hrs - O Days- O Days- raft -	1 UNK/NR 222
Instrument Rating(s) - AIRPLANE, HENarrative THE PURPOSE OF THE FLIGHT WAS FOR THE PILOT T PILOT WAS PRACTICING POWER RECOVERY AUTOROTAT AUTOROTATION, THE ENGINE DID NOT ACCELERATE W FELL THROUGH THE RECOVERY AND LANDED HARD. DU GOVERNOR WERE REMOVED FOR EXAMINATION. THE GO EXAMINATION OF THE FUEL CONTROL UNIT REVEALED A SIZE #64 TO #68 PART, BUT A #61 PART WAS IN BENDIX CORP, THE OVERSIZE PART AND WEAR WOULD	O PRACTICE MANEUVE IONS TO A HEIGHT O HEN HE ATTEMPTED T RING THE INVESTIGA VERNOR WAS FOUND T THE PX TRIM BLEED STALLED. ALSO, THE	F ABOUT 5 FT HE POWER RECO TION, THE ENG O BE WITHIN S PART WAS OVE RE WAS SOME W	AG. HE REPORTE VERY. SUBSEQUE INE FUEL CONTR PECIFICATIONS. RSIZE. THE SPE EAR ON THE BEL	D THAT ON NTLY, THE OL AND POW HOWEVER, CIFICATION LOWS. ACCO	HIS FOURTH HELICOPTER ER TURBINE AN CALLED FO RDING TO	R	

File No. - 2377 4/26/82 HOUSTON,TX

A/C Reg. No. N5784Y Time (Lcl) - 1545 CDT

Occurrence #1 LOSS OF POWER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

UNDETERMINED

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - MISJUDGED - PILOT IN COMMAND

3. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

4. FUEL SYSTEM, FUEL CONTROL - ASSEMBLY

----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

### Brief of Accident

File No 2395 6/17/82 GRAH	HAM, TX	A/C Reg. No. N3	800C	T	ime (Lcl) -	1830 CD	Γ
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - SOUTHERN AIRMOTIVE COR	RP SAC Eng Make/Mod	el - LYCOMING 0-29	94	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED		es - 1			1 Warning S		JNK/NR
Max Gross Wt - 900	Engine Type	- RECIPROCATING	G-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 1	Rated Power	- 135 HP					
Environment/Operations Information	. #						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departur	e Point		ON AIR	•		
Method - UNK/NR	SAME AS ACC	/INC					
Completeness - UNK/NR	Destination		Δ	irport D	ata		
Basic Weather - VMC				GRAHAM			
Wind Dir/Speed- 340/015 KTS				Runway	Ident -	17	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	3329/	55
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - VFR			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clear	ance - NONE		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical Ce	ertificate	- VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			: Time (H	ours)		
PRIVATE	Current -		- 1		Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since -		Model-	0		Days- UN	
	Aircraft Type -			32	Last 90	Days- UN	IK/NR
		Multi-	-Eng -	400			
Instrument Rating(s) - NONE							
E PILOT REPORTED THAT HE BEGAN A TAKEOFF C	NI DINWAY 17 TO EEDDY	THE AIDODAET EDOM	CDAHAM TO	HOUSTON	TY UE		
PORTED THAT THE WIND WAS FROM 340 DEG AT 1							
THE THE ALDCIDART THE DITTE STATED THAT DUE	LING THE TAKEUFF, ME L	ODI DIKECITONAE CE					
DEL OF AIRCRAFT. THE PILOT STATED THAT DUR F FARLY THE AIRCRAFT VEEDED OFF THE LEFT	SIDE OF THE PHNIMAY IN	TO TALL WEEDS THE	I LEET WIN	IG TOLICHEI	) THE		
DEL OF AIRCRAFT. THE PILOT STATED THAT DUR F EARLY. THE AIRCRAFT VEERED OFF THE LEFT FT GEAR COLLAPSED, AND THE AIRCRAFT NOSED		TO TALL WEEDS. THE	E LEFT WIN	IG TOUCHEI	D, THE		

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File No. - 2395 6/17/82 GRAHAM, TX A/C Reg. No. N3800C Time (Lc1) - 1830 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. LIFT-OFF - PREMATURE - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 8. TERRAIN CONDITION - HIGH VEGETATION 9. LANDING GEAR, MAIN GEAR - OVERLOAD NOSE OVER Occurrence #4 Phase of Operation TAKEOFF ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.4.5.6.7$ 

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

File No 2247 7/30/82 ABILE	NE,TX A/C	Reg. No. N8393E	1	ime (Lcl)	- 0915 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	^ies	
	DEST	OYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre	w O	1 O	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -MANEUVERING						
-Aircraft Information						
Make/Model - MOONEY M2O	Eng Make/Model - L	YCOMING VO-360	ELT	Installed/	Activated ·	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Stal	1 Warning S	System - YE	ES
Max Gross Wt - 2450	Engine Type - F	ECIPROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	t	ON AIF	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC			ELMDAL	. E		
Wind Dir/Speed- UNK/NR			Runway	Ident ·	- 17	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid	- 3000-N/A	7
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 Apch/Lndg	- NONE				
Precipitation - NONE	_					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifica	ate - VALIC	MEDICAL-WA	AIVERS/LIMI	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flie	aht Time (F	lours)		
COMMERCIAL, CFI	Current - YES	Total -	1930	Last 24	1 Hrs -	1
SE LAND, ME LAND	Current - YES Months Since - 11	Make/Model-	153	Last 30	Days- UN	(/NR
	Aircraft Type - UNK/N	R Instrument-	256	Last 90	Days-	12
		Multi-Eng -	580		•	
Instrument Rating(s) - AIRPLANE						
-Narrative	LITE BOTH TANKS CONTAINS	ADEQUATE FUEL 2 NO	ENIO MALEU	IOTIONIC LIES	FOUND	
ABOUT 50-75 FT AGL AFTER TAKEOFF THE ENG Q	UIT BOTH TANKS CONTAINED	ADEQUATE FUEL & NO.	FNG MALFUN	ICTIONS WERE	- ⊢UHND	

File No 22	7/30/82	ABILENE,TX	A/C Reg. No. N8393E	Time (Lc1) - 0915 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		RN TO LANDING AREA		
Occurrence #3 Phase of Operation	MANEUVERING - TU	RN TO LANDING AREA		
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

File No 2303 8/18/82 AFT	ON, TX A/C R	eg. No. N50038	Т	ime (Lcl) -	1700 CDT	
Basic Information Type Operating Certificate-NONE (GENE				Injur		
T		NTIAL		Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAXI		Pass			O	O
Aircraft Information						
Make/Model - CESSNA 177RG	Eng Make/Model - Ly			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 2800	Engine Type - RE		Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE U			OFF AI	RPORT/STRIP	1	
Method - UNK/NR	SAME AS ACC/INC		• · · · · · · · · · · · · · · · · · · ·	- 4 -		
Completeness - UNK/NR Basic Weather - IMC	Destination FLOYDADA,TX		Airport D	ата		
Wind Dir/Speed- 270/010 KTS	FLOTDADA, IX		Punway	Ident -	NI / A	
Visibility - 2.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - 2000 FT SC		- NONE		Surface -		
Cloud Conditions(2nd) - 3000 FT OV				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		ŕ			
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 44	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Biennial Flight Review Current - YES Months Since - 35	Total -	225	Last 24	Hrs -	. 3
SE LAND	Months Since - 35	Make/Model-	225	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	19
Instrument Rating(s) - NONE						
	E MEATHER AND LANDER ON A DAVI		 TUAT AETE	D ADOUT		
	TO TAXI TO AN AREA WHERE HE CO	DULD TAKEOFF. WHILE				

