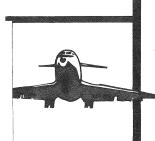
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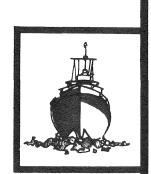
# NATIONAL TRANSPORTATION SAFETY BOARD

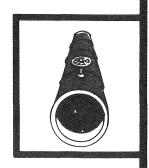
WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 15 OF 1982 ACCIDENTS

NTSB/AAB-84/07





Doc NTSB AAB 84 07 Issue 15



**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.

File Numbers: 2801 thru 3000

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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 2801 Through 3000 Issue Number 15

## TYPE OF OPERATION SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
General Aviation	176	64	144
Part 135 (Air Taxi)	17	4	10
Part 135 (Commuter)	4	. 1	8
Part 121 ( Air Carrier)	3	. 2	3
		e-decapes and the	-
Totals	200	71	165

## Summary of 1982 Briefs of Aviation Accidents

## File Numbers 2801 Through 3000 Issue Number 15

## TYPE OF AIRCRAFT SUMMARY

Category	Total Occurrences	Total Fatal Occurrences	Total Number Fatalities
Fixed-Wing (Single Engine)	150	53	118
Fixed-Wing (Multi-Engine)	32	12	37
Rotorcraft	18	6	10
Glider	0	0	0
Balloon	0	0	0
Blimp/Dirigible	0	0	0
Totals	200	71	165

File Order Listing - Issue No. 15, 1982

File Number	Aircraft Regist.	Date	Location	Airc Make	raft Model	Injury Index	Page
2801	N2363	120982	6 N.W. HALF MOON BAY, CA	PITTS	S1C	NONE	102
2802	N67145	123182	CLEARLAKE, CA	PIPER	PA-28-180	FATAL	108
2803	N86041	110982	SCOTTSDALE, AZ	CESSNA	T337D	FATAL	64
2804	N2627U	111282	WICHITA, KS	CESSNA	501	NONE	194
2805	N6943M	111382	LYNNWOOD, WA	STINSON	108-3	FATAL	376
2806	N500FL	111782	SHARON, KS	PIPER	PA-28-140	FATAL	196
2807	N67JH	082282	GREENWOOD, MS	AERONCA	7AC	FATAL	250
2808	N739FZ	111082	BEULAH, ND	CESSNA	172	MINOR	276
2809	N4030C	051282	BENSON, MN	HILLER	12E	NONE	236
2810	N6588E	121082	NEENAH, WI	CESSNA	175	NONE	392
2811.	N256B	121182	KALAMAZOO, MI	COLONIAL	C-1	NONE	230
2812	N6837J	050982	MILWAUKEE, WI	PIPER	PA-32-300	MINOR	380
2813	N2152J	041682	HINTON, OK	BELL	222	FATAL	310
2814	N24639	101182	LANSING, MI	BEECH	A24R	FATAL	222
2815	N68081	120982	NEAR KLAWOCK, AK	DEHAVILLAND	DHC-2	FATAL	32
2816	N8 1029	051282	SANFORD, ME	PIPER	PA-28-161	SERIOUS	212
2816	N53442	051282	SANFORD, ME	CESSNA	172P	SERIOUS	214
2817	N95C	060682	ST. PETERSBURG, FL	DOUGLAS	DC-3C	SERIOUS	130
2818	N3599E	112082	WAMEGO, KS	CESSNA	172	FATAL	198
2819	N6049B	112782	10 M.N. OF GILROY, CA	BEECH	23	FATAL	94
2820	N1108T	070282	JENNER, CA	HUGHES	369B	NONE	82
2821	N3997P	071082	KEY LARGO, FL	PIPER	PA-18	FATAL	132
2822	N6234L	071382	CHARLESTON, SC	CESSNA	152	FATAL	332
2823	N7584V	071482	CROSS FORK, PA	CESSNA	177RG	FATAL	322
2824	N2239J	122682	SCAPPOOSE, OR	CESSNA	150G	NONE	320

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File Number	Aircraft Regist.	Date	Location	Aircı Make 	raft Model	Injury Index	Page
2825	N3803M	122982	KAMIS, UT	BEECH	V35B	NONE	364
2826	N2750D	123182	11MI. SO.OFTELLURIDE, CO	BELL	206B	MINOR	124
2827	N7346F	120982	DENVER, CO	BOEING	737-291	NONE	122
2828	N68291	123182	CHUGIAK, AK	CESSNA	152	NONE	36
2829	N6207L	122482	DELMAR, MD	GRUMMAN	AA1B	FATAL	210
2830	N3091B	120882	LEWELLEN, NE	CESSNA	195B	NONE	278
2831	N4981P	121982	STUART, FL	PIPER	PA-23	NONE	154
2832	N89838	120982	ALLIANCE, NE	CESSNA	140	NONE	280
2833	N3273U	120582	OLATHE, CO	CESSNA	182F	NONE	120
2834	N94DC	121882	NEAR PORT ALSWORTH, AK	DEHAVILLAND	DHC-2	NONE	34
2835	N52742	121382	PHENIX CITY, AL	CESSNA	182	NONE	42
2836	N1685X	122782	VALDOSTA, GA	CESSNA	210	NONE	164
2837	N78TV	122082	LITTLE ROCK, AR	CESSNA	421C	NONE	50
2838	N7325F	121582	SOLGOHACHIA, AR	PIPER	PA-28-140	MINOR	48
2839	1829R	120282	VENICE, LA	CESSNA	185	NONE	202
2840	N90773	121182	NASHVILLE, TN	ROBINSON	R-22	NONE	338
2841	N54667	121282	KATY, TX	CESSNA	172	NONE	356
2842	N90876	121582	CHEMULT, OR	HUGHES	369HS	MINOR	316
2843	N9742T	121182	NEWBURGH, NY	CESSNA	T303	NONÉ	290
2844	N62635	121382	FALL RIVER, MA	PIPER	PA-23-250	NONE	208
2845	N6532F	123182	KEARNEY, NE	CESSNA	172	MINOR	284
2846	N297EB	121582	DEFIANCE, OH	CESSNA	T210	FATAL	306
2847	N42098	071882	EASTOVER, NC	PIPER	J3C-65	SERIOUS	270
2848	N2676A	092582	SUGARGROVE, IL	CESSNA	340A	FATAL	178
2849	N958MC	100882	ALLENDALE, SC	BEECH	58	NONE	334

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2850	N2221N	111582	MORRISVILLE, VT	PIPER	PA-28-161	NONE	372
2851	N2649L	110682	CLARION, PA	CESSNA	172H	NONE	326
2852	N141PM	113082	NEW HAVEN, CT	FOKKER	F-27-100	NONE	126
2853	N113WA	012382	BOSTON, MA	MCDONNELL DO	DC-10-30	FATAL	204
2854	N2780D	111782	ELIM, AK	CESSNA	170B	SERIOUS	28
2855	N7733V	110482	BULLHEAD CITY, AZ	CESSNA	177RG	NONE	62
2856	N6324X	112182	PASADENA, CA	BELL	47D1	NONE	92
2857	N6855F	121682	DEWITT, NE	PIPER	PA-32R-300	NONE	282
2858	N732BQ	112882	13 SE OF LINDEN, CA	CESSNA	T210L	FATAL	98
2859	N9846T	121182	RENTON, WA	CESSNA	172A	SERIOUS	378
2860	N5686Z	121782	NORTH PLAINS, OR	ENSTROM	280C	FATAL	318
2861	N7228Q	123082	BATESVILLE, MS	CESSNA	182P	NONE	252
2862	N5RU	121282	NORCO, CA	RAND	KR-2	FATAL	104
2863	N26170	123082	RUBIDOUX, CA	PIPER	J-3	NONE	106
2864	N2066J	120182	SANTA RITA, MT	CESSNA	T188C	NONE	262
2865	N756AX	121782	BILLINGS, MT	CESSNA	TR182	NONE	266
2866	N3ORA	120182	MILES CITY, MT	CESSNA	310R	NONE	264
2867	N732HM	122082	PHOENIX, AZ	CESSNA	T210L	MINOR	70
2868	N39487	121982	SULLIVAN, MO	PIPER	PA-32RT	NONE	244
2869	N761CH	121582	PHOENIX, AZ	CESSNA	T210M	MINOR	68
2870	N125GH	072582	MESA, AZ	HALLQUIST	THUNDERBOL	SERIOUS	54
2871	N714SQ	101082	NULATO, AK	CESSNA	150	FATAL	26
2872	N4481L	121782	NEAR RAMEY, PR	CESSNA	172	NONE	330
2873	N6875H	110882	NEAR MELBOURNE, FL	PIPER	J-3	NONE	144
2874	N1HQ	110582	MISSING AIRCRAFT, UN	BEECH	65-B80	FATAL	360

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
2875	N739WY	102482	FT. MYERS, FL	CESSNA	172	MINOR	140
2876	N4956L	102782	BUCKINGHAM, PA	PIPER	PA-28-180	NONE	324
2877	N10517	081082	16NM NO. OF PIERCE, ID	CONDOR	150L	MINOR	166
2878	N2633L	110882	BIRMINGHAM, AL	CESSNA	172H	SERIOUS	40
2879	N26857	112282	NEAR ST. CLOUD, FL	BEAGLE	206	NONE	148
2880	N2727T	112482	TITUSVILLE, FL	BEECH	35	NONE	150
2881	N95897	121182	OCOEE, FL	CESSNA	182Q	NONE	152
2882	N129SC	122382	FT. BENNING, GA	CESSNA	152	NONE	162
2883	N3380Q	122382	FORT PAYNE, AL	CESSNA	421B	NONE	44
2884	N918JS	120482	DEWITT, MI	CGS AVIATION	HAWK	FATAL	228
2885	N4967G	052782	MILFORD, MI	CESSNA	172N	FATAL	218
2886	N52333	101682	CONYERS, GA	CESSNA	182P	FATAL	158
2887	N63836	110482	NEAR MYAKKA CITY, FL	CESSNA	172P	FATAL	142
2888	N9133T	070582	NORTH CASTLE, NY	BEECH	B23	MINOR	288
2889	N707GB	111182	MIAMI, FL	BOEING	707-300	FATAL	146
2890	N13785	100582	LAKE PLACID, FL	PIPER	PA-23-250	FATAL	138
2891	N122EF	102382	SEYMOUR, IN	C. EFF	VARI-EZE	FATAL	192
2892	N59572	071082	38 SE BARROW, AK	BELL	212	MINOR	8
2893	N58214	012682	10MI. NW WALSENBURG, CO	HUGHES	369D	MINOR	110
2894	N204Z	100582	NR. ENGLEWOOD, CO	BELL	47G3B	NONE	114
2895	N3974G	092382	NENANA, AK	CESSNA	U206	NONE	22
2896	N1084X	083082	EGEGIK, AK	PIPER	PA-32-300	NONE	16
2897	N7745Q	070982	ELIM, AK	CESSNA	310	NONE	6
2898	N1961A	122282	LEE'S SUMMIT, MO	PIPER	PA-20	NONE	246
2899	N75225	020582	LAMBSBURG, VA	PIPER	PA-32R-300	FATAL	368

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2900	N6079N	042482	GREENWATER, WA	ВЕЕСН	23	FATAL	374
2901	N60460	082282	KODIAK, AK	CESSNA	150	NONE	14
2902	N9415K	120182	HOOD RIVER, OR	STINSON	108-2	NONE	314
2903	N5271E	110682	NEAR IRWIN, ID	CESSNA	180B	FATAL	168
2904	N61775	081382	STRONGVILLE, OH	CESSNA	172	NONE	294
2905	N7386D	081782	MEEKER, CO	BEECH	60	NONE	112
2907	N76078	090582	NEAR KIPNUK, AK	CESSNA	207A	NONE	20
2908	N3129R	100782	GILLETTE, WY	HELIO	H-395	NONE	396
2909	N9611S	112282	ERIE, CO	BELLANCA	7ECA	NONE	118
2910	N4253D	110682	CUT BANK, MT	BEECH	G35	NONE	260
2911	N756CK	122282	LANDER, WY	CESSNA	TR182	NONE	398
2912	N2 1008	122482	AFTON, WY	CESSNA	182	NONE	400
2913	N9607	120682	CHUGIAK, AK	ENSTROM	F-28A	MINOR	30
2914	N6803A	101582	INDIANAPOLIS, IN	PIPER	PA-23-250	NONE	190
2916	N714PW	111882	MIDDLETOWN, OH	CESSNA	150	NONE	300
2917	N6477P	122282	RIDOTT, IL	CESSNA	152	NONE	186
2918	N8292Y	120282	PALO ALTO, CA	PIPER	PA-34-200T	NONE	100
2919	N8442T	061582	HARTSHORNE, OK	PIPER	PA-32R-301	FATAL	312
2920	N6OPS	070982	DOWNERS GROVE, IL	CESSNA	182	NONE	172
2921	N956W	072882	CARROLLTON, IL	SIAI MARCHET	S.205-22/R	MINOR	176
2922	N72HQ	072782	NOBLE, IL	Q-BERRY	HAWK	NONE	174
2923	96142	012782	LAGUNITAS, CA	BELL	UH1B	FATAL	72
2924	N5698M	072982	SPRING GREEN, WI	ENSTROM	280C	NONE	382
2925	N3683Q	073182	GRANTSBURG, WI	BEECH	A23A	NONE	384
2926	N5301D	110782	PORT HOPE, MI	CESSNA	172	NONE	224

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2927	N9701F	092782	KARLUK, AK	FAIRCHILD	C-82A	NONE	24
2928	N3093T	072882	MCKINLEY NAT'L. PARK, AK	PIPER	PA-32-300	MINOR	10
2929	N18120	052082	DILLON, MT	CESSNA	150	NONE	256
2930	N9561K	061782	NEAR EKWOK, AK	PIPER	PA-32-300	NONE	4
2931	N9763X	010782	HELENA, MT	CESSNA	210	FATAL	254
2932	N99WM	021382	HOLLISTER, CA	CESSNA	172K	FATAL	76
2933	N1433J	021382	NEAR LOS BANOS, CA	ROCKWELL	112A	FATAL	74
2934	N19659	060582	MEINERS DAKS, CA	CESSNA	172L	FATAL	80
2935	N3232M	052582	EVANSVILLE, IN	CESSNA	310R	NONE	188
2936	N222PC	062082	DELAWARE, OH	PETER CLARK	SUPER ACRO	SERIOUS	292
2937	N8 13A	111782	BLACK RIVER FALLS, WI	PIPER	PA-22	MINOR	390
2938	N6246J	110182	MARSHALL, MN	PIPER	PA-28-181	SERIOUS	240
2939	N133TS	042982	PORTLAND, TX	SMITH	AEROSTAR 6	MINOR	344
2940	N9697C	051282	LORENZO, TX	PIPER	PA-28-161	FATAL	346
2941	N1482W	053182	FAIRFIELD, TX	BELL	206B	FATAL	348
2942	N5718M	060982	GRAYLING, AK	CESSNA	402B	NONE	2
2943	N3670W	070582	BROADUS, MT	PIPER	PA-32-260	NONE	258
2944	N104P	072882	MILCREEK CANYON, UT	VARIEZE		FATAL	362
2945	N3513R	110882	JUNNEL HILL, GA	BEECH	A23	FATAL	160
2946	N7730C	111782	NEW HUDSON, MI	PIPER	PA-28-151	SERIOUS	226
2947	N4606U	112082	SODA SPRINGS, ID	CESSNA	TU206G	FATAL	170
2948	N1886G	081782	LEWES, DE	CHAMPION	7ECA	FATAL	128
2949	N3728H	082482	CARTHAGE, ME	ERCO	415C	FATAL	216
2950	N56311	110582	SCHAUMBURG, IL	PIPER	PA-28-140	NONE	182
2951	N78309	110782	BOSTON HEIGHTS, OH	TEMCO	GC~1B	SERIOUS	298