File No. - 2303

8/18/82

AFTON, TX

A/C Reg. No. N50038

Time (Lc1) - 1700 CDT

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

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 2265 8/18/82 Pt	_ANO,TX	A/C Reg. No. N109	984	Т	ime (Lcl) -	1902 CDT	•
Basic Information Type Operating Certificate-NONE (GEN		ircraft Damage			Injur		
		DESTROYED			Serious		None
Type of Operation -PERSONAL					0	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -UNKNOWN	1	NONE	Pass	1	0	0	0
Accident occurred buring -blackbown							
Aircraft Information							
Make/Model - BELLANCA 7ECA	Eng Make/Mode	el - LYCOMING 0-235	5-C1	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED		es - 1					INK/NR
Max Gross Wt - 1650	9 7,	- RECIPROCATING	-CARBURET	OR Weat	her Radar -	NO	
No. of Seats - 3	Rated Power	- 115 HP					
Environment/Operations Information	•						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Départure	Point		OFF AI	RPORT/STRIP		
Method - N/A	ADDISON, TX						
Completeness - N/A	Destination		Δ	irport D	ata		
Basic Weather - VMC							
Wind Dir/Speed- 060/006 KTS				Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 25000 FT S				Runway	Surface -	N/A	
Cloud Conditions(2nd) - NONE	Type of Cleara	ince - NONE		Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 37	Medical Cer	rtificate	- VALID	MEDICAL-WA	IVERS/LIM	IIT
<pre>Certificate(s)/Rating(s)</pre>	Riennial Flight Revi	ew	Fliaht	Time (H	ours)		
ATP,CFI	Current -	YES Total 5 Make/Mc UNK/NR Instru	- 2	718	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since -	5 Make/Mo	odel-	179	Last 30	Days- UN	IK/NR
	Aircraft Type -	UNK/NR Instrum	nent-	159 .	Last 90	Days- UN	IK/NR
GLIDER .		Multi-E	ing -	296	Rotorcr	aft -	15
Instrument Rating(s) - AIRPLANE							
			INC TO AT		LLAC EOD TO	HCH 8 CO	
-Narrative	DIT ADVICED ADDICON TO						
RING THE 1818 DEPARTURE FROM ADDISON THE							
RING THE 1818 DEPARTURE FROM ADDISON THE IDINGS. THE ACFT WAS OBSERVED TO MAKE AT	LEAST ONE TOUCH & GO. A	T 1902 A WITNESS (	CALLED AN	D REPORT	ED HEARING	A NOISE,	
RING THE 1818 DEPARTURE FROM ADDISON THE	LEAST ONE TOUCH & GO. A	T 1902 A WITNESS OF FIELD. THE ACFT IN	CALLED AN MPACTED T	D REPORTI HE GROUNI	ED HEARING	A NOISE,	

File No 2	2265 8/18/82 PLANO,TX	A/C Reg. No. N10984	Time (Lcl) - 1902 CDT	
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN UNKNOWN			
Finding(s) 1. UNDETERMINED				
Probable Cause-				

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

### Brief of Accident

Type of Operation -PERSONAL Fire Crew 1 0 0 O Flight Conducted Under -14 CFR 91 NONE Pass 1 0 0 O Accident Occurred During -MANEUVERING Aircraft Information Make/Model - CHAMPION 7GCAA Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1650 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO No of Seats - 2 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed - 170/010 KTS Visibility - 15.0 SM ACC/INC Destination Airport Data Basic Weather - VMC Vind Dir/Speed - 170/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(2nd) - NONE Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT	Fatal Serious Minor None Crew 1 0 0 0 0 Pass 1 0 0 0 0
Type of Deration -PERSONAL Fire Crew 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 1 0 0 0 Accident Occurred During -MANEUVERING -14 CFR 91 NONE Pass 1 0 0 0 NONE Pass 1 0 0 NONE Pass 1 0 0 0 NONE Pass 1 0 0 0 NONE Pass 1 0 NONE Pass 1 0 NONE Pass 1 0 NONE Pass 1 0 0 NONE Pass 1 0	Crew 1 0 0 0 0 Pass 1 0 0 0 0
Accident Occurred During -MANEUVERINGAircraft Information Make/Model - CHAMPION 7GCAA	P-A2B ELT Installed/Activated - NO -N/A Stall Warning System - YES CARBURETOR Weather Radar - NO  Airport Proximity OFF AIRPORT/STRIP  Airport Data  Runway Ident - N/A
Landing Gear - TAILWHEEL-ALL FIXED	Stall Warning System - YES CARBURETOR Weather Radar - NO  Airport Proximity OFF AIRPORT/STRIP  Airport Data  Runway Ident - N/A
Landing Gear - TAILWHEEL-ALL FIXED	Stall Warning System - YES CARBURETOR Weather Radar - NO  Airport Proximity OFF AIRPORT/STRIP  Airport Data  Runway Ident - N/A
Max Gross Wt - 1650 No. of Seats - 2  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO 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- 170/010 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command  Airport Proximity Lat Departure Point SAME AS ACC/INC Destination  Airport Data  Airport Proximity  OFF AIRPORT/STRIP  Airport Poximity  O	CARBURETOR Weather Radar - NO  Airport Proximity OFF AIRPORT/STRIP  Airport Data  Runway Ident - N/A
No. of Seats - 2  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- 170/010 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Precipitation Precipitation Completeness - N/A  Airport Proximity OFF AIRPORT/STRIP  Airport Data  Airport Proximity  OFF AIRPORT/STRIP  Air	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A
Environment/Operations Information Weather Data	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data  Basic Weather - VMC Wind Dir/Speed 170/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - N/A Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC Wind Dir/Speed- 170/010 KTS Visibility - 15.0 SM ATC/Airspace Runway Ident - 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 Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Airport Data Runway Ident - N/A
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 170/010 KTS  Visibility - 15.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command  Destination  Airport Data  Ander N/A  Runway Surface - N/A  NA  NA  Type of Clearance - NONE  Runway Status - N/A  NONE  Type Apch/Lndg - NONE  Apperaire  Apperaire  Afficial Certificate - VALID MEDICAL-WAIVERS/LIMIT	Runway Ident - N/A
Basic Weather - VMC Wind Dir/Speed- 170/010 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Distructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command  Age - 37  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Runway Ident - N/A
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
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 Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	December 1 the /Wind NI/A
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	Runway Status - N/A
Condition of Light - DAYLIGHT	
Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s) Riennial Elight Review Elight Time (Hours)	
ATP.CFI Current - YES Total - 3740 Last 24 Hrs - UNK/N SE LAND.ME LAND Months Since - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/N	- 3740 Last 24 Hrs - UNK/NR
Aircraft Type - UNK/NR Instrument- 331 Last 90 Days- UNK/N	ent- 331 Last 90 Days- UNK/NR
Aircraft Type - UNK/NR Instrument- 331 Last 90 Days- UNK/N Multi-Eng - 1480 Rotorcraft - UNK/N	ent our Last so bays offic, inc
Instrument Rating(s) - AIRPLANE	ng - 1480 Rotorcraft - UNK/NR

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8/25/82 A/C Reg. No. N2541F Time (Lc1) - 1850 CDT File No. - 2230 KILLEEN. TX Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. WING, SKIN - FAILURE, PARTIAL 3. WING, SKIN - SEPARATION 4. WING, WINGTIP - FAILURE, TOTAL 5. WING, WINGTIP - SEPARATION 6. WING - FAILURE, TOTAL 7. WING - SEPARATION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5,6,7$ Factor(s) relating to this accident is/are finding(s) 1

File No 2294 9/0	CO,TX A/C		Time (Lcl) - 1025 CDT							
Basic Information Type Operating Certificate-NONE (GENERA		L AVIATION) Aircraft Damage			Injuries					
		SUBS	TANTIAL	Fatal	Serious	Minor	None			
Type of Operation		Fire	C	rew O		0	1			
Flight Conducted Under		NONE	P.	ass O	0	Ο	1			
Accident Occurred During	-LANDING									
-Aircraft Information										
Make/Model - PIPER PA-28-180				ELT Installed/Activated - YES/N						
Landing Gear - TRICYCLE-F	IXED		Number Engines - 1			Stall Warning System - YES				
Max Gross Wt - 2400			Engine Type - RECIPROCATING-CARBU			ETOR Weather Radar - NO				
No. of Seats - 4		Rated Power -	180 HP							
-Environment/Operations Infor	mation									
Weather Data		Itinerary			t Proximity					
Wx Briefing - NO RECORD OF BRIEFING		Last Departure Point		OFF .	OFF AIRPORT/STRIP					
Method - N/A		BROWNSVILLE, TX								
Completeness - N/A		Destination		Airport						
Basic Weather - VMC		WESLACO, TX			VALLEY MUNI					
Wind Dir/Speed- 140/008		. = - /			ay Ident		7.0			
Visibility - 10.0		ATC/Airspace	NONE		ay Lth/Wid		70			
Cloud Conditions(1st) -					ay Surface					
Cloud Conditions(2nd) - I		Type of Clearance Type Apch/Lndq			ay Status	- DRY				
Obstructions to Vision- I		Type Apch/Lndg	- VISUAL FULL C	IRCUII						
Precipitation - I Condition of Light - I										
-Personnel Information Pilot-In-Command	*	Age - 41	Medical Certif	icate - VAL	ID MEDICAL-N	O WAIVERS/	LIMIT			
Certificate(s)/Rating(s)		Biennial Flight Review	F	light Time						
PRIVATE		Current - LINK/	ND Total	- 167	Last 2	4 Hrs -	1			
SE LAND		Months Since - UNK/	NR Make/Model	- 138	Last 3	O Days- UN	K/NR			
		Months Since - UNK/ Aircraft Type - UNK/	NR Instrument	- 3	Last 9	O Days-	42			
Instrument Rating(s)	- NONE									
	- NONE									
		AROUND. THE CROSSWIND IF	G WAS EXTENDED TO	GIVE THE P	LT MORE ROOM	. THE PLT				
	 RWY 13 & WENT									
	RWY 13 & WENT STREET PARALLI	ELING THE RWY. JUST PRIOR	TO TOUCHDOWN THE							

File No. - 2294 9/02/82 WESLACO, TX

A/C Reg. No. N7890W

Time (Lcl) - 1025 CDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

- 1. PROPER ALIGNMENT NOT ATTAINED PILOT IN COMMAND
- 2. OBJECT FENCE
- 3. ABORTED LANDING PERFORMED PILOT IN COMMAND
- 4. GO-AROUND INITIATED PILOT IN COMMAND

----Probable Cause----

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

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

·Basic Information		_						
Type Operating Certificate-NONE (GENERA	DESTROY	FD	Fatal	Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		w O			0		
Accident Occurred During -MANEUVERING								
·Aircraft Information								
Make/Model - BENNET VP-1	Eng Make/Model - VW	Model - VW EXP. ELT Installed/Activat gines - 1 Stall Warning System			ctivated	- NO -N/		
Landing Gear - TRICYCLE-FIXED Number Er		ngines - 1						
Max Gross Wt - 1200 No. of Seats - 1	Rated Power -		RETUR Weat	ner kadar ~	NU			
Environment/Operations Information								
Weather Data  Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING Last Depar				OFF AIRPORT/STRIP				
Method - N/A	SAME AS ACC/INC			·				
Completeness - N/A	Destination	Airport Data						
Basic Weather - VMC			SYCAMO	RE				
Wind Dir/Speed- UNK/NR				Ident -				
Visibility - 8.0 SM	ATC/Airspace		,	Lth/Wid -				
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface -				
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information		Madia - 1 - 0 - 0 4 6 6 -	- 4 - VAL TD	MEDICAL NO	WATVEDC /			
Pilot-In-Command	Age - 61	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	CIMILI		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Biennial Flight Review Current - YES	To+21 -	2024	Jac+ 24	Hnc - IINi	v /ND		
SE LAND, ME LAND	Months Since - 7	Make/Model-	15	Last 24	Dave- UN	K/ND		
SE LAND, ME LAND	Aircraft Type - UNK/NR	Instrument-	LINK/NB	Last 90	Days - UN	K/NR		
	A FI CLAT C TYPE ONN, TWO	Multi-Eng -	13	2431 33	bayb on	, , , , , ,		
Instrument Rating(s) - NONE								
Narrative NE QUIT AFTER TAKEOFF AND AIRCRAFT STALLE			v ====================================	001105700				

File No. - 2292 9/05/82 FORT WORTH, TX A/C Reg. No. N45RB Time (Lcl) - 1700 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - DETERIORATED 2. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 2289 9/30/82 SAN M	ARCOS,TX A/	C Reg. No. N8088A	Т	ime (Lc1) -	1030 CDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		STANTIAL Crev	0	Injur Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2050 No. of Seats - 4	Number Engines -	CONTINENTAL C145 1 RECIPROCATING-CARBUR 145 HP	Stal	1 Warning S	ystem - NO	- NO -N/
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/010 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 Po  SAME AS ACC/INC  Destination  ATC/Airspace  Type of Flight Pl  Type of Clearance  Type Apch/Lndg	an - NONE : - NONE	ON AIR Airport D ROB'T Runway Runway Runway		3300/ ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 57 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK	Medical Certifica Flig Total - Make/Model- L /NR Instrument- L Multi-Eng -	ht Time (⊦ 3222 NK/NR NK/NR	lours)		
Instrument Rating(s) - NONE						
Narrative FT SWERVED OFF RWY DURING TAKEOFF. EX-MILIT 28/82 WITH SUBSEQUENT 72 HRS ALL IN TRICYCL E 1950'S. THERE WAS NO RECORD OF ANY RECENT	E GEAR ACFT. PLT STATED	HE HAD NOT FLOWN CONV	ENTIONAL G	EAR ACFT SI		,

File No 22	89	SAN MARCOS, TX	A/C Reg. No. N8088A	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation		- ON GROUND		
<ol> <li>IMPROPER US</li> <li>IMPROPER US</li> </ol>	E OF EQUIPMENT/AIR E OF EQUIPMENT/AIR E OF EQUIPMENT/AIR RVE - INADVERTENT	CRAFT, INADEQUATE TRAN CRAFT, LACK OF RECENT - PILOT IN COMMAND OT IN COMMAND	ID IN PERSONAL ABILITY - PILOT IN CONSITION/UPGRADE TRAINING - PILOT IN EXPERIENCE IN TYPE OF AIRCRAFT -	N COMMAND PILOT IN COMMAND
Occurrence #2 Phase of Operation				
Finding(s) 7. LANDING GEAR,MA 8. LANDING GEAR,MA				
Probable Cause				
The National Transpor	rtation Safety Boa	rd determines that th	e Probable Cause(s) of this accide	ent

is/are finding(s) 1,2,3,4

File No 2349 6/03/	82 COALVILL	E,UT A/C	Reg. No. N8237		Time (Lcl) -	1215 MD	T
Basic Information Type Operating Certificate-N	ONE (GENERAL A	VIATION) Aircra	ft Damage		Injuri	es	
•		SUBST	ANTIAL	Fatal		Minor	None
Type of Operation -E	XTERNAL LOAD	Fire	С	rew O	1	0	0
Flight Conducted Under -1		NONE	P	ass 0	0	0	0
Accident Occurred During -M	ANEUVERING						
Aircraft Information							
Make/Model - AEROSPATIALE	315B	Eng Make/Model - T					
Landing Gear - SKID		Number Engines -			II Warning Sy		<b>V</b> O
Max Gross Wt - 4900		Engine Type - T		Wea	ther Radar -	NO	
No. of Seats - 5		Rated Power -	858 HP				
Environment/Operations Informa	tion						
Weather Data		Itinerary			Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Poin	t	OFF A	IRPORT/STRIP		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport 1	Data		
Basic Weather - VMC							
Wind Dir/Speed- 300/005 KT						N/A	
Visibility - 25.0 S		ATC/Airspace			/ Lth/Wid -		
Cloud Conditions(1st) - NO		Type of Flight Plan				N/A	
Cloud Conditions(2nd) - NO		Type of Clearance		Runwa	/ Status -	N/A	
Obstructions to Vision- NO		Type Apch/Lndg	- NONE				
Precipitation - NO							
Condition of Light - DA	YLIGHT						
Personnel Information							
Pilot-In-Command	Ag	e - 36	Medical Certif	icate - VALII	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Βī	e - 36 ennial Flight Review	F	light Time (	Hours)		
COMMERCIAL		Current - VES	Total	- 5190	1ast 24	Hrs -	7
		Months Since - UNK/N	R Make/Model	- 1100	Last 30	Days - U	NK/NR
HELICOPTER		Aircraft Type - UNK/N	R Instrument	- 188	Last 90	Days-	182
			Multi-Eng	- 15	Rotorcra	ift -	5150
Instrument Rating(s) -	HELICOPTER						
Namation							
Narrative RING A SEISMIC EXPLORATION FLIGH	T THE ENG OUTT	NO ENG MALEUNCTION WA	S FOUND				
KING A SCISMIC EVELOKALION FEIGH	I THE ENG QUIT	. NO ENG MALFONCITUN WA	S FUUND.				