File Order Listing - Issue No. 15, 1982

File Number	Aircraft Regist.	Date	Location	Airc Make	raft Model	Injury Index	Page
2952	N69HD	111682	RED WING, MN	QUICKIE		NONE	242
2953	N9354A	121882	SANDWICH, IL	SCORPION TOO		FATAL	184
2954	N463RF	092782	BAY MINNETTE, AL	GRUMMAN	G-164	SERIOUS	38
2955	N9JR	080382	OSHKOSH, WI	STARDUSTER	II	FATAL	386
2955	NX5148	080382	OSHKOSH, WI	CORBEN	"B" BABY A	FATAL	388
2956	N5518Q	091082	HOUGHTON, MI	MOONEY	M20E	FATAL	220
2957	N4167T	052782	CHANDLER, AZ	CESSNA	320D	FATAL	52
2958	N67707	112882	RAMONA, CA	CESSNA	152	FATAL	96
2959	N8606Z	111982	NEAR SHAFTER, NV	CESSNA	P206B	FATAL	286
2960	N3357S	083082	CLARKS POINT, AK	CESSNA	A 185F	FATAL	18
2961	N736NA	102082	LEMONT, IL	CESSNA	R182	FATAL	180
2962	N5752₩	042282	INTRACOASTAL CITY, LA	BELL	212	FATAL	200
2963	N736EY	071782	HAPPY CAMP, CA	CESSNA	TR182	FATAL	84
2964	N9263A	090482	BRUNSWICK, GA	CESSNA	170A	FATAL	156
2965	N5111E	050882	MOJAVE, CA	CESSNA	172	NONE	78
2966	N98931	082182	PHOENIX, AZ	PIPER	PA-12	NONE	56
2967	N777EJ	090482	SUSANVILLE, CA	VARIEZE	HAMLIN	FATAL	86
2968	N1851A	092682	CASA GRANDE, AZ	PIPER	PA-18	FATAL	60
2969	N8562F	092782	SOLEDAD, CA	BELL	47G-5	NONE	88
2970	N3580D	041882	SAN ANTONIO, TX	PIPER	PA-31-350	FATAL	340
2971	N7399A	120582	FOSTORIA, OH	CESSNA	A 150	NONE	304
2972	N6502T	042782	ROANOKE, TX	BEECH	B23	FATAL	342
2973	N1498U	112882	WILLIAMSPORT, PA	CESSNA	172M	MINOR	328
2974	N29528	120182	MEDINA, OH	CESSNA	177	FATAL	302
2975	N6332P	101082	ST. CLOUD, MN	CESSNA	152	NONE	238

File Order Listing - Issue No. 15, 1982

File Number	Aircraft Regist.	Date	Location /	Aircr Make	aft Model	Injury Index	Page
2976	N4KF	112282	ENGLEWOOD, CO	SCORPION	133	FATAL	116
2977	N30845	081982	MINFORD, OH	CESSNA	177	SERIOUS	296
2978	N2620L	010382	ASHLAND, VA	CESSNA	414A	FATAL	366
2979	N8432X	051082	SUNBURG, MN	CESSNA	172C	FATAL	234
2980	N7243W	121482	MIDLAND, VA	PIPER	PA-28-180	NONE	370
2981	N4582H	080482	ANCHORAGE, AK	PIPER	PA-17	NONE	12
2982	N28820	100382	DENVER, NC	GRUMMAN	AA-5B	NONE	272
2983	N2 1 1 4 D	062482	FORT WORTH, TX	PIPER	PA-28-236	NONE	350
2984	N53309	072282	TEXLINE, TX	CESSNA	A 188B	NONE	354
2985	N5762N	070482	MEXIA, TX	GREAT LAKES .	2T-1A-2	NONE	352
2986	N5637L	071282	MISSING AIRCRAFT, UN	GRUMMAN	AA-1	FATAL	358
2987	N98059	090982	KEYENTA, AZ	PIPER	PA-28-140	NONE	58
2988	N1777E	121882	GAYLORD, MI	CESSNA	310R	NONE	232
2989	N8091E	092682	OAK HILL, FL	CESSNA	172N	SERIOUS	136
2990	N57507	073182	AGAWAM, MA	BELLANCA	7KCAB	SERIOUS	206
2991	N49863	092082	FT. MYERS, FL	CESSNA	152	SERIOUS	134
2992	· N3136T	122582	DAYTON, OH	CESSNA	177	SERIOUS	308
2993	N2941Q	122682	BATES CITY, MO	PIPER	PA-28R-201	FATAL	248
2994	N734MU	120682	CASA GRANDE, AZ	CESSNA	172N	SERIOUS	66
2995	N8690E	092682	BERKELEY SPRINGS, WV	PIPER	PA-32-R-30	FATAL	394
2996	N19488	120682	SNOW HILL, NC	CESSNA	150L	NONE	274
2997	N5750V	051082	KINGSTON, TN	BEECH	A23-24	NONE	336
2998	N5957K	032982	HUGHES, AR	GULFSTREAM A	690C	FATAL	46
2999	N8113Z	041682	HENDERSONVILLE, NC	CESSNA	210-5	FATAL	268
3000	N7856Q	102482	UPLAND, CA	CESSNA	402B	NONE	90

## AIRCRAFT ACCIDENT REPORTS

## BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 15 OF 1982 ACCIDENTS

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) A:	namaét Damasa			Tmd		
Type operating certificate-none (GENERA		rcraft Damage UBSTANTIAL		Fatal	Serious	uries Minor	None
Type of Operation -BUSINESS	Fi		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	O	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 402B	Eng Make/Model		TSI0-520-			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines					System -	YES
Max Gross Wt - 6300	Engine Type		L INJECTED	Weat	her Radar	- YES	
No. of Seats - 8	Rated Power	- 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR	PORT		
Method - N/A	BETHEL, AK			4 d m m m m d . D.	_ 4 _		
Completeness - N/A Basic Weather - VMC	Destination GRAYLING,AK			Airport Da GRAYLII			
Wind Dir/Speed- CALM	GRATLING, AK				Ident	- 33	
Visibility - 30.0 SM	ATC/Airspace					- 2500/	100
Cloud Conditions(1st) - NONE	Type of Flight	Plan - VFR				- GRAVEL	.00
Cloud Conditions(2nd) - NONE	Type of Clearan				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg				•		
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 47		Certificat			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie			it Time (H			
ATP,CFI	Current - Y	-		5522	_	24 Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since -			104		30 Days-	0
	Aircraft Type - P		rument- i-Eng -	539 2724	Last	90 Days-	. 10
Instrument Rating(s) - AIRPLANE							
Nonnotive							
-Narrative LEFT MAIN LANDING GEAR COLLAPSED DURING L RSTRESS.	ANDING ROLLOUT. PART	OF THE LANDING	GEAR SYST	EM FAILED	IN SHEAR		

File No. - 2942 6/09/82 GRAYLING,AK A/C Reg. No. N5718M Time (Lc1) - 1020 ADT

Occurrence MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
1. UNDETERMINED
2. 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

File No 2930 6/ 				g. No. N9561				- 1500 AI	
Type Operating Certificat			Aircraft					uries	
Type of Operation	ON-DEMAND AIR		SUBSTAN	TIAL	•	Fatal			
Flight Conducted Under		SIIC, PASSENGER	Fire NONE		Crew Pass	0	0	0	1 3
Accident Occurred During			NONE		rass	O	Ū	U	3
Aircraft Information			·						
Make/Model - PIPER PA-				OMING IO-540	)-K1G5			/Activate	
Landing Gear - TRICYCLE-	FIXED	Number Engi						System -	YES
Max Gross Wt - 3400				IP - FUEL IN	NJECTED	Weat	ner Radar	- NO	
No. of Seats - 7		Rated Power	· -	300 HP					
Environment/Operations Info	rmation	• • • •							
Weather Data	DD OF BRITEINS	Itinerary	D				Proximity		
W× Briefing - NO RECO Method - N/A	RD OF BRIEFING	Last Departu EKWOK.AK	are Point			OFF AI	RPORT/STR	1P	
Completeness - N/A		Destination				irport D	.+.		
Basic Weather - VMC		NEW STUYAN	NUK VK		^	EKWOK	ata		
Wind Dir/Speed- 045/005	KTS	NEW STOTAL	TOIN, AIN				Ident	- N/A	
Visibility - 40.0		ATC/Airspace					Lth/Wid		
Cloud Conditions(1st) -	3500 FT SCATTE	RED Type of Flic	ht Plan -	VFR			Surface		
Cloud Conditions(2nd) -	NONE	Type of Clea	arance -	NONE			Status		
Obstructions to Vision-	NONE	Type Apch/Lr	ndg -	NONE					
	NONE								
Condition of Light -	DAYLIGHT								
Personnel Information									
Pilot-In-Command		ge - 36		Medical Cert				WAIVERS/L	IMIT
Certificate(s)/Rating(s)	E	Biennial Flight Re				Time (H	•		_
COMMERCIAL	• •	Current	- YES	Total				24 Hrs -	2
SE LAND,ME LAND,SE SE	.A	Months Since	_	Make/Mod		400 (ND		30 Days-	90
		Aircraft Type	- 0-206	Instrume		•	Last	90 Days-	165
				MUITI-EI	ıg -	280			
Instrument Rating(s)	- AIRPLANE								
		D NOT DEVELOP MOR	DE THAN 15	Multi-Er		280	 AD BFFN N		

File No 293	80 6/17/82	NEAR EKWOK,AK	A/C Reg. No. N9561K	Time (Lc1) - 1500 ADT
Occurrence #1 Phase of Operation		L) - MECH FAILURE/M	ALFUNCTION	
Finding(s) 1. FUEL SYSTEM,FUEL	. CONTROL - UNDETERM			
Occurrence #2 Phase of Operation	LANDING - FLARE/TO			
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSE	D		
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITIO 4. LANDING GEAR,NOS	N - 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

-Basic Information Type Operating Certificate-AIR CARRIER		Aircraft D	amage		Injur	ies	
ON-DEMAND A		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,	OMESTIC, PASSENGER		Crei		.0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -TAKEOFF		NONE	Pass	5 0	0	0	2
-Aircraft Information							
Make/Model - CESSNA 310			NENTAL IO-470-1		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				1 Warning S		ES
Max Gross Wt - 5300			- FUEL INJECT	D Weat	her Radar -	NO	
No. of Seats - 6	Rated Powe	r - 26 	O HP				
-Environment/Operations Information	TAImman			A	Danielaite		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary IG Last Depart	una Daint		Airport ON AIR	Proximity		
Method - N/A	SAME AS A			UN AIR	PURI		
Completeness - N/A	Destination	CC/ 114C		Airport D	ata		
Basic Weather - VMC	NOME, AK			ELIM			
Wind Dir/Speed- 270/010 KTS					Ident -	19	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid -	1975/	60
Cloud Conditions(1st) - 4000 FT OVE					Surface -		
Cloud Conditions(2nd) - UNK/NR		arance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - N	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information					W====0.1	T.//EDG /1 T.	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 24 Biennial Flight R		dical Certifica	ate - VALID ght Time (H		IVERS/LIM	11
COMMERCIAL	Current	- UNK/NR			Last 24	Hrs -	5
SE LAND, ME LAND	Months Since		Make/Model-			Days- UN	-
	Aircraft Type				Last 90		355
	21	,	Multi-Eng -	280		,	
Instrument Rating(s) - AIRPLANE							
ORDING TO THE PLT, HE WAS AT VMC WHEN HE	SAW THE RIGHT ENG E	HEL FLOW NEE	DIE SPITT AWAV	FROM THE I	FFT FIIFI FI	nΨ	
DLE & THE ACFT STARTED TO SWERVE RIGHT. 1							
			ITS LENGTH. THE				

File No. - 2897 7/09/82 ELIM, AK A/C Reg. No. N7745Q Time (Lc1) - 2048 BDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FIRE/RESCUE SERVICE - ROUGH/UNEVEN 2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 4. LANDING GEAR - OVERLOAD 5. LANDING GEAR - FAILURE, TOTAL ----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

PAGE 7

-Basic Information Type Operating Certificat	e-AIR CARRIER		Aircraft [	)amage		Injurie	25	
	ON-DEMAND ATD	TAYT	CHRCTANT	[AL		Serious	Minor	None
Type of Operation	-NON SCHED, DOME	ESTIC, PASSENGER	Fire	Cre	w O	0	0	1
Flight Conducted Under Accident Occurred During	-LANDING		NONE	Pas	s O	0	3	2
-Aircraft Information								
Make/Model - BELL 212 Landing Gear - SKID				V PT-6-T-3		Installed/Act		
Max Gross Wt - 11200			gines - 2 De - TURBO			1 Warning Sysher Radar - M		NO
No. of Seats - 7		Rated Powe		OO HP	weat	nei kadai i	••	
-Environment/Operations Info	rmation							
Weather Data Wx Briefing - NO RECO	RD OF BRIEFING	Itinerary Last Depart	tuno Point			Proximity RPORT/STRIP		
Method - N/A	RD OF BRIEFING	REMOTE LO			OFF AI	KPUKI/SIKIP		
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC	_	LOCAL			_			
Wind Dir/Speed- 060/012 Visibility - 20.0		ATC / A / ======				Ident - N Lth/Wid - N		
Cloud Conditions(1st) -				INK /ND		Surface - N		
Cloud Conditions(2nd) -	UNK/NR	Type of Cle	earance - I	NONE		Status - N		
Obstructions to Vision-	NONE	Type Apch/l	_ndg - f	ONE			•	
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information Pilot-In-Command		Nge - 57	Ma	edical Certific	ate - VALID	MEDICAL-WAI	/FRS/I TM	ATT
Certificate(s)/Rating(s)	Ē	Age - 57 Biennial Flight F	Review	F11	abt Time (H	lours)	·	
COMMERCIAL, CFI, ATP		Current	- YES	Total -	20356	Ĺast 24 H	irs -	7
COMMERCIAL, CI I, AIF		Months Since	- 1	Make/Model-	1784	Last 30 [	ays-	96
SE LAND, ME LAND		Aircraft Type	e - B-212	Total - Make/Model- Instrument- Multi-Eng -	700	Last 90 D	ays-	96
•				Multi-Eng -	3500	ROTORCEA	-τ -	9000
SE LAND,ME LAND HELICOPTER								
SE LAND, ME LAND	- AIRPLANE,HELI	COPTER						
SE LAND,ME LAND HELICOPTER	- AIRPLANE,HEL	ICOPTER						
SE LAND, ME LAND HELICOPTER  Instrument Rating(s)	LANDING AFTER H	HEARING A SCREECH						
SE LAND, ME LAND HELICOPTER  Instrument Rating(s)	LANDING AFTER H	HEARING A SCREECH	PRIMARY TA	IL ROTOR DRIVES	HAFT QUILL	COUPLING HAD	DECUM	

File No 289	92 7/10/82	38 SE BARROW,AK	A/C Reg. No. N59572	Time (Lc1) - 1820 ADT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE - NORMAL	NT/SYSTEM FAILURE/MALFO	UNCTION	
		VE SHAFT - OVERTEMPERA VE SHAFT - FAILURE,TOTA	<b>AL</b>	
Occurrence #2 Phase of Operation			·	
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Occurrence #4 Phase of Operation				
Finding(s) 3. LANDING GEAR,SK: 4. LANDING GEAR,SK:		URE, TOTAL		
Probable Cause				

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

Basic Information Type Operating Certificate-AIR	CARRIER	Aircraft Dam	age		Inju	ries	
ON-E	DEMAND AIR TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON	SCHED, DOMESTIC, PASSENGER	Fire	Crev	, 0	0	1	0
Flight Conducted Under -14 (	CFR 135	NONE	Pass	. 0	0	3	1
Type Operating Certificate-AIR ON-E Type of Operation -NON Flight Conducted Under -14 ( Accident Occurred During -MANE	EUVERING					·	
Aircraft Information							
Make/Model - PIPER PA-32-300	Eng Make/M	lode1 - LYCOMIN	IG IO-540-K1A5	5 ELT	Installed/	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1 De - RECIP -		Stal	1 Warning	System - Y	ES
Max Gross Wt - 3400	Engine Typ	e - RECIP -	FUEL INJECTE	D Weat	her Radar	- NO	
No. of Seats - 7	Rated Powe	er - 300	HP 				
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - IN PERSON	Itinerary	<b>.</b>			Proximity	_	
Wx Briefing - FSS	Last Depart	ure Point		OFF AI	RPORT/STRI	•	
Completeness - UNK/NR	MCKINLEY Destination	PARK, AK		Airport D	-+-		
Basic Weather - VMC	LOCAL			ATTPOTE	ala		
Wind Dir/Speed- 180 -UNK/NF				Runway	Ident	- N/A	
Visibility - 50.0 SM					Lth/Wid		
Cloud Conditions(1st) - UNK/N	NR Type of Fli	ght Plan - VFR	}		Surface		
Cloud Conditions(2nd) - NONE		arance - NON	IE	Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/L	.ndg - NON	IE				
Precipitation - NONE							
Condition of Light - DAYL	I GHT 						
Personnel Information							
Pilot-In-Command	Age - 35 Biennial Flight F	Medi	cal Certifica			AIVERS/LIM	11
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight F Current	CEVIEW	To+a1 -	tht Time (H	UUI'S <i>)</i>	1 Une -	7
SE LAND, ME LAND	Months Since	- 1E3 - 1	Make/Model =	300	Last 2	TINS -	K/NR
SE LAND, ME LAND	Aircraft Type	- 1 - UNK/NR	Instrument-	900	Last 9	Days UN Days-	150
	A TOTAL COMP	olivy ivi	Multi-Eng -	4000	2451 5	Juyo	.50
Instrument Rating(s) - AIF	RPLANE						
Narrative	AT ABOUT 700 FEET 401 415	TUDNED TO STO	TO ANOTHER !	IDCLODE CLA	OTED 115 5	JOOUNITERS.	
PILOT WAS FLYING OVER ONE GLACIER	R AT ABOUT 700 FEET AGE AND ENOUGH TO AVOID COLLIDING W						

File No. - 2928 7/28/82 MCKINLEY NAT'L. PARK,AK A/C Reg. No. N3093T Time (Lc1) - 1510 ADT

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

MANEUVERING

#### Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 4. WEATHER CONDITION DOWNDRAFT
- 5. TERRAIN CONDITION RISING
- 6. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 7. TERRAIN CONDITION ICY
- 8. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

File No 2981 8/04/82 ANCH	ORAGE, AK	A/C Reg	. No. N4582H	T	ime (Lc1)	- 0840 ADT	
Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [				uries	
		SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew		0		1
		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information						_	
Make/Model - PIPER PA-17			INENTAL C-65	ELT	Installed,	/Activated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED				Stal	1 Warning	System - N	10
Max Gross Wt - 1650	Engine Ty	pe - RECII	PROCATING-CARBUR	ETOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Pow	er - (	65 HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depar	ture Point		ON AIR	PORT		
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destination	)		Airport D	ata		
Basic Weather - VMC	LOCAL			MERRIL	L FIELD		
Wind Dir/Speed- 310/005 KTS				Runway	/ Ident	- 24	
Visibility - 60.0 SM	ATC/Airspace	)		Runway	Lth/Wid	- 4000/	100
Cloud Conditions(1st) - 23000 FT SCA	TTERED Type of F1	ight Plan - I	NONE	Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of C1	earance -	TOWER	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - ·	TOUCH AND GO				
Precipitation - NONE							
Condition of Light - DAYLIGHT	, m. m.						
Personnel Information							
Pilot-In-Command	Age - UNK/NR		edical Certifica	te - UNK/N	IR		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ht Time (F	lours)		
COMMERCIAL, CFI		- YES	Total -	335	Last 2	24 Hrs -	2
SE LAND	Months Since	1	Make/Model-	8	Last 3	30 Days- UN	IK/NR
	Aircraft Typ	e - UNK/NR	Total - Make/Model- Instrument-	45	Last 9	90 Days-	55
Instrument Rating(s) - AIRPLANE	·						
Narrative							
HILE LANDING WITH A LIGHT CROSSWIND, THE AI	DODAET VEEDED TO T	HE DICHT AND	THE LEET GEAD O	OLI ADSED	THEDE WAS		
DEVIDENCE OF A PRE-ACCIDENT MALFUNCTION OF		HE KIGHT AND	THE LEFT GEAR C	GLLAF JLD.	HILKE WAS		
EVIDENCE OF A PRE-ACCIDENT MALFUNCTION OF	FAILUKE.						
***************************************							

8/04/82 A/C Reg. No. N4582H File No. - 2981 ANCHORAGE.AK Time (Lc1) - 0840 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - INITIATED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

Type Operating Certificate-NONE (GENERA		t Damage			Inju		
Type of Operation -PERSONAL	SUBSTA Fire		Fai Crew	:а। О	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	F	ass	0	0	Ö	Ó
Accident Occurred During -TAKEOFF	-	· •				-	_
Aircraft Information							
Make/Model - CESSNA 150	Eng Make/Model - CO				nstalled/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1				Warning		YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - RE Rated Power -	100 HP	ROKETUK		er kadar		
Environment/Operations Information							
Weather Data	Itinerary				roximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			OF	FAIR	PORT/STRI	Р	
Completeness - N/A	SAME AS ACC/INC Destination		Ainne	ort Da	+ =		
Basic Weather - VMC	LOCAL		Allpo	л с Ба	· ca		
Wind Dir/Speed- 160/025 KTS			Ru	ınwaγ	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Ru	ınway⊤	Lth/Wid	- N/A	
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan				Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Ru	inway	Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medical Certif				O WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Tir				/ =
PRIVATE	Current - YES	Totai			Last 2 Last 3	4 Hrs - L	JNK/NR
SE LAND	Months Since - 5 Aircraft Type - UNK/NR	Make/Mode					
	ATTOTAL TYPE ONN/IN	Instrument Multi-Eng	- UNK/NR		Rotorc	raft - l	JNK/NR
Instrument Rating(s) - NONE							
 Narrative							
NAMMATIVE PILOT TOOK OFF FROM A GRAVEL BAR THAT WAS	SUPPOUNDED BY HIGHER TERRA	IN REPORTEDLY	THE WIND	) WAS	CALM UNTT	ı	
R LIFT-OFF, THEN A STRONG CROSSWIND WAS E							

File No. - 2901 8/22/82 KODIAK, AK A/C Reg. No. N60460 Time (Lc1) - 1900 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. WEATHER CONDITION - CROSSWIND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. OBJECT - TREE(S) 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. 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) 3,5 Factor(s) relating to this accident is/are finding(s) 1,2,4

 -Basic Information									
Type Operating Certificat				Aircraft [			-	ıries	
		ND AIR TAX	-	DESTROYED		Fatal			
Type of Operation	-NON SCH	ED, DOMESTI	C, PASSENGER	Fire		rew 0	0	0	1
Flight Conducted Under Accident Occurred During				ON GROUND	) Pa	ass O	0	0	2
-Aircraft Information									
Make/Model - PIPER PA-					ING 10-540-K		T Installed,		
Landing Gear - TRICYCLE-	FIXED		Number Eng				all Warning		· YES
Max Gross Wt - 3400 No. of Seats - 7			Rated Powe		P - FUEL INJEC	SIED We	ather Radar	- NU	
-Environment/Operations Info	rmation-								
Weather Data			Itinerary	<b>D</b> =1=4			t Proximity		
Wx Briefing - NO RECO Method - N/A	IND OF BR	EFING	Last Depart			OFF	AIRPORT/STRI	LP.	
Completeness - N/A			SAME AS A Destination	CC/ INC		Airport	Data		
Basic Weather - VMC			KING SALM	ION AK			LETT'S STRIF	•	
Wind Dir/Speed- 180/020	KTS		KING SALM				ay Ident	- 11	
Visibility - 10.0			ATC/Airspace				ay Lth/Wid		-UNK/NR
Cloud Conditions(1st) -	800 FT	OVERCAST	Type of Fli	ght Plan - V	/FR		ay Surface		
Cloud Conditions(2nd) -			Type of Cle		IONE	Runw	ay Status	- WET	and the state of
Obstructions to Vision-	NONE		Type Apch/L	ndg - N	IONE	*			
	RAIN								
Condition of Light -	DAYLIGHT	·							· · · · · · · · · · · · · · · · · · ·
-Personnel Information Pilot-In-Command		Age	- 26		edical Certif	icato - VAI	ID MEDICAL -	IN WATVE	e/i tMTT
Certificate(s)/Rating(s)			nial Flight R			light Time		WAIVE	(3/.LIMIT
ATP.CFI			Current	- YES	Total	•	•	24 Hrs -	6
SE LAND. ME LAND			Months Since		Make/Model		Last		_
, , ,			Aircraft Type	- PA-32	Instrument Multi-Eng		Last 9	00 Days-	381
Instrument Rating(s)	- AIRPLA	NE							
ER LIFT-OFF FROM A SOFT MUDD	V STOTE 1	HE DIT ENC	OUNTEDED A 20	KNUT CDUSSE	IND FOOTING	REHIND A RII	TIDING HE W	ATPOND P	ıc

File No. - 2896 8/30/82 EGEGIK.AK A/C Reg. No. N1084X Time (Lcl) - 1445 ADT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3,6

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File No 2960 8/30/82 CLAF	KS POINT,AK	A/C Reg. No. N	13357S	T	ime (Lc1)	- 1945 A	DT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	·			Injuries			
Time of Onewatter DERCOMA		DESTROYED	_	Fatal				
Type of Operation -PERSONAL		Fire	Crew	1	0 1	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	1	O	0	
Aircraft Information						_	_	
Make/Model - CESSNA A185F		el - CONTINENTAL	. IO-520D(2				ed - YES/NO	
Landing Gear - AMPHIBIAN	Number Engin				1 Warning		YES	
Max Gross Wt - 3265	Engine Type		L INJECTED	Weat	her Radar	- NO		
No. of Seats - 6	Rated Power	- 300 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN		e Point			RPORT/STR			
Method - N/A	DILLINGHAM,							
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC				CLARKS				
Wind Dir/Speed- 225/020 KTS				Runway	Ident	- 26		
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid	- 2730/	100	
Cloud Conditions(1st) - 1000 FT SCA	TTERED Type of Fligh	t Plan - NONE			Surface			
Cloud Conditions(2nd) - NONE	Type of Clear			Runway	Status	- WET		
Obstructions to Vision- NONE	Type Apch/Lnd	a - NONE		•		SOFT		
Precipitation - NONE	•••							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 31	Medical	Certificat	e - VALTD	MEDICAL -V	WATVERS/I	TMTT	
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H		WALVENS, E		
STUDENT	Current -		.1 -	59	last 1	24 Hrs -	1	
31352111	Months Since -		/Model-	5	Last 2 Last 3	30 Davs-	UNK/NR	
	Aircraft Type -		rument-	1	Last	90 Days-	UNK/NR	
	All of all corpe	11,7	T Gillette	·	2001	oo bayo	J.1.1.7 1.1.1	
Instrument Rating(s) - NONE								
Newselle								
Narrative E AIRCRAFT WAS OBSERVED FLYING AT LOW ALTI								
IGHT, WHICH HAD BEEN ERRATIC SINCE TAKEOFF TER. THE PILOT WAS A STUDENT PILOT WITH LI						) INE		
DXICOLOGICAL EXAMINATIONS OF THE PILOT'S BL						AN ALCOHO	н	
EVEL OF 226MG/DL. THERE WAS NO RECORD OF TH								
NOORSED OR APPROVED TO FLY THE CESSNA 180/1		DE 1 #EEIN 3/ 13/02	7140 0/00/0	J. 111L J1	SELITI TIAD		•	
DONALD ON MEEKOVED TO LET THE CESSINA 100/	OU AIRFLANE.							
***************************************								

8/30/82 CLARKS POINT, AK A/C Reg. No. N3357S Time (Lc1) - 1945 ADT File No. - 2960 \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND 3. MANEUVER - PERFORMED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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

File No 2907 9/0	05/82 NEAR KI	PNUK, AK	A/C Reg.	No. N76078	т	ime (Lc1) -	1145 ADT	
Basic Information Type Operating Certificate Type of Operation Flight Conducted Under Accident Occurred During	COMMUTER -SCHEDULED, DOME -14 CFR 135	STIC,CARGO	Aircraft Da SUBSTANTIA Fire NONE	AL Crew	Fatal O O	Injur Sertous O O		None 1 0
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-F Max Gross Wt - 3800 No. of Seats - 6		Number E	ngines - 1 /pe - RECIP	NENTAL IO-520-F - FUEL INJECTED O HP	Stal	Installed/A l Warning S her Radar -	ystem - Y	
Environment/Operations Infor Weather Data  Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 30.0 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light -	-UNK/NR SM 1500 FT UNK/NR NONE		AK AK e iight Plan - Vi learance - NO	ONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND	A E	ge - 25 liennial Flight Current Months Since Aircraft Typ	Med Review - YES - 3 De - UNK/NR	Total - Make/Model-	nt Time (H 1225 232 90	lours) Last 24 Last 30	Hrs - Days- UN	1 IK/NR
Instrument Rating(s)	- AIRPLANE							
Narrative HE PILOT REPORTED THAT THE AIRC NGINE BEGAN RUNNING ROUGH. THE FTER TOUCHING DOWN ON UNEVEN, S CRACK IN THE ENGINE CRANKCASE, F OIL EXHAUSTION. THE PILOT REP	ENGINE FAILED O OFT, WET TUNDRA PN 633412, WHE	OMPLETELY WHILI , THE AIRCRAFT RE OIL HAD LEAR	E HE WAS ON AN NOSED OVER. AN KED OUT. A TEAN	APPROACH FOR A N INVESTIGATION RDOWN OF THE ENG	FORCED LA REVEALED SINE REVEA	NDING. SHOR THERE WAS		