File No 23	6/03/82	COALVILLE,UT	A/C Reg. No. N8237	Time (Lcl) - 1215 MDT	
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING				
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS	SION WITH TERRAIN			
Probable Cause					

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

# Brief of Accident

Type of Operation	File No 2370 8/09/82 BOUN	TIFUL.UT	A/C Reg. No. N	16771C	Time (L	.cl) - 1900 ME	)T
Type of Operation	Basic Information			F		-	None
Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450 No. of Seats - 8 Rated Power - 375 HPEnvironment/Operations Information Weather Data WE Striefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - WK Wind Dir/Speed - 303/O10 KTS Wind Dir/Speed - 303/O10 KTS Visibility - 40.0 SM Cloud Conditions(std) - NONE Cloud Conditions(std) - NONE Conditions(std) - NONE Condition - Light - Daylight Presonnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, ME LAND Months Since - 15 Make/Model - CONTINENTAL GTSIO - 2183  Instrument Rating(s) - AIRPLANE  PILOT REPORTED THAT THE APPROACH AND LANDING TO TOUCHDOWN WERE NORMAL, AT TOUCHDOWN, THE AIRCRAFT SHUTTERD D VILLED TO THE RIGHT, BUT WAS KEPT ON THE RUNWAY THROUGH THE USE OF LEFT BRAKE AND NOSEWHEEL STEERING. AFTER NTINUING DOWN THE RIGHT, WHEEL WOULD ROTATE SLOWER THAN THE LEFT WING FORWARD IN THE RUNWAY SEALED TO A LTHER THAN THE REPORTED THAT THE APPROACH AND LANDING TO TOUCHDOWN WERE NORMAL, AT TOUCHDOWN, THE AIRCRAFT SHUTTERD D PULLED TO THE RIGHT, BUT WAS KEPT ON THE RUNWAY THROUGH THE USE OF LEFT BRAKE AND NOSEWHEEL STEERING. AFTER NTINUING DOWN THE RUNNAY FOR ABOUT 1500 FT. THE AIRCRAFT SLOWED TO A PROXIMATELY 10 MPH, THEN YAWED VIOLENTLY THE RIGHT AND SKIDDED WITH THE LEFT WING FORWARD. THE LEFT WHAN GRAWE DUESED AS THE AIRCRAFT SHUTTERED D FULLED TO THE RIGHT, BUT WAS KEPT ON THE RUNWAY THROUGH THE USE OF LEFT BRAKE AND NOSEWHEEL STEERING. AFTER NTINUING DOWN THE RUNNAY FOR ABOUT 1500 FT. THE AIRCRAFT SLOWED TO APPROXIMATELY 10 MPH, THEN YAWED VIOLENTLY THE RIGHT AND SKIDDED WITH THE LEFT WING FORWARD. THE LEFT WHAN DEAR COURSED. A SHE AIR CRAFT SLOWED THAN THE LEFT WHE ROTH WAS ELIM OUTRED. A SHEAP ELL OUT OF THE RIGHT CAME TO A LT, WHEN EXAMINED, THE RIGHT WHEEL WAS BEING TURNED. A BRAKE PUCK FELL OUT OF THE RIGHT. BUT WAS ELIM OUTRED.	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire	Crew	0	0 - 0	1
Weather Data Wx Briefing - FSS Method - TELEPHONE Method - TELEPHONE Method - TELEPHONE More and Direct Point	Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7450	Number Eng Engine Type	ines - 2 e - RECIP - FUE		Stall Warr	ing System -	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP COMMERCIAL	Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - FULL  Basic Weather - VMC  Wind Dir/Speed- 030/010 KTS  Visibility - 40.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE	Last Departo NUCLA,CO Destination BOUNTIFUL, ATC/Airspace Type of Flig Type of Clea	UT ght Plan - VFR arance - NONE	Air	ON AIRPORT  port Data  SALT LAKE SK  Runway Ident  Runway Lth/W  Runway Surfa	YPARK - 34 lid - 4700/ ce - ASPHALT	
Narrative E PILOT REPORTED THAT THE APPROACH AND LANDING TO TOUCHDOWN WERE NORMAL. AT TOUCHDOWN, THE AIRCRAFT SHUTTERED D PULLED TO THE RIGHT, BUT WAS KEPT ON THE RUNWAY THROUGH THE USE OF LEFT BRAKE AND NOSEWHEEL STEERING. AFTER NTINUING DOWN THE RUNWAY FOR ABOUT 1500 FT, THE AIRCRAFT SLOWED TO APPROXIMATELY 10 MPH, THEN YAWED VIOLENTLY THE RIGHT AND SKIDDED WITH THE LEFT WING FORWARD. THE LEFT MAIN GEAR COLLAPSED AS THE AIRCRAFT CAME TO A LT. WHEN EXAMINED, THE RIGHT WHEEL WOULD ROTATE SLOWER THAN THE LEFT WHEN BOTH WERE ROTATED TOGETHER, BUT ITHER LOCKED UP. WHILE THE RIGHT WHEEL WAS BEING TURNED, A BRAKE PUCK FELL OUT OF THE BRAKE ASSEMBLY. A	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Biennial Flight Re Current Months Since	eview - YES Tota - 15 Make - C-210 Inst	Flight T 1 - 237 /Model- 46 rument- 35	ime (Hours) 73 La 57 La 51 La	st 24 Hrs - st 30 Days-	10 66
LT. WHEN EXAMINED, THE RIGHT WHEEL WOULD ROTATE SLOWER THAN THE LEFT WHEN BOTH WERE ROTATED TOGETHER, BUT ITHER LOCKED UP. WHILE THE RIGHT WHEEL WAS BEING TURNED, A BRAKE PUCK FELL OUT OF THE BRAKE ASSEMBLY. A SASSEMBLY OF THE BRAKE REVEALED A SECOND PUCK WAS ALSO LOOSE. AFTER REASSEMBLY, THE RIGHT BRAKE OPERATED NORMALLY.	Narrative E PILOT REPORTED THAT THE APPROACH AND LAND D PULLED TO THE RIGHT, BUT WAS KEPT ON THE NTINUING DOWN THE RUNWAY FOR ABOUT 1500 FT.	RUNWAY THROUGH THE , THE AIRCRAFT SLOWE	USE OF LEFT BRAKE D TO APPROXIMATEL	AND NOSEWHEE Y 10 MPH, THE	EL STEERING. EN YAWED VIOL	AFTER ENTLY	
	ITHER LOCKED UP. WHILE THE RIGHT WHEEL WAS	BEING TURNED, A BRA	KE PUCK FELL OUT	OF THE BRAKE	ASSEMBLY. A		

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File No 23	70 8/09/82	EOUNTIFUL,UT	A/C Reg.	No. N6771C	Time (Lc1) - 1900 MDT	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE LANDING - FLARE/	NT/SYSTEM FAILURE/MA TOUCHDOWN	LFUNCTION			
Finding(s) 1. LANDING GEAR,ND 2. LANDING GEAR,NO		- LOCKED				
Occurrence #2 Phase of Operation		- ON GROUND				
		E - PILOT IN COMMAND - PILOT IN COMMAND				
Occurrence #3 Phase of Operation		SED		,		
Finding(s) 5. LANDING GEAR,MA	IN GEAR - OVERLOAD					
Probable Cause						
The National Transports/are finding(s) 1,3		rd determines that t	he Probable Cause	s) of this accid	ent	

Basic Information Type Operating Certificate-NONE (GENERA	Ι ΔΥΙΔΤΙΩΝ)	Aircraft Damage			Injur	ies	
Type open acting our criticals none (denem		DESTROYED		Fatal	Serious		None
Type of Operation -FERRY		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 - VOLMER VJ-22		del - LYCOMING O					
Landing Gear - AMPHIBIAN	Number Engir	nes - 1		Stall	Warning S		
Max Gross Wt - 1500		- RECIPROCAT	ING-CARBURE	IOR Weatr	ner Radar -	NO	
No. of Seats - 2	Rated Power	- 140 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	,		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur HANOVER,VA	e Point		OFF AIF	RPORT/STRIP		
Completeness - N/A	Destination			Airport Da	+ 2		
Basic Weather - VMC	FRONT ROYAL	VΔ		A II POI C De	ita		
Wind Dir/Speed- 270/005 KTS	7 113/47 113 1712	• • • •		Runwa∨	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - NONE		nt Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clear			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Ace - 35	Medical	Certificat	o - VALID	MEDICAL-WA	TVERS/LIMI	Т
Certificate(s)/Rating(s)	Age - 35 Biennial Flight Rev	riew	Fliah	t Time (Ho	ours)		
COMMERCIAL, CFI	Current -	· YES Tota	al -	1715	Last 24	Hrs -	0
ME LAND, SE LAND	Months Since -	4 Make	e/Model-	0	Last 30	Days- UNK	/NR
	Aircraft Type -	UNK/NR Inst	trument-	266	Last 90	Days-	22
		Muli	ti-Eng -	275			
Instrument Rating(s) - AIRPLANE							
T FERRYING AIRCRAFT TO NEW OWNER AND LOST	POWER. A HARD FORCE	D LANDING WAS MA	ADE IN A PA	STURF. AIR	CRAFT		
ACTED GROUND AT A 30 DEGREE ANGLE WHICH F.		_					