File No. - 2907 9/05/82 NEAR KIPNUK, AK A/C Reg. No. N76078 Time (Lc1) - 1145 ADT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CRANKCASE - CRACKED 2. FLUID, OIL - LEAK 3. FLUID, OIL - EXHAUSTION 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #4 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 2895 9/	23/82 NENANA,AK	· 	A/C Reg. No. N3974G Time			me (Lc1) -		
Basic Information Type Operating Certificat	e-AIR CARRIER	<b>A</b>	ircraft Damage			Injur	ies	
	ON-DEMAND AIR TA		SUBSTANTIAL		Fatal	-		None
Type of Operation	-NON SCHED, DOMEST		ire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Mode1 - CESSNA U2			1 - CONTINENTAL	IO-520-F		installed/Ad		
Landing Gear - TRICYCLE-	FIXED	Number Engines				Warning Sy		ES
Max Gross Wt - 3600			- RECIP - FUE	L INJECTED	) Weath	ner Radar -	NU	
No. of Seats - 6		Rated Power	- 300 HP					
-Environment/Operations Info	rmation		•					
Weather Data		Itinerary			Airport F	roximity		
Wx Briefing - FSS		Last Departure			ON AIRF	PORT		
Method - RADIO		MANLEY HOT SI	PRINGS, AK					
Completeness - PARTIAL	,LMTD BY PILOT	Destination			Airport Da			
Basic Weather - VMC		NENANA, AK				MUNICIPAL		
Wind Dir/Speed- UNK/NR	CM	ATO / A d					03	100
Visibility - 40.0 Cloud Conditions(1st) -		ATC/Airspace	Diam UNIX/ND			Lth/Wid - Surface -		100
Cloud Conditions(1st) -		Type of Cleara					DRY	
Obstructions to Vision-		Type Apch/Lndg			Runway	Jiaius	DKI	
	NONE	Type Apeny Ling	140142					
Condition of Light -								
-Personnel Information	<b>A</b>		M 1	0	La VALTO	MEDICAL NO	WATVEDS /	TMIT
Pilot-In-Command		9 - 55			te - VALID nt Time (Ho	MEDICAL-NO	WAIVERS/	CIMII
Certificate(s)/Rating(s) COMMERCIAL	816	ennial Flight Revie Current - '				Last 24	Une -	1
SE LAND, SE SEA		Months Since -	YES Tota	/Mode1-	900	Last 20	Days- UN	•
JE LAND, JE JEA		Aircraft Type - (	1 Make C-11206 Inst	rument-		Last 90		51
		All Clart Type	0 0200 11131	Tameric	50	cast 50	Days	3,
Instrument Rating(s)	- AIRPLANE							
-Narrative								
RING TOUCHDOWN THE NOSE WHEEL E NOSE & RIGHT WING.	SIEERING COLLAR (	CESSNA P/N 124381	1-6) FAILED & T	HE ACFI SI	WERVED LEFT	IUKNING O	VER UNIO	
HOUL & RIGHT WING.								

File No. - 2895 Time (Lc1) - 1630 ADT 9/23/82 NENANA, AK A/C Reg. No. N3974G Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, NOSEWHEEL STEERING - OVERLOAD 2. LANDING GEAR, NOSEWHEEL STEERING - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #3 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

File No 2927 9/27/82 KARLU	K,AK	A/C Re	g. No. N9701	F	1	ime (Lc1)	- 1500 AS	T
Type Operation Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	•	Aircraft SUBSTAN Fire NONE		Crew Pass	Fatal O O	Inju Serious O O	ries Minor O O	None 2 0
Accident Occurred During -LANDING								
Aircraft Information Make/Model - FAIRCHILD C-82A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 43000 No. of Seats - 52	Eng Make/Mod Number Engin Engine Type Rated Power	es - 2 - REC	W R2800 CB1 IPROCATING-C BOO HP		Stal	Installed/ 1 Warning her Radar	System -	
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 - 40.0 SM Cloud Conditions(1st) - 15000 FT SCAT Cloud Conditions(2nd) - 20000 FT SCAT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	KODIAK,AK Destination KARLUK,AK ATC/Airspace TERED Type of Fligh	t Plan - ance -	NONE VISUAL STRA	Af	ON AIF Irport E KARLUH Runway Runway Runway	Pata C AIRPORT Ident Lth/Wid Surface	- 24 - 2400/ - GRAVEL - DRY	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND,SE SEA,ME SEA	Age - 39 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES 3	Medical Cert Total Make/Mod Instrume Multi-En	Flight - 149 lel- 5 ent- 4	Time (F 985 586 160	lours)	4 Hrs - 0 Days- L	0
Instrument Rating(s) - AIRPLANE								
Narrative HE PILOT REPORTED THAT DURING ARRIVAL, THE A IRCRAFT TOUCHED DOWN SHORT OF THE RUNWAY THR ILOT ESTIMATED THAT THE TOUCHDOWN POINT WAS OUNCED AND SUBSEQUENTLY CAME TO REST ON THE	ESHOLD MARKS ON RELA 1 TO 2 FT BELOW THE	TIVELY S RUNWAY E	TEEP TERRAIN LEVATION. DU	I IN THE IRING TOU	SAFETY	ZONE. THE		

File No 29	27 9/27/82	KARLUK, AK	A/C Reg. No. N9701F	Time (Lc1) - 1500 AST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PA	ATTERN - FINAL APPRO	) DACH	
Finding(s) 1. PROPER TOUCHDOWN	N POINT - MISJUDGE	D - PILOT IN COMMAND		
	IN FLIGHT COLLIST			•
Finding(s) 2. TERRAIN CONDITIO	DN - RISING			
Probable Cause				

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

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

-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraf	t Damage		Injur	ies	
,,,,	DESTRO		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model - LY			Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning S		YES
Max Gross Wt - 1600	Engine Type - RE		ETOR Weat	her Radar -	· NO	
No. of Seats - 2	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	GALENA, AK		NULATO			
Wind Dir/Speed- UNK/NR	ATO /A /				02	
Visibility - UNK/NR	ATC/Airspace	110115		Lth/Wid -		60
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan			Surface -		
Obstructions to Vision- NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Precipitation - UNK/NR	Type Apch/Lndg	- NUNE				
Condition of Light - NIGHT (DARK)		*				
-Personnel Information Pilot-In-Command	4	Madia-1 0		MEDICAL NO	. WATVEDO	/: TMTT
Certificate(s)/Rating(s)	Age - 22 Biennial Flight Review		ht Time (H		WAIVERS,	/ LIMI I
COMMERCIAL	Current - UNK/NR	Total - U			l Une - III	NK /ND
SE LAND	Months Since - UNK/NR	Moke/Medel- II	NK/NK	Last 24	Pave- U	NK/NK
SE LAND	Aircraft Type - UNK/NR		NK/ND	Last SC	Days- U	NK/NR
	All Clait Type ONK/NK	Multi-Eng - U	NK/ND	Potorcr	aft - III	NK/NP
		Marti Liig C	INN/ INN	KO (O) CI	a	WAY INK
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT STRUCK TREES 600 FT FROM THE DEPARTU	DE END DE THE DIN AT A HEAV	DATE OF CDEED AFT	ED TAKTNO	OFF FROM TI		

File No. - 2871 10/10/82 NULATO, AK A/C Reg. No. N714SQ Time (Lc1) - 2230 ADT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS UNAVAILABLE
- 3. CLIMB NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT(ALCOHOL) PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Injur	ries	
		SUBSTANTIA			Serious		None
Type of Operation -BUSINESS		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass Othe		0 1	0	0
Aircraft Information		<i></i>					
Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make	/Model - CUNIII	NENTAL C-145	ELI	Installed/A		
Max Gross Wt - 2050	Fngine T	ngines - i	OCATING-CARBUR	Stai FTND Weat			L 3
No. of Seats - 4		wer - 145		LIOK Wear	ilei Kadai	NO	
Environment/Operations Information	T. J			A	D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depa	ntuna Baint		Airport ON AIF	Proximity		
Method - N/A	SAME AS			UN AIR	RPURI		
Completeness - N/A	Destinatio	•		Airport [	ata		
Basic Weather - VMC	KOTZEBU			ELIM			
Wind Dir/Speed- 360/008 KTS					/ Ident -		
Visibility - 60.0 SM	ATC/Airspac				Lth/Wid -		60
Cloud Conditions(1st) - NONE		light Plan - Nú			Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE		learance - NO /Lndg - NO		Runway	Status -	. SNUW - C	UMPACIE
Precipitation - NONE	Type Apcil	/ Lridg	JINC				
Condition of Light - DAYLIGHT							
Personnel Information	<b>A</b>		O-m+i5i		MEDICAL NO	D WATVEDS/	LIMIT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight	Paview	dical Certifica Flia	te - VALIL ht Time (F		) WAIVERS/	LIMII
ATP,CFI	Current	- UNK/NR	Total -	9100	Last 24	4 Hrs -	0
SE LAND, SE SEA, ME LAND		e - UNK/NR	Make/Model-	850	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Ty	pe - UNK/NR	Instrument-	500	Last 90	Davs-	150
			Multi-Eng -	4100	Rotorci	`aft -	700
Instrument Rating(s) - AIRPLANE			• * * * *	·			
-Narrative							
DRDING TO A WITNESS, THE ACFT LIFTED OFF T	HE RWY ABOUT MID	FIELD, CLIMBED	TO ABOUT 30-50	FT AGL &	THEN BEGAN	A DIVE.	
WITNESS HEARD NO CHANGE IN ENG SOUND. THE							
OUT 4 FT 6 IN HIGH), STRUCK THE WINDSHIELD	ON A SNOWMOBILE	& THEN STRUCK	THE VICTIM WHO	WAS THRO	N 15-20 FT		

File No. - 2854 11/17/82 ELIM, AK A/C Reg. No. N2780D Time (Lc1) - 1130 AST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. BUZZING INTENTIONAL PILOT IN COMMAND
- 3. CLEARANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

Type Operating Certificate-NONE (GE		aft Damage		Injur		
Type of Operation -BUSINESS		TANTIAL	Fatal rew 0	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9			ew O	0	1	1
Accident Occurred During -HOVER	None			C	•	·
Aircraft Information						
Make/Model - ENSTROM F-28A	Eng Make/Mode1 -			Installed/A		
Landing Gear - SKID	Number Engines -			11 Warning Sy		10
Max Gross Wt - UNK/NR No. of Seats - 3	Engine Type - Rated Power -	RECIPROCATING-CARE 205 HP	SURFIUR Wear	ther Radar -	NU	
Environment/Operations Information	·	~				
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poi	nt	ON AI	RPORT		
Method - TELEPHONE	ANCHORAGE, AK					
Completeness - PARTIAL, LMTD BY F Basic Weather - VMC	PILOT Destination CHUGIAK,AK		Airport I	Jata WOOD AIRPORT		
Wind Dir/Speed- 360/015 KTS	Chodian, an				19	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		100
Cloud Conditions(1st) - 3000 FT	OVERCAST Type of Flight Pla	n - UNK/NR		y Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			y Status -	SNOW - C	RUSTED
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL STRAIGH	HT-IN			
Precipitation - NONE Condition of Light - NIGHT (DA	IDK)					
	·					
Personnel Information Pilot-In-Command	Age - 29				IVERS/LIN	nIT.
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (I			
COMMERCIAL, CFI	Current - YES	Total ·		Last 24		4
SE LAND,ME LAND Helicopter	Months Since - 14 Aircraft Type - UNK/	Make/Model NR Instrument	45	Last 30	Days- Ur	100
HELICOPTER	ATTCTATE Type - UNK/	Multi-Eng	- 54	Last 90 Rotorcra	aft -	500
Instrument Rating(s) - AIRPLAN	IE					
 Narrative						
ATROPAET COLLIDED WITH GROUND AND POL	LED WHILE THE PILOT WAS HOVER	TAXIING DOWNWIND.		WERE DESCRIB		
AIRGRAIT COLLIDED WITH GROOMD AND ROL						

File No 29	13 12/06/82 CHUGIAK,	AK A/C Reg. No. N9607	Time (Lc1) - 1915 AST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGH HOVER	т	
	ON - TAILWIND ON - GUSTS ING/DECISION - IMPROPER - PI	LOT IN COMMAND CONFIDENCE IN PERSONAL ABILITY - PILOT IN	N COMMAND
Occurrence #2 Phase of Operation		ERRAIN	
Occurrence #3 Phase of Operation	HOVER		
Probable Cause			
The National Transpois/are finding(s) 4	rtation Safety Board determi	nes that the Probable Cause(s) of this acc	cident
Factor(s) relating t	o this accident is/are findi	ng(s) 1,2,3	

File No 2815 12/0	09/82 NEAR KLAWOCK, AK	A/C R	eg. No. N6808	1	Т	ime (Lc1)	- 1310	PST
Basic Information								
Type Operating Certificate	-AIR CARRIER	Aircraf	t Damage			Inju	ıries	
· -	COMMUTER	DESTRO	YED	Fa	atal	Serious	Mino	r None
Type of Operation	-SCHEDULED, DOMESTIC, PASS	SENGER Fire		Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	ON GRO	UND	Pass	7	0	0	0
Accident Occurred During	-MANEUVERING							
Aircraft Information								
Make/Model - DEHAVILLAN	ND DHC-2 Eng	g Make/Model - P	& W R-985		ELT	Installed	'Activat	ed - YES/N
Landing Gear - FLOAT	Nui	mber Engines - 1			Sta1	1 Warning	System	- NO
Max Gross Wt - 5090		gine Type - RE			Weat	her Radar	- NO	
No. of Seats - 8			450 HP					
Environment/Operations Infor	mation							
Weather Data	Itine	rary		Aiı	port	Proximity		
Wx Briefing - COMPANY		t Départure Point				RPORT/STR:	P	
Method - IN PERSO		TCHIKAN, AK				•		
Completeness - FULL		ination		Air	oort D	ata		
Basic Weather - VMC		RAIG, AK						
Wind Dir/Speed- CALM	-			1	Runwav	Ident	- N/A	
Visibility - 10.0	SM ATC/A	irspace				Lth/Wid		
Cloud Conditions(1st) -		e of Flight Plan	- NONE			Surface		
Cloud Conditions(2nd) -		e of Clearance				Status		
Obstructions to Vision-			- NONE	•	Kuriway	Status	IN/ A	
		a Apeny Lindy	- NUNE					
Precipitation - Condition of Light -								
Personnel Information	A	•				MEDICAL	10 114 714	DC /L TMTT
Pilot-In-Command	Age -	24	Medical Cert				MO MAINE	RS/LIMII
Certificate(s)/Rating(s)		Flight Review		Flight T				
COMMERCIAL, CFI	Curre	nt - YES	Total			Last 2		
SE LAND, ME LAND, SE SEA	A Months	s Since - 2 aft Type - DHC-2	Make/Mode	ei- 110!	5	Last :	30 Days-	67
HELICOPTER	Aircra	aft Type - DHC-2	Instrume	nt- 69	9	Last 9	0 Days	109
			Multi-Eng	g - 1:	3	Rotor	craft -	619
Instrument Rating(s)	- AIRPLANE							
Narrative								
	ZAN CEADLANE DACE WITH A							
1236 THE FLT DEPARTED KETCHIK			A EM DADTO AT	ABOUT 134	40. TH	IS REPORT	WAS ISS	UED
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI		TO THE COMPANY VI	A IN KADIO AI					
1236 THE FLT DEPARTED KETCHIK	ION BY THE PLT WAS MADE '				F THE	FLT TO CRA	NIG.	
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI	ION BY THE PLT WAS MADE ' (PASSING OVER KASAAN IS)	LAND) & WAS THE A	PPROXIMATE MI	D-POINT O				
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI THE VICINITY OF HAPPY HARBOR TNESSES REPORTED SEEING THE AC	ION BY THE PLT WAS MADE ' (PASSING OVER KASAAN ISI CFT FLYING SW OVER TWELV	LAND) & WAS THE A EMILE ARM TOWARD	PPROXIMATE MIN HOLLIS. UPON N	D-POINT OF REACHING F	HOLLIS	THE FLT V	VOULD BE	
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI THE VICINITY OF HAPPY HARBOR TNESSES REPORTED SEEING THE AC PECTED TO TURN WEST & CROSS IN	ION BY THE PLT WAS MADE? (PASSING OVER KASAAN ISI CFT FLYING SW OVER TWELVI NLAND OVER PRINCE OF WALI	LAND) & WAS THE A EMILE ARM TOWARD ES ISLAND UNTIL R	PPROXIMATE MIN HOLLIS. UPON N EACHING THE WI	D-POINT OF REACHING F EST SHORE	HOLLIS LINE &	THE FLT I	VOULD BE	TO
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI THE VICINITY OF HAPPY HARBOR TNESSES REPORTED SEEING THE AC PECTED TO TURN WEST & CROSS IN AIG. THERE WAS A FOG BANK ABOL	ION BY THE PLT WAS MADE (PASSING OVER KASAAN ISI OFT FLYING SW OVER TWELV NLAND OVER PRINCE OF WALI JT 2 MI PRIOR TO HOLLIS	LAND) & WAS THE A EMILE ARM TOWARD ES ISLAND UNTIL R IN TWELVEMILE ARM	PPROXIMATE MIN HOLLIS. UPON NEACHING THE WIN & THE ACFT WA	D-POINT OF REACHING F EST SHORES AS OBSERVE	HOLLIS LINE & ED TO	THE FLT \ THENCE D: REVERSE CO	VOULD BE IRECTLY DURSE AS	TO
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI THE VICINITY OF HAPPY HARBOR TNESSES REPORTED SEEING THE AC PECTED TO TURN WEST & CROSS IN AIG. THERE WAS A FOG BANK ABOU E WX WAS APPROACHED & PROCEED	ION BY THE PLT WAS MADE (PASSING OVER KASAAN ISH CFT FLYING SW OVER TWELV NLAND OVER PRINCE OF WALH JT 2 MI PRIOR TO HOLLIS NORTH. THE ACFT WAS LOS	LAND) & WAS THE A EMILE ARM TOWARD ES ISLAND UNTIL R IN TWELVEMILE ARM T FROM SIGHT DUE	PPROXIMATE MIN HOLLIS. UPON N EACHING THE WIN & THE ACFT WA TO TREES & RAN	D-POINT OI REACHING I EST SHOREI AS OBSERVI PIDLY UPSI	HOLLIS LINE & ED TO LOPING	THE FLT N THENCE DI REVERSE CO TERRAIN.	VOULD BE IRECTLY DURSE AS AN	ТО
1236 THE FLT DEPARTED KETCHIK NE. THE NEXT & LAST TRANSMISSI THE VICINITY OF HAPPY HARBOR TNESSES REPORTED SEEING THE AC PECTED TO TURN WEST & CROSS IN AIG. THERE WAS A FOG BANK ABOL	ION BY THE PLT WAS MADE OF CASSING OVER KASAAN ISONE THE CONTRACT OF WALLING OF WALLING OF WALLING OF WAS LOST OF THE CRASH. WITH	LAND) & WAS THE A EMILE ARM TOWARD ES ISLAND UNTIL R IN TWELVEMILE ARM T FROM SIGHT DUE NESSES DESCRIBED	PPROXIMATE MIN HOLLIS. UPON N EACHING THE WIN & THE ACFT WA TO TREES & RAN THE CLOUDS AS	D-POINT OI REACHING I EST SHOREI AS OBSERVI PIDLY UPSI	HOLLIS LINE & ED TO LOPING	THE FLT N THENCE DI REVERSE CO TERRAIN.	VOULD BE IRECTLY DURSE AS AN	ТО

File No. - 2815 12/09/82 NEAR KLAWOCK, AK A/C Reg. No. N68081 Time (Lc1) - 1310 PST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

## Finding(s)

- 1. WEATHER CONDITION FOG
- 2. WEATHER CONDITION CLOUDS
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. TERRAIN CONDITION RISING
- 5. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND

----Probable Cause----

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

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

File No 2834 12/	18/82 NEAR POR	T ALSWORTH,AK	A/C Reg	. No. N94DC	T	ime (Lc1)	1200	AST
-Basic Information								
Type Operating Certificat			Aircraft [			Inju		
	ON-DEMAND AIR TA		SUBSTANT		Fatal		Mino	
Type of Operation Flight Conducted Under	-NUN SCHED, DOMES	IIC, PASSENGER	Fire			0	0	
			NONE	Pas	s O	0	0	4
Accident Occurred During	-LANDING							
-Aircraft Information								
Make/Model - DEHAVILLA	ND DHC-2	Eng Make/M	lode1 - P & V		ELT	Installed/	ctivate	ed - YES/N
Landing Gear - SKI		Number Eng	ines - 1		Stal	1 Warning S		- UNK/NR
Max Gross Wt - 5100		Engine Typ	e - RECII	PROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 8		Rated Powe		50 HP				
-Environment/Operations Info	nma+ion							
Weather Data	i ma c torr	Itinerary			Airport	Proximity		
Wx Briefing - NO RECO	RD OF BRIFFING	Last Depart	ure Point			RPORT/STRIF	•	
Method - N/A	NO OF BRILLING	LAKE HOOD			011 4.	K, OK1, 31K1		
Completeness - N/A		Destination	JENI ENITE; NI	•	Airport D	ata		
Basic Weather - VMC		PORT ALSW	ORTH. AK					
Wind Dir/Speed- VARIABL	E-UNK/NR				Runway	Ident -	- N/A	
Visibility - 60.0		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) -			ght Plan - V	/FR		Surface		
Cloud Conditions(2nd) -		Type of Cle	arance - I	NONE		Status		
Obstructions to Vision-		Type Apch/L				•		
Precipitation -		7,		•				
Condition of Light -	DAYLIGHT	•						
Books 1 Total Alle								
-Personnel Information Pilot-In-Command	Λα	e - 42	Me	edical Certific	ate - VALII	MEDICAL-NO	1 WATVE	PS/ITMIT
Certificate(s)/Rating(s)		ennial Elight E	eview	F14	ght Time (F			10,
COMMERCIAL	5,	Current Months Since	- YFS	Total -			1 Hrs -	2
SE LAND, SE SEA, ME LAN	D	Months Since	- 9	Make/Mode1-				
32 2, 32 33, ME EAR	_	Aircraft Type	· - UNK/NR	Instrument-		Last 9		
			,	Multi-Eng -	10		•	
Instrument Rating(s)	- AIRPLANE							
-Narrative				<b></b>	<b>_</b>			
LE LANDING ON THE 3,500 FT L	EVEL OF THYEDNE G	LACTED THE ACET	CALC CYPIC .	IN DEEP SOFT SN	IOW & THE AC	FI FITDDEN	UALD	

File No. - 2834 12/18/82 NEAR PORT ALSWORTH, AK A/C Reg. No. N94DC Time (Lc1) - 1200 AST Occurrence #1 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	amage		Injur	ies	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	AL - SOLO	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 - CESSNA 152		ake/Model - LYCOM:	ING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED		Engines - 1		Stal	1 Warning S	System - Y	ES
Max Gross Wt - 1670 No. of Seats - 2		Type - RECIPI		JR Weat	ner Radar -	NU	
NO. Of Seats - 2	катео 	Power - 110	) HP 				
Environment/Operations Information Weather Data	T#4man =				Decydedt		
Wx Briefing - FSS	Itinerar	/ eparture Point	,	ON AIR	Proximity		
Method - TELEPHONE		RICHARDSON, AK		UN AIR	PURI		
Completeness - FULL	Destina	•	Δ.	irport D	ata		
Basic Weather - VMC	LOCA				OOD AIRPORT		
Wind Dir/Speed- CALM	200	_				19	
Visibility - 30.0 SM	ATC/Airs	oace			Lth/Wid -	4000/	100
Cloud Conditions(1st) - 4000 FT BRO		f Flight Plan - VI		Runway	Surface -	MACADAM	
Cloud Conditions(2nd) - UNK/NR		f Clearance - NO			Status -	ICE	
Obstructions to Vision- NONE	Type A		SUAL FULL CIRCUIT	Ī			
Precipitation - NONE		т	DUCH AND GO				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Fli		dical Certificate	Time (F		WAIVERS/	LIMII
STUDENT	Current	- N/A	Total -	20	Last 24	Hre -	1
STODENT			Make/Model-	20		Days- UN	-
		Type - N/A		0	Last 90		17
		.,,				,-	
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PILOT REPORTED THAT HE WAS PRACT	ICING TOUCH-AN	O-GO LANDINGS ON A	A RUNWAY WITH PATO	CHES OF	ICE. HE		
FED THAT ON HIS SECOND TOUCH-AND-GO, HE T						D	
FLAPS, ADDED FULL POWER, AND ATTEMPTED T							

File No. - 2828 12/31/82 CHUGIAK, AK A/C Reg. No. N68291 Time (Lc1) - 1400 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----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) 2,5

# Brief of Accident

File No 2954 9/27/82 BAY M	INNETTE,AL A/C Re	g. No. N463RF 	T	ime (Lc1) -	1530 CST	
-Basic Information Type Operating Certificate-NONE (GENERAL	•	_		•	ies	
Time of Openships DERCOMAL	DESTROY		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	-	1 0	0	0
Accident Occurred During -LANDING	ON GROU	ND Pass	0	U ,	U	0
-Aircraft Information						
Make/Mode1 - GRUMMAN G-164	Eng Make/Mode1 - LYC			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stal	1 Warning S	yst <b>em -</b> Y	ES
Max Gross Wt - 3725	Engine Type - REC		ETOR Weat	her Radar -	NO	
No. of Seats - 1	Rated Power -	400 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
₩x Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			NETTE MUNIC		
Wind Dir/Speed- VARIABLE/005 KTS				Ident -		
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Cloud Conditions(1st) - NONE	Type of Flight Plan -			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	A	M		MEDICAL MA	71/50c/L TM	
Pilot-In-Command		Medical Certifica			I AEK2/ LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	•	11	_
COMMERCIAL, CFI	Current - YES	Total -		Last 24		0
SE LAND, ME LAND	Months Since - 6	Make/Model-			Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	1100	Last 90		200
		Multi-Eng -	4000	KOTOPCP	aft -	400
Instrument Rating(s) - NONE						
-Narrative PILOT REPORTED THAT DURING TAKEOFF, HE NO N LOSE POWER. HE LANDED ON THE REMAINDER OF ON FIRE AND THE PLANE WAS SUBSEQUENTLY DE T WENT FROM THE FUEL INJECTOR SERVO UNIT TO NAGED BY FIRE. THE ENGINE HAD ACCUMULATED 59	F THE RUNWAY AND STOPPED AFT STROYED. AN INSPECTION OF TH D THE FLOW DIVIDER WAS SEPAR	ER RUNNING OFF TH E ENGINE REVEALED ATED AT THE SERVO	E END. HOW THAT THE END AND W	EVER, THE E FUEL HOSE AS BADLY		

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File No 29	54 9/27/82 	BAY MINNETTE,AL	A/C Reg. No. N463RF	Time (Lc1) - 1530 CST
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. FUEL SYSTEM,LIN				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

Type Operating Certificate-NONE (GEN	EDAL AVIATION) Ainonaf	t Damage		Injur	i 05	
Type operating certificate None (GEN	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire			1		0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	3	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172H	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stali	Warning Sy	/stem - Y	ES
Max Gross Wt - 2300	Engine Type - RE		TOR Weath	ner Radar -	NO	
No. of Seats - 4	Rated Power -	145 HP 				
nvironment/Operations Information						
leather Data	Itinerary		Airport F			
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF AIR	RPORT/STRIP		
Method - TELEPHONE Completeness - FULL	MERIDIAN, MS		4.1			
Basic Weather - VMC	Destination KNOXVILLE,TN		Airport Da	ata GHAM MUNI		
Wind Dir/Speed- CALM	KNUXVILLE, IN			Ident -	OF	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		150
Cloud Conditions(1st) - NONE	Type of Flight Plan	- VFD		Surface -		130
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		,			
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - NIGHT (DAR	<b>(</b> )					
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total -	300	Last 24	Hrs -	4
SE LAND	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Make/Model-	200	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NK	Instrument- UN	K/NR	Last 90	Days-	30
Instrument Rating(s) - NONE						
larrat i ve						
MADE A HARD OFF AIRPORT LANDING AFTER	R LOSS OF POWER. HE HAD USED A	PROLONGED SLIP TO	LOSE ALTI	TUDE AND THE	ENGINE	
ED. THEN HE COULD NOT REACH THE RUNWAY						

File No 28	78 11/08/82 BIRMINGHAM,AL	A/C Reg. No. N2633L	Time (Lcl) - 1715 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL DESCENT		
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL	ARVATION ECTOR POSITION - IMPROPER - PILOT IN COMM	IAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LIGHT CONDITION 4. LEVEL OFF - M	ISJUDGED - PILOT IN COMMAND		
	COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 5. LANDING GEAR - 6. LANDING GEAR -	FAILURE, TOTAL		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 2,4	Probable Cause(s) of this accid	lent
Factor(s) relating to	o this accident is/are finding(s) 3		

Type Operating Certificate-NONE (	SENERAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal			Non
Type of Operation -PERSONA		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 182	Eng Make	e/Mode1 - CONTINENTAL	0-470-R	ELT 1	installed/	Activated	- YES/
Landing Gear - TRICYCLE-FIXED		ingines - 1			Warning S		YES
Max Gross Wt - 2550		ype - RECIPROCATIN	G-CARBURE	TOR Weath	ner Radar ·	- NO	
No. of Seats - 4	Rated Po	ower - 230 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - FSS Method - IN PERSON		arture Point ASSEE.FL		OFF AIR	RPORT/STRIF		
Completeness - FULL	Destination		4	Airport Da	.+-		
Basic Weather - VMC	ROCKWO		•	PHENIX			
Wind Dir/Speed- 360/015 KTS	ROOKWOO	, , , , ,			Ident -	- N/A	
Visibility - 15.0 SM	ATC/Airspac	ce			Lth/Wid		
Cloud Conditions(1st) - NONE	Type of I	light Plan - VFR		Runway	Surface -	- N/A	
Cloud Conditions(2nd) - NONE		Clearance - NONE		Runway	Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch	n/Lndg - NONE					
Precipitation - NONE	_						
Condition of Light - DAYLIGHT							
Personnel Information	Aco - 49	Modical C	ontificat	S - VALTO	MEDICAL -WA	ATVEDS/LT	MIT
	Riennial Flight	Peview				AIVERS/LI	MIT I
	Current	- YES Total	-	562	Last 24	4 Hrs -	1
SE LAND	Months Sind	ce - 17 Make/	Model-	337	Last 30	Days- U	NK/NR
	Aircraft Ty	pe - C-182 Instr	ument-	113	Last 90	Days-	9
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND		Medical C t Review - YES Total ce - 17 Make/ pe - C-182 Instr	Fliahi	Time (Ho	MEDICAL-Wa burs) Last 24 Last 30 Last 90	•	
Instrument Rating(s) - AIRPLA	ANL 						
Varrative							
RAFT HAD POWER LOSS DURING CRUISE AN	NO DURING THE OFF ATRE	PORT LANDING A SOFT SP	OT WAS HIT	AND AIRC	RAFT NOSE	OVER.	
AMINATES WERE FOUND IN FUEL. TANK CA							