File No. - 2244 7/18/82 LEWISTON.VA A/C Reg. No. N2297Z Time (Lcl) - 1600 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. FLARE - MISJUDGED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL 6. LANDING GEAR. MAIN GEAR - OVERLOAD

----Probable Cause----

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

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

Type of Operation -PERSONAL Fire Crew O O O 1	File No 2298 9/01/82	MIDDLETOWN, VA A/C	Reg. No. N2530F	Т	fime (Lc1) -	1815 EDT	
Type of Operation -PERSONAL Fire Crew 0 0 0 1 1		ENERAL AVIATION) Aircra	t Damage		Injuri	ies	
Flight Conducted Under -14 CRR 91 NONE Pass 0 0 1 Accident Occurred During -APPROACH Aircraft Information Make/Model - CHAMPION 7ECA Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/ Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/NR Max Gross Wt - 1650 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO No. of Seats - 3 Rated Power - 100 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Est Departure Point Off Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Est Departure Point Off Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC Mind Dir/Speed - 180/Oil KTS ROYAL.VA GREATLAND FARM Cloud Conditions(10d) - NONE Type of Clearance - NONE Rumway Ident - 231 Cloud Conditions(2nd) - NONE Type of Clearance - NONE Rumway Surface - GRAVEL Cloud Conditions to Vision - HAZE Type Of Clearance - NONE Rumway Status - DRY Obstructions to Vision - HAZE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Gertificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours)  ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument 1300 Last 90 Days - UNK/NR Aircraft Type - UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED			ANTIAL	Fatal	Serious	Minor	None
Aircraft Information Make/Model - CHAMPIDN 7ECA					-	_	1
Aircraft Information Make/Model - CHAMPION 7ECA			Pass	6 0	0	0	1
Make/Model - CHAMPION 7ECA							
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 Seats - 3							
Max Gross Wt - 1650	·	Eng Make/Model - C	ONTINENTAL 0-200-A	ELT	Installed/Ac	ctivated ·	- YES/Y
No. of Seats - 3  Rated Power - 100 HP Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A  Basic Weather - VMC Wind Dir/Speed 180/011 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 25000 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions (2nd) - NONE Cloud Conditions (2nd) - NONE Condition of Light - DAYLIGHT Personnel Information - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Aircraft Type - UNK/NR Months Since - 10 Make/Model - 62 Last 30 Days- UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED							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- 180/011 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 25000 FT OVERCAST Cloud Conditions(1st) - 25000 FT OVERCAST Cloud Conditions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) ATP SE LAND, ME LAND Months Since - 10 Make/Model - 62 AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED		3 71		RETOR Weat	ther Radar -	NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/011 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 25000 FT OVERCAST Cloud Conditions(1st) - 25000 FT OVERCAST Cloud Conditions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Certificate(s)/Rating(s) ATP SE LAND.ME LAND AGR ALAND Biennial Flight Review Current - YES ATP SE LAND.ME LAND AGRACHANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED	No. of Seats - 3	Rated Power -	100 HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A FROYAL,VA FROYAL,VA FROYAL,VA A Destination Airport Data Basic Weather - VMC MIDDLETOWN,VA GREATLAND FARM Visibility - 6.0 SM ATC/Airspace Runway Ident - 31 Visibility - 6.0 SM ATC/Airspace Runway Lth/wid - 2800 -UNK/NR Cloud Conditions(1st) - 25000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRAVEL Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR ATP Current - YES Total - 5562 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 1300 Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument 1300 Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument 1300 Last 90 Days- UNK/NR C-Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED	Environment/Operations Information						
Method - N/A							
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/011 KTS Visibility - 6.0 SM Cloud Conditions(1st) - 25000 FT OVERCAST Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND Months Since - 10 Months Since - 10 Months Since - 10 Make/Model - 62 Last 30 Days- UNK/NR Months Since - 10 Make/Model - 62 Months Since - 10 M			t	OFF AI	[RPORT/STRIP		
Basic Weather - VMC Wind Dir/Speed- 180/011 KTS Runway Ident - 31 Visibility - 6.0 SM ATC/Airspace Runway Ident - 31 Visibility - 6.0 SM ATC/Airspace Runway Ident - 31 Cloud Conditions(1st) - 25000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRAVEL Cloud Conditions to Vision- HAZE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR SE LAND.ME LAND Make/Model- 62 Last 30 Days- UNK/NR Months Since - 10 Make/Model- 62 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 1300 Last 90 Days- UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED		·					
Wind Dir/Speed- 180/011 KTS Visibility - 6.0 SM							
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2800 -UNK/NR Cloud Conditions(1st) - 25000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRAVEL Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information		MIDDLE IOWN, VA				2.1	
Cloud Conditions(1st) - 25000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - GRAVEL Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 10 Make/Model - 62 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 1300 Last 90 Days - UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative IRING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED		ATC/Airspace					NK / ND
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 10 Make/Model - 62 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 1300 Last 90 Days- UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED			- NONE				NIN/ ININ
Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command							
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Obstructions to Vision- HAZE			,			
Personnel Information Pilot-In-Command	Precipitation - NONE						
Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 5562 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 10 Make/Model - 62 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 1300 Last 90 Days - UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED							
Certificate(s)/Rating(s)  ATP  Current - YES  Total - 5562  Last 24 Hrs - UNK/NR  SE LAND, ME LAND  Months Since - 10  Aircraft Type - UNK/NR  Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative  RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED							
ATP SE LAND, ME LAND Months Since - 10 Make/Model - 62 Last 24 Hrs - UNK/NR Months Since - 10 Make/Model - 62 Last 30 Days - UNK/NR Instrument - 1300 Last 90 Days - UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED		Age - 40	Medical Certifica	te - VALIC	MEDICAL-NO	WAIVERS/L	IMIT
SE LAND, ME LAND Months Since - 10 Make/Model- 62 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 1300 Last 90 Days- UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE	<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	µht Time (⊦	Hours)		
SE LAND, ME LAND Months Since - 10 Make/Model- 62 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 1300 Last 90 Days- UNK/NR Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE		Current - YES	Total -	5562	Last 24	Hrs - UN	K/NR
Multi-Eng - 3612  Instrument Rating(s) - AIRPLANE Narrative RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED	SE LAND, ME LAND			62	Last 30	Davs- UN	(/NR
		Aircraft Type - UNK/NI			Last 90	Days- UNF	C/NR
RING APPROACH TO AN UPHILL & NARROW STRIP, ANIMALS CROSSED THE RWY. A GO-AROUND WAS INITIATED & THE ACFT DRIFTED	Instrument Rating(s) - AIRPLAM	NE					
	Narrative						
TO TREES.		RIP, ANIMALS CROSSED THE RWY. A	GO-AROUND WAS INIT	IATED & TH	HE ACFT DRIFT	ED	
	ro trees.						

File No. - 2298 9/01/82 MIDDLETOWN, VA A/C Reg. No. N2530F Time (Lc1) - 1815 EDT

Occurrence IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - GO-AROUND (VFR)

#### Finding(s)

OBJECT - ANIMAL(S)

- 2. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND
- 3. GO-AROUND INITIATED PILOT IN COMMAND
- 4. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 5. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 6. OBJECT TREE(S)

----Probable Cause----

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

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

File No 2297 9/19	9/82 FRONT	ROYAL, VA	A/C Reg. No	. N18218	Т	ime (Lc1) -	1030 EDT	
-Basic Information Type Operating Certificate	-NONE (GENERAL	_ AVIATION)	Aircraft Dama	ae		Injur	ies	
,			SUBSTANTIAL	<u> </u>	Fatal	Serious	Minor	None
	- INSTRUCTIONAI	SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - CESSNA 150			Model - CONTINEN					
Landing Gear - TRICYCLE-F	IXED		gines - 1			1 Warning S		ES
Max Gross Wt - 1600			oe - RECIPROC		OR Weat	her Radar -	NO	
No. of Seats - 2		Rated Powe	er - 100 H	P				
-Environment/Operations Inform	mation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A		SAME AS A	ACC/INC					
Completeness - N/A		Destination		А	irport D	ata		
Basic Weather - VMC						ROYAL WARRE		
Wind Dir/Speed- UNK/NR						Ident -		
Visibility - UNK/NR		ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - N			ight Plan - NONE			Surface -		
Cloud Conditions(2nd) - N			earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- 1		Type Apch/l	Lndg - NONE					
Precipitation - N								
Condition of Light - [	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 42	Medic	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight F	Review	Flight	Time (F	lours)		
STUDENT		Current	- N/A T	otal - ŪNK	/NR	Last 24	Hrs - UN	K/NR
		Months Since	- N/A M	ake/Model- UNK	/NR	Last 30	Days- UN	K/NR
		Aircraft Type	e - N/A I	ake/Model- UNK nstrument- UNK ulti-Eng - UNK	/NR	Last 90	Days- UN	K/NR
			M	ulti-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- NONE							
-Narrative OT LOST CONTROL DURING LANDING	AND THEATTER	IDTING TO CODDECT	LEET THOM WENT	THE DINIMAY TO	DIGHT			
OF FOST CONTROL DOKING FANDING	S AIND TIN ALLEI	IFILING TO CORRECT	LEFT TORN WENT	JII KUNWAT TU	KIGHI.			

File No. - 2297 9/19/82 FRONT ROYAL, VA A/C Reg. No. N18218 Time (Lc1) - 1030 EDT

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. RUDDER IMPROPER USE OF PILOT IN COMMAND
- 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED 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

File No 2233 10/07/82 MANAS	SAS, VA A/C Re	g. No. N2019K	Time (Lcl) - 0150 EDT				
Type Operation Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN Fire NONE	5	Fatal O O	Injur Serious O O		None 1 1	
Aircraft Information Make/Model - BEECH F-33A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	IP - FUEL INJECTED 285 HP	Stal Weat	Installed/ I Warning S her Radar	System - ` - UNK/NR	YES	
Weather Data  Wx Briefing - ND RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - IMC  Wind Dir/Speed- CALM  Visibility - 1.0 SM  Cloud Conditions(1st) - PART OBSC  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- GROUND FOG  Precipitation - NONE  Condition of Light - NIGHT (DARK)	Itinerary Last Departure Point PROVIDENCE,RI Destination MANASSAS,VA  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	IFR UNK/NR	ON AIR Airport D MANASS Runway Runway Runway	ata AS MUNI	- ASPHALT	100	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NR  COACHED ITS DESTINATION. DURING UP ON LEFT BASE TO THE RWY. RWY LIGHTS & VASI BLURRED A	Total - Make/Model- Instrument- Multi-Eng -  NG THE VOR-B APPRO THE PLT TURNED FI	t Time (H 473 15 80 33  ACH TO RW NAL BUT D	ours) Last 24 Last 30 Last 90 Last 90 Last 91	Hrs - ) Days- UI ) Days	5 NK/NR 106	

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File No 22	33 10/07/82 MANASSAS.VA	A/C Reg. No. N2019K	Time (Lcl) - 0150 EDT
	IN FLIGHT ENCOUNTER WITH WEATHER APPROACH - CIRCLING(IFR)		
Finding(s) 1. WEATHER CONDITI			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT APPROACH - CIRCLING(IFR)		
4. STALL - INADVER	I - DARK NIGHT IT - MISJUDGED - PILOT IN COMMAND ITENT - PILOT IN COMMAND		
Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN APPROACH - CIRCLING(IFR)		
	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
•	SE GEAR - FAILURE,TOTAL SE GEAR - OVERLOAD		
Probable Cause			
Probable Cause The National Transpo is/are finding(s) 3	 rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

File No 2331 10/12/82 NEAR	ST. CROIX,VI	A/C Reg. No	. N77QT	T	ime (Lc1) -	2000 AST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		Aircraft Dama DESTROYED Fire UNK/NR	ge Crew Pass	Fatal 1 1	Injur Serious O O	Minor O	None 0 0
Aircraft Information Make/Model - PIPER PA-32-300 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 7	Eng Make/Mo Number Eng Engine Type	odel - LYCOMING ines - 1 e - RECIP - - 300 H	IO-540-K1A5	ELT Stal	Installed/A	vstem - Y	
Weather Data  We Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 090/010 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- UNK/NR  Precipitation - NONE  Condition of Light - NIGHT (DARK)	Itinerary Last Departo CHRISTIANS Destination SAN JUAN,F  ATC/Airspace Type of Flig Type of Clea	STED, VI PR ght Plan - NONE arance - NONE	Δ	OFF AI inport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 20 Biennial Flight Re Current Months Since Aircraft Type	- YES TO MA - 7 MA - PA-34	al Certificate Flight otal - ake/Model- UNK nstrument- ulti-Eng - UNK	Time (He 240 /NR 4	ours)		
Instrument Rating(s) - NONE							
Narrative HE NON-INSTRUMENT RATED PILOT DEPARTED ST CR EATHER WAS VFR, BUT IT WAS A DARK NIGHT. THE NITIATED. ABOUT 10 MILES NORTHWEST OF THE ST AIN GEAR, SOME INSULATION PANELS AND THE AIR ARTS SHOWED THAT THE AIRCRAFT IMPACTED THE O	AIRCRAFT FAILED TO CROIX VOR, FLOATIN CRAFT REGISTRATION	D ARRIVE AT ITS NG DEBRIS WAS FO CERTIFICATE. AN	DESTINATION A DUND WHICH INC N EXAMINATION	ND A SEAL	RCH WAS SEAT, ONE	THE	

File No 23	31 10/12/82	NEAR ST. CROIX, VI	A/C Reg. No. N77QT	Time (Lcl) - 2000 AST	
Occurrence Phase of Operation	IN FLIGHT COLLIS	SION WITH TERRAIN			
Finding(s) 1. UNDETERMINED					
Probable Cause					

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

Basic Information				Time (LCT)	- 1850 EDT	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	_	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - BEECH 35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 6	Eng Make/Model - COI Number Engines - 1 Engine Type - REG Rated Power -	CIP - FUEL INJECTED	Stal	Installed/ l Warning her Radar	System - Y	
	BURLINGTON, VT		OFF AI	Proximity RPORT/STRI	D	
Completeness - N/A Basic Weather - VMC	Destination LEWISTON.ME		Airport D	ata		
Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Cloud Conditions(1st) - 7000 FT SCAT	ATC/Airspace TERED Type of Flight Plan		Runway Runway	Lth/Wid Surface	- N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg		Runway	Status	- N/A	
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 54 Biennial Flight Review	Medical Certificat	e - VALID t Time (F		AIVERS/LIM	ΙΤ
COMMERCIAL, ATP SE LAND, ME LAND		Total - Make/Model-	3002 34	Last 2 Last 3	O Da∨s- UN!	4 K/NR 20
Instrument Rating(s) - AIRPLANE						

File No 22	42 9/08/82	TOPSHAM, VT	A/C Reg. No. N4454S	Time (Lc1) - 1850 EDT
Occurrence #1 Phase of Operation		DTAL) - NON-MECHANICA	AL	
3. EMERGENCY PROCE	ECTOR POSITION - 1 DURE - NOT PERFORM	NATTENTIVE - PILOT I MED - PILOT IN COMMAN K OF FAMILIARITY WIT		
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 5. TERRAIN CONDITI	ON - OPEN FIELD	•		
Probable Cause				
The National Transpo	ntation Safety Boa	rd determines that 1	the Probable Cause(s) of this accide	ent