File No. - 2835 12/13/82 A/C Reg. No. N52742 PHENIX CITY, AL Time (Lc1) - 1115 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CAP - INADEQUATE 2. FUEL SYSTEM, TANK - INADEQUATE 3. FLUID, FUEL - CONTAMINATION 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 - 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) 4

Type Operating Certificate-NONE (GENE	RAL AVIATION)		aft Damage				uries	
Type of Openation -PUSINESS		SUBS Fire	TANTIAL	Cnou	Fatal O			None 1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		NONE		Crew Pass	_	Ö	0	5
Accident Occurred During -LANDING		140/12	•	1 433	Ŭ	Ü	· ·	J
ircraft Information								
Make/Model - CESSNA 421B			CONTINENTAL	GTSI0-52		Installed		
Landing Gear - TRICYCLE-RETRACTABLE	Number En	gines -	2		Sta	11 Warning		YES
Max Gross Wt - 7450	Engine Ty	oe -	RECIP - FUEL	_ INJECTE	D Wea	ther Radar	- UNK/NR	
No. of Seats - 8	Rated Pow	er - 	375 HP					
nvironment/Operations Information								
eather Data	Itinerary					Proximity		
Wx Briefing - UNK/NR	Last Depar		nt		ON AI	RPORT		
Method - UNK/NR Completeness - UNK/NR	CHANUTE, Destination				Airport	Data		
Basic Weather - VMC	FORT PAY				•	L FIELD		
Wind Dir/Speed- 130/008 KTS	TORT FAT	VL,AL				y Ident	- 22	
Visibility - 20.0 SM	ATC/Airspace					y Lth/Wid		100
Cloud Conditions(1st) - 5000 FT SC			ın - IFR			v Surface		
Cloud Conditions(2nd) - 25000 FT UN	K/NR Type of Cl	earance	- UNK/NR		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg	- UNK/NR					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
ersonnel Information						D MEDIO41 1	UO MATMER	2 /1 TATT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight	Review	Medical (		te - VALI ht Time (	D MEDICAL-I Hours)	NU WAIVER:	2\LIMII
PRIVATE	Current	- YES	Tota	ı - Ŭ	1851	Last	24 Hrs -	3
ME LAND	Months Since Aircraft Typ	- 6	Make,	/Model-	150	Last	30 Days- l	JNK/NR
	Aircraft Typ	e - UNK/	'NR Instr	rument-	24	Last	90 Days- l	JNK/NR
			Multi	i-Eng -	1411			
Instrument Rating(s) - NONE								•
arrative			LED THROUGH					

File No. - 2883 12/23/82 FORT PAYNE,AL A/C Reg. No. N3380Q Time (Lc1) - 1600 CST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - ROLL

## Finding(s)

- 1. LANDING GEAR, MAIN GEAR ATTACHMENT IMPROPER
- 2. LANDING GEAR, MAIN GEAR ATTACHMENT DISCONNECTED
- 3. MAINTENANCE, INSTALLATION IMPROPER OTHER MAINTENANCE PSNL

----Probable Cause----

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

File No 2998 3/29/82 HUGHES	, AR	/C Reg. No.	N5957K	т	ime (Lc1)	- 1610 C	ST
Type Operation Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	DE Fir	craft Damage STROYED e NE	Crew Pass	Fatal 1 0	Inju Serious O O	ries Minor O	None 0 0
Aircraft Information  Make/Model - GULFSTREAM AMERICAN 690C  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 10325  No. of Seats - 11	Number Engines Engine Type		TPE331-5-254	Stal	Installed/ I Warning S her Radar	System -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/016 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 5000 FT SCATT Cloud Conditions(2nd) - 25000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		lan - NONE		OFF AI Irport D Runway Runway Runway		- N/A - N/A - N/A	
	Age - 33 Biennial Flight Review Current - YE Months Since - 3 Aircraft Type - 69	S Tot Mak	al - 68 e/Model- f trument- 6	Time (H 330	ours) Last 24 Last 30	4 Hrs -	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE							
THE ACFT HAD BEEN ON SALES DEMONSTRATION FLTS.  OBSERVED DEPARTING AT 1550 CDT IN A MAX PERFORE THAT THE ACFT CLIMBED FROM 1000 TO 16,000 FT IN TO 1601:17 CDT. THE LAST ALT RETURN WAS FROM 11 BUT WITH NO ALTITUDE READ-OUT. AT ABOUT THAT TO PORTION OF THE LEFT WING MISSING. THE WING TIP AND LEFT ENGINE TAIL CONE PANEL WERE FOUND ABOUR REVEALED THAT THE WING PANEL SEPARATION OCCURRE FATIGUE OR PRE-EXISTING FAILURE. LIGHT TO MODE	MANCE CLIMB. RADAR INF N 7 MIN AND 14 SEC. LE 5,000 FT AT 2201:07. T IME, THE ACFT WAS OBSE (OUTER WING PANEL OUT JT 3 MI FROM THE MAIN ED UPWARD FROM POSITIN	O FROM MODE VEL FLT WAS WO MORE RETU RVED SPIRALI BOARD FROM A WRECKAGE IMP 'E OVERLOAD F	C OF THE TRAN INDICATED AT RNS WERE RECENDED DOWN, COUNDUT WING STATE ACT POINT. AN ORCES. NO EVI	NSPONDER 16,300 EIVED AT NTERCLOCI ATION 190 N EXAMIN IDENCE W	RETURNS II FT FROM 15: 2201:49 & KWISE, WITI O), LEFT A: ATION AS FOUND O	NDICATED 58:16 2202:08 H A ILERON	

Time (Lc1) - 1610 CST File No. - 2998 3/29/82 HUGHES.AR A/C Reg. No. N5957K Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation UNKNOWN Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. WING.SPAR - OVERLOAD DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 6. WING - SEPARATION LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation UNKNOWN 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) 2,3

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

asic Information							
Type Operating Certificate-NONE (GENERA	•	ft Damage		Injur			
Type of Operation -PERSONAL		ANTIAL	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass	-	0	1	0	
Accident Occurred During -LANDING	IAOIAE	ras	•	U	O	•	
Aircraft Information							
Make/Model - PIPER PA-28-140		YCOMING 0-320-E2A	ELT	Installed/A	ctivated	- YES/Y	
Landing Gear - TRICYCLE-FIXED		1	Stal	1 Warning S	ystem - Y	ES	
Max Gross Wt - 2500 No. of Seats - 2		ECIPROCATING-CARBUR 150 HP	RETOR Weat	ner Radar -	NO		
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•	t	ON AIR	PORT			
Method - N/A	MORRILTON, AR						
Completeness - N/A Basic Weather - VMC	Destination		Airport D				
Wind Dir/Speed- 315/015 KTS	SOLGOHACHIA, AR			S WELLS Ident -	4.4		
Visibility - 15.0 5.4	ATC/Airspace			Lth/Wid -		NIZ / NID	
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		Surface -			
Cloud Conditions(2nd) - NONE	Type of Clearance			Status -			
Obstructions to Vision- NONE	Type Apch/Lndg		· · · · · · · · · · · · · · · · · · ·	314145	**-1		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31	Medical Certifica	ate - VALID ght Time (H		WAIVERS/	LIMII	
COMMERCIAL	Biennial Flight Review Current - UNK/N			Last 24	Hne -	2	
SE LAND	Months Since - UNK/N			Last 30			
SE CAND	Aircraft Type - UNK/N					79	
	A TO CALL TYPE CHANGE	THE CHAINSTIL		2401 00		, ,	
Instrument Rating(s) - AIRPLANE							
Varrative							
T OVERRAN RUNWAY AND SLID ON GRASS INTO A	TREE PILOT SAYS HE DID N	OT GO-AROUND BECAUS	SE OF RISE	IN TERRAIN			

12/15/82 A/C Reg. No. N7325F File No. - 2838 SOLGOHACHIA,AR Time (Lc1) - 1330 CST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL 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) 1,2 Factor(s) relating to this accident is/are finding(s) 4

File No 2837 12/20/82 LITTL	E ROCK, AR A/C	Reg. No. N78TV	Time (L	.c1) - 1627 CS1	<b>r</b>
Basic Information Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL		Injuries	None
Type of Operation -EXECUTIVE Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0 0 0	1
Aircraft Information Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6800 No. of Seats - 8	Number Engines -	ONTINENTAL GTSIO-520 2 ECIP - FUEL INJECTED 375 HP	Stall Warr	led/Activated ling System - Nadar - UNK/NR	
Environment/Operations Information Weather Data  Wx Briefing - BRFG RCVD, SOURCE UNK Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 15.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin MUSKOGEE,OK Destination LITTLE ROCK,AR  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	t - NONE - UNK/NR		: - 36 /id - 5124/ ace - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 47 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/N	Fligh Total - Make/Model-	t Time (Hours) 9584 La 24 La 1130 La	ast 24 Hrs -	3
Instrument Rating(s) - AIRPLANE					
Narrative DSE GEAR COLLAPSED DURING LANDING. NO REASON	FOR COLLAPSE FOUND.				

File No. - 2837 12/20/82 LITTLE ROCK,AR A/C Reg. No. N78TV Time (Lc1) - 1627 CST

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

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

## Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA 320D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	DE Fir ON Eng Make/Model Number Engines	GROUND	Crew Pass	Fatal 1 7	Inju Serious O O		None 0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fir ON Eng Make/Model Number Engines	re N GROUND 	Pass	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	ON Eng Make/Model Number Engines	GROUND	Pass				
Accident Occurred During -APPROACH	Eng Make/Model Number Engines	- CONTINENT					U
Make/Model - CESSNA 320D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200	Number Engines		AL TSI0-520				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200	Number Engines		AL TSI0-520				
Max Gross Wt - 5200		- 2			Installed/		
	Engine Type				1 Warning S		ES
No. of Seats - 6		- RECIP - F	UEL INJECTED	Weat	her Radar ·	- UNK/NR	
	Rated Power	- 285 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure F CHANDLER,AZ	Point		OFF AI	RPORT/STRII	9	
Completeness - N/A	Destination		1	Airport D	ata		
Basic Weather - VMC	YUMA, AZ			STELLA	R AIRPARK		
Wind Dir/Speed- 100/006 KTS				Runway	Ident	- 17	
Visibility - 35.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3980-N/	΄Α
Cloud Conditions(1st) - 7000 FT	Type of Flight F	lan - NONE		Runway	Surface	- DIRT	
Cloud Conditions(2nd) - 25000 FT	Type of Clearand			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	ige - 40		1 Certificate			AL	
· · · · · · · · · · · · · · · · · · ·	Biennial Flight Review			Time (H		4	u. /ND
PRIVATE			tal -	/10	Last 2	4 Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since - UN	* .					
	Aircraft Type - UN	•	istrument- UNA ilti-Eng -	•	Last 9	J Days-	20
Instrument Rating(s) - NONE							
Narrative ORTLY AFTER THE AIRCRAFT TOOK OFF FROM STELLA	AD ATDDARY SEVERAL WI	THECCEC CAL	I TT ELVING NO	חואנוספודם	WITH SMOK	=	
AILING FROM THE LEFT ENGINE. ONE WITNESS, A S						_	
WER THAN NORMAL, ABOUT 500 FT AGL. ANOTHER WI						LED	
CK" AND WIND MILLING. AT FIRST HE THOUGHT IT							
RIGHT TURN, THEN ROLL TO THE LEFT, CRASHED AN							
SASSEMBLY INSPECTION OF THE LEFT ENGINE REVEA							
ROUGH THE TOP FORWARD EDGE OF THE PISTON AND						Δς.	
ACTURED AND THE CYLINDER WALL WAS SCORED. ALS							
RE FOUND IN THE OIL FILTER ELEMENT. THE ENGIN	JE WAS OTHERWISE LINDER	MARKARIF FS	TIMATED APPY	100 LRS	OVER MAX W	T LIMIT	

PAGE 52

File No. - 2957 5/27/82 CHANDLER, AZ A/C Reg. No. N4167T Time (Lc1) - 1205 MST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 2. ENGINE ASSEMBLY, PISTON - BURNED 3. ENGINE ASSEMBLY, RING - FAILURE, TOTAL 4. ENGINE ASSEMBLY, CYLINDER - CHAFED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 5. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.3.4.7$ Factor(s) relating to this accident is/are finding(s) 1,6

 -Basic Information								
Type Operating Certificate-	NONE (GENERAL AN	•	ircraft Damage			Inju		
Time of Openshies	SERCOMA		SUBSTANTIAL	_	Fatal	Serious		None
Type of Operation -F Flight Conducted Under -	PERSONAL		ire NONE	Crew Pass	-	1	0	0
Accident Occurred During		'	NONE	Pass	U	U	U	U
-Aircraft Information								
Make/Model - HALLQUIST TH			1 - LYCOMING O-					
Landing Gear - TAILWHEEL-AL	L RETRACT		s 1		Stall	Warning	System -	NO
Max Gross Wt - 1200 No. of Seats - 1		Engine Type Rated Power	- RECIPROCATI - 160 HP	NG-CARBURE	ETOR Weath	er Radar	- NO	
Environment/Operations Informa	 ation							
Weather Data		Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure	Point		OFF AIR	PORT/STRI	P	
Method - N/A		SAME AS ACC/	INC					
Completeness - N/A		Destination			Airport Da			
Basic Weather - VMC		LOCAL			FALCON		_	
Wind Dir/Speed- 090/005 K					Runway		- N/A	
Visibility - 30.0		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - (		,,				Surface		
Cloud Conditions(2nd) - 1					Runway	Status	- N/A	
Obstructions to Vision- NO		Type Apch/Lndg	- NONE					
Precipitation - NO								
Condition of Light - DA	AYLIGHT 							
-Personnel Information Pilot-In-Command	Age	e - 59	Medical	Centificat	te - VALID	MEDICAL-W	AIVFRS/LI	MIT
Certificate(s)/Rating(s)	Bie				nt Time (Ho		,	
COMMERCIAL		ennial Flight Revi Current - Months Since -	YES Tota	11 -	2146	Last 2	4 Hrs -	0
SE LAND		Months Since -	17 Make	e/Mode1-	236	Last 3	0 Days- U	NK/NR
		Aircraft Type -	JNK/NR Inst	rument-	141	Last 9	O Days-	33
Instrument Rating(s) -	AIRPLANE							
-Narrative								
MATION FLIGHT CAME OVER THE RW	UPWIND AT 2,00	O FT MSL. PLT WAS	CLEARED #2 TO	LAND, PEEL	_ED OFF & S	TALLED DU	RING LEFT	
N TO DOWNWIND. THE PLT RECOVERS								