is/are finding(s) 1,2,3,4

Basic Information Type Operating Certificate-NONE (GENERA	. A\/TATION)	Aircraft Damage			Inju	ries	
Type operating certificate None (GENERA		DESTROYED		Fatal	•		None
Type of Operation -PERSONAL		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - ERCOUPE 415C	Eng Make/Mod	lel - CONTINENTA	L C-85	ELT	Installed/	Activated	- YES-UN
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1120		nes - 1 - RECIPROCAT					J
No. of Seats - 2	Rated Power		ING CARBORETO	N WEGI	TIEL KAGAL	110	
Environment/Operations Information							
Weather Data	Itinerary		А		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur SILVERDALE,			ON AIF	RSTRIP		
Completeness - N/A	Destination		Αi	rport [			
Basic Weather - VMC	THOMPSON FI	ELD			ON FIELD	4.5	
Wind Dir/Speed- UNK/NR Visibility - UNK/NR	ATC/Airspace				/ Ident / Lth/Wid	- 17 - 2000 - U	NIZ / NID
Cloud Conditions(1st) - NONE	Type of Fligh	t Plan - NONE			Surface		NK/ NK
Cloud Conditions(2nd) - NONE		ance - NONE			Status		
Obstructions to Vision- NONE	Type Apch/Lnc	g - NONE		•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Acre - 47	Medical	Cartificate	- VALTE	MEDICAL-N	N WATVERS/	TMTT
Certificate(s)/Rating(s)	Age - 47 Biennial Flight Rev	iew	Fliaht	Time (F	lours)	o walveks,	
PRIVATE	Current ~	YES Tot	:a1 - 8	13	Last 2	4 Hrs - UN	K/NR
SE LAND	Months Since -	23 Mak	e/Model- 6	92	Last 3	O Days- UN	K/NR
	Aircraft Type -	ER-415C Ins	e/Model- 6 strument- UNK/ ti-Eng - UNK/	VR	Last 9	O Days- UNI	K/NR
		Mu 1	ti-Eng - UNK/	NR	Rotorc	raft - UNI	K/NR
Instrument Rating(s) - NONE							
Narrative							
OT THOUGHT HE COULD NOT CLEAR POWER LINES .	AND TREES AFTER TAKE	OFF SO HE ABORT	ED TAKEOFF &	SLID 25	O FT OFF T	HE	
YAY, NOSING OVER. THE PILOT MENTIONED THAT	IT WAS HOT & THERE	WAS A SLIGHT TA	ILWIND. THIS	WAS THE	FIRST TIM	E THE	

File No. - 2203 9/07/82 KINGSTON,WA A/C Reg. No. N2932H Time (Lc1) - 1610 PDT

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

Finding(s)

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

2. WEATHER CONDITION - TAILWIND

3. WEATHER CONDITION - TEMPERATURE EXTREMES

4. OBJECT - TREE(S)

5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER Phase of Operation TAKEOFF

----Probable Cause----

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

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

File No 2210 9/14/82 RENTO	N,WA A/C Re	g. No. N9613J	Т	ime (Lcl) -	2018 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	NONE	3	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	O	0
Accident Occurred During -STANDING						
-Aircraft Information						
Make/Model - PIPER PA-28-180C	Eng Make/Model - LYC					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning Sy	/stem - Y	ES
Max Gross Wt - 2400	Engine Type - REC		OR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A	FALL CITY,WA					
Completeness - N/A	Destination	Δ	irport D			
Basic Weather - VMC	RENTON, WA			MUNICIPAL		
Wind Dir/Speed- 360/006 KTS					N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DUSK						
-Personnel Information						
Pilot-In-Command		Medical Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight				
PRIVATE	Current - UNK/NR	Total - UNK	/NR	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK	/NR	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK Instrument- UNK Multi-Eng - UNK	/NR	Last 90	Days- UN	K/NR
		Multi-Eng - UNK	/NR	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
OT PARKED AIRCRAFT WITH ENGINE RUNNING TO	DISCHARGE PASSENGER. PASSENG	ER JUMPED OFF RIGHT	WING IN	TO PROP.		

File No. - 2210 9/14/82 RENTON, WA A/C Reg. No. N9613J Time (Lc1) - 2018 PDT

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

Finding(s)
1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND

----Probable Cause----

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

File No 2209 9/15/82 SPI	RIT LAKE, WA A/	C Reg. No. N513HA		Τí	me (LcI) -	0936 PD	Т
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Airc	raft Damage			Injur	ies	
	SUB	STANTIAL	Fa	tal	Serious	Minor	None
Type of Operation -OTHER	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 133	NON	E	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - HILLER/SOLOY UH-12E	Eng Make/Model -				nstalled/A		
Landing Gear - SKID	Number Engines -				Warning S		NO
Max Gross Wt - 2750	Engine Type -	•		Weath	er Radar -	NO	
No. of Seats - 3	Rated Power -	420 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFIN			0	FF AIR	PORT/STRIP		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airp	ort Da	ta		
Basic Weather - VMC						4.	
Wind Dir/Speed- 340/010 KTS					Ident -		
Visibility - 40.0 SM	ATC/Airspace	*			Lth/Wid -		
Cloud Conditions(1st) - 30000 FT SCA					Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	R	unway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							/
Pilot-In-Command	Age - 36					WAIVERS	/ LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Ti			l la =	0
COMMERCIAL SE LAND	Current - YES Months Since - 3		- 1825		Last 24	nrs -	2 62
SE LAND HELICOPTER	Months Since - 3 Aircraft Type - UH-	Make/Mode	1- 245		Last 30 Last 90	Days-	148
UEFICALIEK	Aircraft Type - UH-	ize instrumen	ι- 5			aft -	1645
					ROTOLCI	ait	1045
Instrument Rating(s) - NONE							
-Narrative							
OT PERFORMED AUTOROTATION FROM 2000 FEET	TO CHECK DDM AT 200-200	FEET WHEN COLLECT	TVE WAS A	חחבט ה	UMED IUSS		
URRED. AIRCRAFT LANDED HARD AND SEVERED 1			IVL WAS A	DULU P	OWEK LOSS		

File No 22	9/15/82	SPIRIT LAKE, WA	A/C Reg. No. N513HA	Time (Lc1) - 0936 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER OTHER			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Probable Cause				

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

SUBSTA Fire NONE  Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -  Itinerary		O O ELT Sta	11 Warning S	Minor O O ctivated ystem - Y	
Fire NONE  Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -  Itinerary	Crew Pass COMING 0-320-E2D CIPROCATING-CARBUR	O O ELT Sta	0 0 Installed/A 11 Warning S	O O  ctivated ystem - Y	1 1 
NONE  Eng Make/Mode1 - LY Number Engines - 1 Engine Type - RE Rated Power -	Pass COMING 0-320-E2D CIPROCATING-CARBUR	O ELT Sta	O Installed/A Il Warning S	O  ctivated ystem - Y	1 
Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	COMING 0-320-E2D	ELT Sta	Installed/A	ctivated	
Number Engines - 1 Engine Type - RE Rated Power	CIPROCATING-CARBUR	Sta	11 Warning S	ystem - Y	
Number Engines - 1 Engine Type - RE Rated Power	CIPROCATING-CARBUR	Sta	11 Warning S	ystem - Y	
Number Engines - 1 Engine Type - RE Rated Power	CIPROCATING-CARBUR	Sta	11 Warning S	ystem - Y	
Engine Type - RERATED POWER -	CIPROCATING-CARBUR				ES
Rated Power -		ETOR Wea	ther Radar -	NO	
Itinerary	150 HP				
		Airport	Proximity		
Last Departure Point		ON AIF			
HILLSBORO.OR					
		Airport [	Data		
		•			
				N/A	
ATC/Airspace					
	- IFR				
			, status	, , .	
. ) po 7.po(1), 2110g	3,111,1111				
- 32	Medical Certifica	te - VALI	MEDICAL-NO	WAIVERS/	LIMIT
nial Flight Review	Flig	ht Time (F	Hours)		
Current - YES	Total	736	Last 24	Hrs -	3
Months Since - 2	Make/Model-	453	Last 30	Days- UN	K/NR
Aircraft Type - C-172	Instrument-	88	Last 90	Davs-	45
	Type of Clearance Type Apch/Lndg  - 32 nial Flight Review	VANCOUVER,WA  ATC/Airspace Type of Flight Plan - IFR Type of Clearance - UNK/NR Type Apch/Lndg - UNK/NR	VANCOUVER,WA  PEARSO Runway ATC/Airspace Type of Flight Plan - IFR Type of Clearance - UNK/NR Type Apch/Lndg - UNK/NR  - 32  Medical Certificate - VALIC nial Flight Review  PEARSO Runway Flight Time (F	VANCOUVER,WA  PEARSON AIRPARK Runway Ident - ATC/Airspace Runway Lth/Wid - Type of Flight Plan - IFR Runway Surface - Type of Clearance - UNK/NR Runway Status - Type Apch/Lndg - UNK/NR	VANCOUVER,WA  PEARSON AIRPARK Runway Ident - N/A ATC/Airspace Type of Flight Plan - IFR Runway Surface - N/A Type of Clearance - UNK/NR Runway Status - N/A Type Apch/Lndg - UNK/NR