File No. - 2870 7/25/82 MESA,AZ A/C Reg. No. N125GH Time (Lc1) - 0745 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. AIRCRAFT PERFORMANCE, TURN CAPABILITY - EXCEEDED 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 5

Basic Information	AVIATION) Advance	** D	Injuries				
Type Operating Certificate-NONE (GENERA	AVIATION) ATECTAT	t Damage	Fatal	•		None	
Type of Operation -PERSONAL	Fire	Crew		0	0	1	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - PIPER PA-12	Eng Make/Model - LY			Installed/			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stal	1 Warning S		INK/NR	
Max Gross Wt - 1750 No. of Seats - 3	Engine Type - RE Rated Power -	100 HP	ETUR Weat	ner kadar -	- UNK/NK		
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	t	ON AIF	PORT			
Method - N/A	PHOENIX, AZ						
Completeness - N/A Basic Weather - VMC	Destination		Airport DIRT S				
Wind Dir/Speed- 090/060 KTS	GLENDALE, AZ				- UNK/NR		
Visibility - 45.0 SM	ATC/Airspace			Lth/Wid		INK/NR	
Cloud Conditions(1st) - 25000 FT BROK		- NONE		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 - 44	Modical Contifica	+o - NON-\	ALTO MEDICA	A I		
Certificate(s)/Rating(s)	Riennial Flight Review	Flia	ht Time (F	lours)			
PRIVATE	Biennial Flight Review Current - UNK/NF	≀ Total - U	NK/NR	Last 24	4 Hrs -	0	
SE LAND	Months Since - UNK/NF	Make/Model- U	NK/NR	Last 30			
	Aircraft Type - UNK/NF		NK/NR	Last 90	Days-	0	
		Multi-Eng - U	NK/NR	Rotorci	raft - UN	IK/NR	
Instrument Rating(s) - NONE							
-Narrative							
AIRCRAFT COLLIDED WITH TREES DURING TAKED	F FROM A 900 FOOT DIPT ST	TRIP THE WEATHER W	AS VER. TH	IF TEMPERATI	JRF WAS		
DEGREES. NO ACCIDENT REPORT WAS FILED. TH							

File No. - 2966

8/21/82

PHOENIX, AZ

A/C Reg. No. N98931

Time (Lcl) - 1540 MST

Occurrence Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. WEATHER CONDITION TEMPERATURE EXTREMES
- 3. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 4. OBJECT TREE(S)

----Probable Cause----

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

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

-Basic Information	I AVIATION)			*		
Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injuri Serious	es Minor	None
Type of Operation -INSTRUCTIONA			0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-28-140	Eng Make/Model -	LYCOMTNO G-200	ELT 7-	nstalled/Ac		
Landing Gear - TRICYCLE-FIXED		1		Warning Sy		
Max Gross Wt - 2050 No. of Seats - 2	Engine Type -	RECIPROCATING-CARBURE	TOR Weathe	er Radar -	NO	
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary : Last Departure Poi SAME AS ACC/INC	nt	Airport Pr ON AIRST			
Completeness - N/A	Destination		Airport Dat	ta		
Basic Weather - VMC	LOCAL		KAYENTA			
Wind Dir/Speed- CALM			Runway 1		24	
Visibility - 60.0 SM Cloud Conditions(1st) - UNK/NR SCAT				th/Wid -		100
Cloud Conditions(1st) - UNK/NR SCAT	TERED Type of Flight Pla Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway		SOFT	
Precipitation - NONE Condition of Light - DAYLIGHT	· <b>/ /</b> · · · · · · · · · · · · · · · · · · ·	<b>,</b>				
Personnel Information	A LINIK /NID	Madiaal Cantisian	- UNIX /ND			
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review	Medical Certificat	t Time (Hou	ire)		
CFI	Current - UNK/	NR Total - UN			Hrs - U	INK/NR
SE LAND	Months Since - UNK/	NR Make/Model- UN	IK/NR	Last 30	Days- U	INK/NR
	Aircraft Type - UNK/		IK/NR	Last 90	Days- U	INK/NR
		Multi-Eng - UN	IK/NR	Rotorcra	ft - U	INK/NR
Instrument Rating(s) - UNK/NR						
Narrative						

File No. - 2987 9/09/82 KEYENTA, AZ A/C Reg. No. N98059 Time (Lc1) - 2015 MDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

### Finding(s)

- 1. LANDING GEAR OVERLOAD
- 2. UNSUITABLE TERRAIN SELECTED DUAL STUDENT
- 3. TERRAIN CONDITION SOFT
- 4. SUPERVISION IMPROPER PILOT IN COMMAND(CFI)
- 5. TERRAIN CONDITION WET

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER)	NI AVIATION)	Aircraft Damage			Injur	ios	
Type operating certificate none (dente)	AL AVIATION)	DESTROYED		Fata1	Serious		None
Type of Operation -PERSONAL		Fire	Crew	1			0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	0
Accident Occurred During -UNKNOWN							
Aircraft Information							
Make/Model - PIPER PA-18	Eng Make/	Model - LYCOMING 0-	320-A2B	ELT	Installed/A	ctivated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXED	Number En	gines - 1		Stal	l Warning S	ystem - U	NK/NR
Max Gross Wt - 1500		pe - RECIPROCATI	NG-CARBURE	TOR Weat	ner Radar -	NO	
No. of Seats - 2	Rated Pow	er - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AII	RPORT/STRIP		
Method - N/A Completeness - N/A	CASA GRA Destination			Admonat D	-+-		
Basic Weather - VMC	LOCAL			Airport Da	ata		
Wind Dir/Speed- 200/012 KTS	LUCAL			Punway	Ident -	N/A	
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 12000 FT SCA					Surface -		
Cloud Conditions(2nd) - NONE	Type of Cl	earance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE		•		·	
Precipitation - NONE		_					
Condition of Light - NIGHT (DARK)		,					
Personnel Information							
Pilot-In-Command	Age - 21	Medical	Certificat		MEDICAL-WA	IVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H			_
STUDENT	Current	Review - N/A Tota - N/A Make	1 -	35	Last 24	Hrs -	0
	Months Since	- N/A Make e - N/A Inst	e/Model-	35	Last 30	Days-	0
	Aircraft Typ	e - N/A Inst	rument-	U	Last 90	Days-	O
Instrument Rating(s) - NONE							
Narrative							
NATTACTVE ENT PILOT WITH NO NIGHT FLYING EXPERIENC		AT NICHT ON A DEDCE	NAL ELTOUT	WITH A D	ACCENCED V	-D	

9/26/82 CASA GRANDE, AZ A/C Reg. No. N1851A Time (Lcl) - 2120 MST File No. - 2968

Occurrence Phase of Operation IN FLIGHT COLLISION WITH OBJECT

UNKNOWN

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

- JUDGEMENT POOR PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING PILOT IN COMMAND
- 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) 2,3,4

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

Type Operating Certificate-NONE (GENERA	•	craft Damage		Injuries				
Type of Operation -PERSONAL	SUE Fire	BSTANTIAL	Crew	Fata1 O	Serious O		Non	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON		Pass	0	0	-	0	
Aircraft Information								
Make/Model - CESSNA 177RG		LYCOMING IO-360		ELT	Installed/. Narning	Activated	- YES/	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	• 1		Stal	1 Warning	System - Y	ES	
Max Gross Wt - 2800 No. of Seats - 4	Engine Type - Rated Power -	RECIP - FUEL IN	JECTED	Weat	ner Radar	- NO		
10. 01 36413	Rated Fower							
Environment/Operations Information	*********							
Weather Data W× Briefing - FSS	Itinerary Last Departure Po		ı	airport   ON AIR	Proximity			
Method - IN PERSON	SAN DIEGO,CA	) int		UN AIR	PURI			
Completeness - FULL	Destination		Δ.	irport D	ata			
Basic Weather - VMC	BULLHEAD, AZ				AD CITY			
Wind Dir/Speed- CALM	ŕ			Runway	Ident	- 35		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		60	
Cloud Conditions(1st) - NONE	Type of Flight Pl				Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		Runway	Status	- DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- UNK/NR						
Precipitation - NONE Condition of Light - NIGHT (DARK)								
Personnel Information								
Pilot-In-Command	Age - 55	Medical Cert	ificate	- VALID	MEDICAL-W	AIVERS/LIM	IT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review			Time (H				
COMMERCIAL	Current - YES	5 Total	- 14	170	Last 2	4 Hrs -	. 5	
SE LAND	Months Since - 5	Make/Mod	el- 2	292	Last 3 Last 9	O Days- UN	K/NR	
	Aircraft Type - C-	177RG Instrume Multi-En	nt-	3	Last 9			
		MUITI-EN	g -	83	ROTORC	raft - UN	K/NK	
Instrument Rating(s) - NONE								
ING GEAR COLLAPSED DURING LANDING. SEVERA	L ATTEMPTS BOTH NORMAL A	ND EMERGENCY TO	EXTEND (	GEAR FAI	LED. THE R	OD END		

File No. - 2855 11/04/82 BULLHEAD CITY,AZ A/C Reg. No. N7733V Time (Lc1) - 1900 MST

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL

- 2. MAINTENANCE, SERVICE BULLETINS NOT PERFORMED OTHER MAINTENANCE PSNL
- MATERIAL INADEQUATE, IMPROPER MANUFACTURER
- 4. GEAR DOWN AND LOCKED NOT POSSIBLE PILOT IN COMMAND
- 5. WHEELS UP LANDING PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2803 11/09/82 SCC	TTSDALE,AZ A/C	Reg. No. N86041	N86041 Time (Lcl) - 1934 MST			
Basic Information Type Operating Certificate-AIR CARRIE	R Aircr	aft Damage		Injur	es	
ON-DEMAND	AIR TAXI DEST	ROYED	Fatal		Minor	None
Type of Operation -NON SCHED,			rew 1		0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	P	ass O	0	0	0
Aircraft Information						
Make/Model - CESSNA T337D		CONTINENTAL TSIO-		Installed/Ad		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4500		2		1 Warning Sy		ES
No. of Seats - 6	Rated Power -	RECIP - FUEL INJE 210 HP	cieu weat	ner kagar -	NO	
Environment/Operations Information						
Weather Data	Itinerary	t made		Proximity RPORT/STRIP		
W× Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Departure Por PHOENIX.AZ	int	UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MESA, AZ		PHOENI	X SKY HARBOR	₹	
Wind Dir/Speed- 200/008 KTS				Ident -		
Visibility - 35.0 SM				Lth/Wid -		
Cloud Conditions(1st) - 6000 FT SC				Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - NIGHT (DARK	3)					
Personnel Information						
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (F	lours)		
ATP,CFI SE LAND.ME LAND	Current - YES Months Since - 1	lotai	- 6758	Last 24	Hrs - UN	K/NR K/ND
SE LAND, ME LAND	Aircraft Type - PA-2	Make/Model	- UNK/NK - UNK/ND	Last 30	Days- UN	K/NK K/ND
	All Craft Type - FA-2	Multi-Eng	- 6758 - UNK/NR - UNK/NR - 1264	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
Narrative UR MINUTES AFTER TAKEOFF THE PLT RADIOED SIDENTIAL AREA, STRIKING POWER LINES, A F E RIGHT AUX TANK CONTAINED 3 QT FUEL & TH PARATED & DRY. THERE WAS NO EVIDENCE OF F	ENCE & TWO HOUSES. THE ACFI THE RIGHT MAIN ONE PINT. THE	THAD BEEN FLOWN D LEFT AUX TANK CON	URING THE DAY TAINED 1 QT &	WITH NO REF	IN WAS	

11/09/82 File No. - 2803 SCOTTSDALE, AZ A/C Reg. No. N86041 Time (Lc1) - 1934 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND ............ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. TERRAIN CONDITION - NONE SUITABLE 6. OBJECT - WIRE, TRANSMISSION 7. OBJECT - RESIDENCE ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
	DESTRO	. = -	Fatal	-		None
Type of Operation -INSTRUCTION		Crew	0	2	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE		0	1	O	0
-Aircraft Information	*					
Make/Model - CESSNA 172N	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		YES
Max Gross Wt - 2300		CIPROCATING-CARBUR	ETOR Wear	ther Radar -	NO	
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information	Thimman		4.1m===+	Donaldate		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		ON AIF	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Point SAME AS ACC/INC		UN AIR	RPURI		
Completeness - N/A	Destination		Airport [	)ata		
Basic Weather - VMC	LOCAL			GRANDE MUNIC	IPAL	
Wind Dir/Speed- 230/005 KTS	2332				23	
Visibility - 45.0 SM	ATC/Airspace		Runwa	/ Lth/Wid -	3800/	75
Cloud Conditions(1st) - NONE	Type of Flight Plan			/ Surface -		•
Cloud Conditions(2nd) - NONE	Type of Clearance			/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL FULL CIRC	JIT			
Precipitation - NONE						
Condition of Light - NIGHT (DARK)						
-Personnel Information Pilot-In-Command	Ago - 29	Medical Certifica	+o - VALTI	MEDICAL -NO	WATVEDS	:/i tMTT
Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review Current - YES	Flia	nt Time (		WAITENS	,,
COMMERCIAL.CFI	Current - YES	Flig Total -			Hrs - U	INK/NR
SE LAND, ME LAND	Months Since - 4	Make/Model-		Last 30		
	Aircraft Type - UNK/NR	Instrument-		Last 90		
		Multi-Eng -	9			
Instrument Rating(s) - AIRPLANE						
-Narrative						
AIRCRAFT FLEW INTO WIRES 34 FEET ABOVE G	POLIND SOO FEET FROM THE DINN	AV AT DUSK THE WI	RES WERE I	MARKED AND E	OTH THE	
	OF THEM. A NO FLAP LANDING W					

File No. - 2994 12/06/82 CASA GRANDE, AZ A/C Reg. No. N734MU Time (Lc1) - 1800 MST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DUSK 2. DISTANCE - MISJUDGED - DUAL STUDENT 3. ALTITUDE - MISJUDGED - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. OBJECT - WIRE, TRANSMISSION (MARKED) 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) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1.5