File No. - 2378 12/13/82 VANCOUVER,WA A/C Reg. No. N3880Q Time (Lc1) - 1230 PST

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

Finding(s)

- 1. OBJECT VEHICLE
- 2. CLEARANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

Make/Model - AERO COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4	
SUBSTANTIAL Fatal Serious Minor Type of Operation -PERSONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - AERO COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4  Max Gross Wt - 2550 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 140/004 KTS Visibility - 6.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destructions to Vision - HAZE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Serious Minor NONE Instrument Rating(s) - AIRPLANE  Send Qree - AIRPLANE  Send Meke/Model - LYCOMING IO-360-C1D6 Rend Model - LYCOMING IO-360-C1D6 ELT Installed/Activated - NUNE Pass O O O O O O O O O O O O O O O O O O O	
Type of Operation	None
Accident Occurred During -APPROACHAircraft Information Make/Model - AERO COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed-140/004 KTS Visibility - G.O SM Cloud Conditions(1st) - NONE Cloud Conditions(1st) - NONE Cloud Conditions to Vision - HAZE Precipitation - NONE Condition of Light - NIGHT (BRIGHT)Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Land Make/Model - LYCOMING IO-360-C1D6 ELT Installed/Activated - Stall Warning System - YE Engine Type - RECIP - FUEL INJECTED Weather Radar - NO Stall Warning System - YE Stall Warning	1
Aircraft Information  Make/Model - AERO CDMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4  Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Basic Weather - VMC Wind Dir/Speed - 140/004 KTS Visibility - 6.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Distructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - AIRPLANE  Eng Make/Model - LYCOMING IO-360-C1D6 ELT Installed/Activated - Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning IO-360-C1D6 ELT Installed/Activated - Stall Warning System - YE: Number Engines - 1 Stall Warning IO-360-C1D6 ELT Installed/Activated - Stall Warning System - YE: Number Engines - 1 Stall Warning IO-360-C1D6 ELT Installed/Activated - Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engines - 1 Stall Warning System - YE: Number Engine Tyel Wather Capher  No. Airport Data  Airport Proximity  Nairport Proximity Na Harport No Airport Proximity Na Harport	3
Make/Model - AERO COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4  Engine Type - RECIP - FUEL INJECTED No. of Seats - 4  Engine Type - RECIP - FUEL INJECTED Rated Power - 200 HP Environment/Operations Information Weather Data WX Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 140/004 KTS Visibility - 6.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destructions to Vision- HAZE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Engine Type - RECIP - FUEL INJECTED Weather Radar - NO  Number Engines - 1  Lycoming Io-360-C1D6 ELT Installed/Activated - Stall Warning Stall Processing Air Processing Stall Warning Stall Processing Stall Warning Stall Processing Stall Warning Stall Processing Stall Warning Stall Processing Sta	
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 140/004 KTS Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Method - TELEPHONE BATAVIA,OH Destination LANSING WV FAYETTE Runway Indent - 21 Runway Indent - 21 Runway Indent - 21 Runway Indent - 21 Runway Status - DRY Method - Telephone Rated Power - 200 HP  Airport Proximity ON AIRPORT ON AIRPORT Airport Data FAYETTE Runway Ident - 21 Runway Surface - ASPHALT Type of Clearance - NONE Type of Clearance - NONE Runway Status - DRY  Medical Certificate - VALID MEDICAL-NO WAIVERS/Light Review Flight Time (Hours) Current - YES Total - 286 Last 24 Hrs - UNK, Months Since - 7 Make/Model - 23 Last 30 Days - UNK, Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days -	
Max Gross Wt - 2550  No. of Seats - 4  Rated Power - 200 HP  Rated Power - 200 HP  Weather Radar - NO  Rated Power - 200 HP   Weather Radar - NO  Rated Power - 200 HP  Weather Radar - NO  Rated Power - 200 HP   Weather Radar - NO  Rated Power - 200 HP   Weather Radar - NO  Rated Power - 200 HP   Weather Radar - NO  Rated Power - 200 HP   Itinerary  Last Departure Point  ON AIRPORT  ON AIRPORT  Airport Proximity  ON AIRPORT  Airport Proximity  ON AIRPORT  Runway Lithure - 21  Runway Lithure - 21  Runway Lithure - 21  Runway Lithure - 21  Runway Surface - ASPHALT  Runway Surface - ASPHALT  Runway Surface - NoNE  Runway Status - DRY  Obstructions to Vision - HAZE  Type of Flight Plan - IFR  Runway Surface - ASPHALT  Runway Surface - ASPHALT  Runway Surface - NoNE  Runway Status - DRY  NoNE  Precipitation - NONE  Condition of Light - NONE  Runway Status - DRY  Runway Surface - ASPHALT  Runway Surface - ASPHALT  Runway Surface - ASPHALT  Runway Surface - NoNE  Runway Surface - NoNE  Runway Surface - ASPHALT  Runway Surface - Surface - None  Runway Surface - None  Runway Surface - Surface - None  Runway Surface - None  Runway Surface - Surface - None	- YES-UNK
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Environment/Operations Information Weather Data  Wx Briefing FS Method TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 140/004 KTS Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Type of Clearance - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Clarp Age - 35 PRIVATE Current - YES SE LAND  Itinerary Airport Proximity ON AIRPORT Airport Data FAYETTE CN Airport Data FAYETTE CN Airport Data FAYETTE CN Airport Data FAYETTE Runway Ident - 21 Runway Lth/Wid - 2145/ 22 Runway Lth/Wid - 2145/ 22 Runway Status - DRY ONE Runway Status - DRY ONE Runway Status - DRY ONE FIght Time (Hours) Current - YES Total - 286 Last 24 Hrs - UNK, Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	
Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - UNK/NR  Baravira, OH  Wind Dir/Speed- 140/004 KTS  Visibility - 6.0 SM  Cloud Conditions(1st) - NONE  Obstructions to Vision- HAZE  Precipitation - NONE  Condition of Light - NIGHT (BRIGHT) Personnel Information  Pilot-In-Command Age - 35  PRIVATE  Certificate(s)/Rating(s)  PRIVATE  Current - YES  SE LAND  Method - TELEPHONE  BATAVIA, OH  FAYETTE  Runway Ident - 21  Runway Lith/Wid - 2145/:  Runway Surface - ASPHALT  Type of Clearance - NONE  Type of Clearance - NONE  PRONE  Type Apch/Lndg - NONE  PRONE  ONNE  Medical Certificate - VALID MEDICAL-NO WAIVERS/L:  Flight Time (Hours)  Current - YES  Total - 286  Last 24 Hrs - UNK,  Aircraft Type - UNK/NR  Instrument - UNK/NR  Last 90 Days-  Instrument Rating(s) - AIRPLANE	
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Basic Weather - VMC LANSING,WV FAYETTE Wind Dir/Speed- 140/004 KTS Runway Ident - 21 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2145/ 2 Cloud Conditions(1st) - NONE Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L: Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model - 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	
Wind Dir/Speed- 140/004 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - 21 Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - 2145/ 3 Cloud Conditions(1st) - NONE Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L: Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model- 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-	
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Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L: Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model- 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	20
Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT (BRIGHT) Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/L: Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model- 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	
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Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model- 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	T.M.T.T.
PRIVATE Current - YES Total - 286 Last 24 Hrs - UNK, SE LAND Months Since - 7 Make/Model - 23 Last 30 Days - UNK, Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days -  Instrument Rating(s) - AIRPLANE	TIMITI
SE LAND Months Since - 7 Make/Model- 23 Last 30 Days- UNK, Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days-  Instrument Rating(s) - AIRPLANE	/ /ND
Instrument Rating(s) - AIRPLANE	\/ NR \/ ND
Instrument Rating(s) - AIRPLANE	1/ NR
	14
Narrative PON ARRIVAL AT THE DESTINATION ARPT, THE RWY LIGHTS WERE OFF & THE PLT DIVERTED TO THE FAYETTE ARPT. DURING FINAL	
HE ACFT STRUCK A TREE 200 FT FROM THE DISPLACED THRESHOLD OF RWY 21. THE TREE WAS 13 FT ABOVE THE RWY END ELEVATION.	

9/10/82 FAYETTEVILLE, WV A/C Reg. No. N1072J Time (Lc1) - 2056 EDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - NIGHT 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4



NTSB
AAB-84/04
Brief Format U.S. Civil and Foreign
Aviation Issue Number 12 - 1982
Accidents

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