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage	Injuries				
Type operating our trivate none (dente		ANTIAL	Fatal	•	Minor	None	
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ó	0	0	
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA T210M		ONTINENTAL TSIO-520-		Installed/A			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			1 Warning S		ES	
Max Gross Wt - 3800		ECIP - FUEL INJECTED	Weat	her Radar -	NO		
No. of Seats - 6	Rated Power -	285 HP					
-Environment/Operations Information	•						
Weather Data	Itinerary			Proximity			
Wx Briefing - FSS	Last Departure Poin	Point OFF AIRPORT/STRIP					
Method - TELEPHONE	FULLERTON, CA						
Completeness - FULL	Destination		Airport D	ata			
Basic Weather - VMC	SCOTTSDALE, AZ		_	<b>-</b>			
Wind Dir/Speed- 050/006 KTS Visibility - 60.0 SM	ATC/Airspace			Ident - Lth/Wid -	N/A		
Cloud Conditions(1st) - 16000 FT SCA		VED		Surface -			
Cloud Conditions(1st) - 16000 FT SCA				Status -			
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Runway	Status -	IV/ A		
Precipitation - NONE	Type Apolly Ellog	- IAOIAE					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 50	Medical Certificat	a - VALTO	MEDICAL -WA	TVEDC /L TM		
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H		IVERS/LIM	11	
PRIVATE	Current - YES	Total -		Last 24	Hre -	1	
SE LAND				Last 30	Davs- IINI	K/NP	
JE EANS	Months Since - 8 Aircraft Type - PA-28	Instrument-	2	Last 90	Days-	25	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		_		aft - UN		
Instrument Rating(s) - NONE							
CRAFT LANDED GEAR UP SHORT OF DESTINATION	I IN ODEN ETELD WHEN FUEL WA	S EXHAUSTED DILOT P	ID NOT VI	SHALLY CHEC	K TANKS		
AUSE A LADDER WAS NOT AVAILABLE AT THE LA		S EXHAUSIED. FILUI U	10 MOI AT	JOALLI GHEG	IN I MINING		

File No. - 2869 12/15/82 PHOENIX, AZ A/C Reg. No. N761CH Time (Lc1) - 1445 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - OPEN FIELD 5. GEAR EXTENSION - NOT SELECTED - PILOT IN COMMAND WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

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

File No 2867 12/20/82 PHOEN	IX,AZ A/C R	Z A/C Reg. No. N732HM			1000 MST	
Basic Information Type Operating Certificate-NONE (GENERA	•	t Damage	Injuries			
	SUBSTA	NTIAL	Fatal	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 - CESSNA T210L	Eng Make/Model - CO			nstalled/Ad		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			Warning Sy		ES
Max Gross Wt - 3800	Engine Type - RE		Weath	er Radar -	NO	
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIR	PORT/STRIP		
Method - N/A	CLIFTON-MORENCI, AZ					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SCOTTSDALE, AZ					
Wind Dir/Speed- UNK/NR			Runway	Ident -	N/A	
Visibility - 35.0 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	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Developed 7 Comments						
Personnel Information	A CO	Madical Cambificat	- VALTO	MEDICAL WAI	TVEDC/LTM	7 T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 63	Medical Certificat	e - VALID it Time (Ho		I A E K 2 \ F I W	11
PRIVATE	Biennial Flight Review Current - YES				Hrs -	4
SE LAND	Current - YES Months Since - 2	Make/Model-	52		Days- UN	
SE LAND	Aircraft Type - C-210	Instrument-			Days- UN	
	Aircraft Type - C-210	Tris trament	U	Last 90	Days- UN	K/ NK
Instrument Rating(s) - UNK/NR						
Narrative TER ENGINE QUIT ON FINAL APPROACH AIRCRAFT RCRAFT, PILOT INDICATED HE DID NOT USUALLY			FUEL WAS F	OUND IN THE	E	
ROKAFI, FILUI INDICATED HE DID NOT USUALLY	TINSPECT FUEL TAINES FUR QUAR	1111.				

12/20/82 PHOENIX, AZ File No. - 2867 A/C Reg. No. N732HM Time (Lc1) - 1000 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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) 3. OBJECT - RESIDENCE ----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 (GENER		t Damage		Injuries	
Type of Operation -EXTERNAL LO	DESTRO		Fatal 1	Serious Mi O	nor None O O
Flight Conducted Under -14 CFR 133	AD Fire NONE	Crew Pass		0	0 0
Accident Occurred During -HOVER				O	, ,
-Aircraft Information					
Make/Model - BELL UH1B	Eng Make/Model - LY			Installed/Activ	
Landing Gear - SKID	Number Engines - 1			1 Warning System	m - NO
Max Gross Wt - 8500 No. of Seats - 5	Engine Type - TUI Rated Power -		weat	her Radar - NO	
NO. Of Seats - 5	Rated Power -	1100 HP 			
-Environment/Operations Information Weather Data	Ttimonomy		Ainmort	Proximity	
Wx Briefing - NO RECORD OF BRIEFING	Itinerary G Last Departure Point			RPORT/STRIP	
Method - N/A	SAME AS ACC/INC		OII AI	KFUKI/ SIKIF	
Completeness - N/A	Destination		Airport D	ata	
Basic Weather - VMC	LOCAL				
Wind Dir/Speed- VARIABLE/005 KTS			Runway	Ident - N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid - N/A	
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan			Surface - N/A	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	Status - N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE			
Precipitation - NONE Condition of Light - DAYLIGHT	-				
-Personnel Information				MEDICAL MAINED	C /1 7847.T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Review	Medical Certifica	ite - VALID iht Time (H		2/LIMII
COMMERCIAL.ATP	Current - YES	Total -		Last 24 Hrs	- 3
SE LAND	Months Since - 7	Make/Model-	600	last 30 Day	s- 10
HELICOPTER	Aircraft Type - UNK/NR		INK/NR	Last 90 Day	s- 13
	,	Multi-Eng - U	NK/NR	Rotorcraft	- 4000
Instrument Rating(s) - AIRPLANE					
ICOPTER CRASHED INTO A RESERVOIR AND SANK					
RATION. THE PILOT HAD LIFTED AND BEGAN TO	BACK UP WHEN A LOUD NOISE WA	AS HEARD AND THE T	AIL SEPARA	TED. THE LOG WA	S

A/C Reg. No. 96142 File No. - 2923 1/27/82 LAGUNITAS, CA Time (Lc1) - 1430 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation HOVER Finding(s) 1. MISC ROTORCRAFT, TAIL BOOM - FATIGUE 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. MISC ROTORCRAFT, TAIL BOOM - FAILURE, TOTAL 5. MISC ROTORCRAFT, TAIL BOOM - SEPARATION Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5 Factor(s) relating to this accident is/are finding(s) 2,3

File No 2933 2/13/82 NEAR	LOS BANOS,CA	A/C Reg.	No. N1433J	1	ime (Lc1) -	1607 PS1	r 
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D		Fatal	Injur Serious	tes Minor	None
Type of Operation -PERSONAL		Fire		ew 1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE		ss 1	Ö	Ŏ	Ö
-Aircraft Information			_				
Make/Model - ROCKWELL 112A			IING IO-360-C1		Installed/A		- •
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1			1 Warning S		/ES
Max Gross Wt - 2650 No. of Seats - 4	Engine Ty Rated Pow		P - FUEL INJEC OO HP	itu weat	her Radar -	· NU	
-Environment/Operations Information							
Weather Data	Itinerary	A De 11			Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRIP	•	
Method - TELEPHONE Completeness - FULL	CHINO,CA Destination			Airport D	10+0		
Basic Weather - IMC	SAN JOSE			Ampont	ala		
Wind Dir/Speed- CALM	JAN UUSE	, un		Runway	Ident -	N/A	
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 200 FT OBSC			IONE		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of C1	earance - N			Status -		
Obstructions to Vision- FOG	Type Apch/	Lndg - N	IONE				
Precipitation - RAIN Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	100 - 10	14.0	edical Certifi	VAL TE	MEDICAL -WA	TVEDC /L TA	4 T T
Certificate(s)/Rating(s)	Age - 46 Biennial Flight			ight Time (F		(IVEKS/LIN	111
COMMERCIAL	Current	- UNK/NR				Hrs - UN	JK/NR
SE LAND, SE SEA	Months Since		Make/Model-	UNK/NR	Last 30	Davs- UN	NK/NR
or this jot oth	Aircraft Typ		Instrument-	UNK/NR	Last 90	Days- UN	NK/NR
		,	Multi-Eng -	562 UNK/NR UNK/NR UNK/NR	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - AIRPLANE							
Namativa							
-Narrative ING A PREFLIGHT BRIEFING, THE PILOT WAS AD	WICED THAT THE MO	LINITATNIC WEDE	OBSCHIDED BY O	INING THE C	HITLI OOK WAS		
MARGINAL VFR CEILINGS. AND THE WEATHER CO							
CASTED. THE PILOT TOOK OFF AT 1333 PST WIT						DING	
NG A HIGHWAY AT ABOUT 100 FT AGL. A WITNES						IN.	
NG A HIGHWAY AT ABOUT 100 FT AGL. A WITNES DEG TURN. THE PLANE THEN FLEW INTO A BOX	CANYUN AREA, ADJA	CENT TO THE P					
DEG TURN. THE PLANE THEN FLEW INTO A BOX AIRCRAFT WAS IN A LEFT TURN WHEN IT CRASH	HED INTO THE SIDE	OF AN UPWARD	SLOPING HILL	ABOUT 50 FT	BELOW AND		
DEG TURN. THE PLANE THEN FLEW INTO A BOX	HED INTO THE SIDE THAT THE PASS (WES	OF AN UPWARD T OF THE CRAS	SLOPING HILL SH SITE) WAS O	ABOUT 50 FT BSCURED WITH	BELOW AND CLOUDS		

2/13/82 NEAR LOS BANOS, CA A/C Reg. No. N1433J Time (Lc1) - 1607 PST File No. - 2933

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. FLIGHT INTO KNOWN ADVERSE WEATHER INIT1ATED PILOT IN COMMAND
- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION FOG
- 5. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 6. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 7. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 8. TERRAIN CONDITION RISING

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		ft Damage		ies		
Turno of Openation DEDCOMAL	DESTR		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	0
Accident Occurred During -MANEUVERING	NUIVE	Pass	3	U	U	U
-Aircraft Information						
Make/Model - CESSNA 172K		YCOMING 0-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			1 Warning S		ES
Max Gross Wt - 2300		ECIPROCATING-CARBUR	ETOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information Weather Data	Itinonon		Admont	Dmay imit.		
Wx Briefing - FSS	Itinerary Last Departure Poin	•		Proximity RPORT/STRIP		
Method - RADIO	BAKERSFIELD, CA	·	OFF AI	KPUKI/SIKIP		
Completeness - PARTIAL, LMTD BY FCSTR			Airport D	ata		
Basic Weather - IMC	SAN JOSE,CA		л., ре. с е			
Wind Dir/Speed- UNK/NR	•		Runway	Ident -	N/A	
Visibility500 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - 100 FT	Type of Flight Plan			Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation - RAIN Condition of Light - NIGHT (DARK)						
-Personnel Information Pilot-In-Command	Age - 49	Medical Certifica	+o - VALID	MEDICAL -WA	TVEDC/ITM	тт
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		1 4 L K 3 / L 1 14	- '
PRIVATE	Current - YES	Total -	265	last 24	Hrs -	5
SE LAND	Months Since - 5 Aircraft Type - UNK/N	Make/Model-	109	Last 30	Days-	6
	Aircraft Type - UNK/N	R Instrument-	4	Last 90	Days-	13
Toolson Deline (a) NOVE						
Instrument Rating(s) - NONE						
-Narrative						
AIRCRAFT FLEW INTO THE SIDE OF A MOUNTAIN	IN LEVEL CRUISE. THE ACCT	DENT HAPPENED DURING	G WEATHER	IN WHICH VE	R FLIGHT	
NOT BEEN RECOMMENDED. CLOUDS WERE OBSCURI						

File No. - 2932 2/13/82 HOLLISTER,CA A/C Reg. No. N99WM Time (Lc1) - 1800 PST

Occurrence #1

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. LIGHT CONDITION DARK NIGHT
- 3. WEATHER CONDITION LOW CEILING
- 4. WEATHER CONDITION RAIN
- 5. WEATHER CONDITION FOG
- 6. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 7. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 8. TERRAIN CONDITION RISING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.6

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7,8

Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 1	<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul>	AVIATION)	Ainanast D	-m		Indu	ın i oo	
Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4 Environment/Operations Information Weather Data WX Briefing - MILITARY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 220/27 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Cloud Conditions to Vision - BLOWING SAND Precipitation Completeness - NONE Completeness - FULL Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Cloud Conditions of Vision - BLOWING SAND Precipitation Completeness - FULL Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Cloud Conditions O Vision - BLOWING SAND Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current -YES Months Since - 16 Make/Model - 32 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8	Type operating certificate-noise (GENERAL	AVIATION			Fata	lnju Serious		None
Aircraft Information			Fire	Cre			0	1
Aircraft Information Make/Model - CESSNA 172	Accident Occurred During -TAXI						•	0
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2300  No. of Seats - 4  Rated Power - 150 HP  Rated Power - 150	-Aircraft Information							
Max Gross Wt - 2300 No. of Seats - 4 No. of Seats - 4 Reted Power - 150 HP Environment/Operations Information Weather Data Wx Briefing - MILITARY Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 220/027 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(2st) - 25000 FT BROKEN Obstructions to Vision- BLOWING SAND Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Age - 29 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE Narrative   ILE THE PILOT WAS BOARDING THE AIRCRAFT, AS THE AIRCRAFT WAS TURNING TO THE WINNAY HEADING, THE WINN RAISED THE RIGHT WING SENDING PROP HIT THE RUNNAY AND THE AIRCRAFT WAS TURNING TO THE WINNAY HEADING, THE WINN RAISED THE RIGHT WING SENDING PROP HIT THE RUNNAY AND THE AIRCRAFT FILPPED DVER. DURING THE WINNAY HEADING, THE WINN RAISED THE RIGHT WING SENDING PROP HIT THE RUNNAY AND THE AIRCRAFT FILPPED DVER. DURING THE WINNAY HEADING, THE WINNO RAISED THE RIGHT WING SENDING PROP HIT THE RUNNAY AND THE AIRCRAFT WAS TURNING TO THE WINNAY HEADING, THE WINNO RAISED THE RIGHT WING SENDING PROP HIT THE RUNNAY AND THE AIRCRAFT FILPPED DVER. DURING THE WINNAY HEADING, THE WINNO RAISED THE RIGHT WIND WAS PROPRIED AT 27		Eng Make/N	Model - LYCOM	ING 0-320-H2AD	E			
No. of Seats - 4  Rated Power - 150 HP								ES
-Environment/Operations Information Weather Data WE Briefing - MILITARY Method - IN PERSON SAME AS ACC/INC Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 220/027 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Obstructions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Airport Data Destination LONG BEACH.CA EDWARDS AIR FORCE BASE Runway Ident - 22 Runway Ident - 22 Runway Ident - 22 Runway Surface - CONCRETE Type of Flight Plan - NONE Runway Surface - CONCRETE Type of Clearance - NONE Runway Status - DRY  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE Current - YES SE LAND Aircraft Type - UNK/NR Aircraft WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FIGULITY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, ESPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FILIPED OVER. DURING THE WINDS AR SPEDRTED AT 27								
Wx Briefing - MILITARY Method - IN PERSON Completeness - FULL Destination Basic Weather - VMC Wind Dir/Speed - 220/027 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(1st) - PART OBSC Cloud Conditions(2st) - PART OBSC Cloud Conditions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT  Certificate(s)/Rating(s) PRIVATE SE LAND Age - 29 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Current - YES SE LAND Months Since - 16 Make/Model- 32 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FIGULITY CONTROLLING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FIGULITY CONTROLLING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FIGULITY CONTROLLING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FIGULITY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND WAS REPORTED AT 27								
Method - IN PERSON SAME AS ACC/INC Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 220/027 KTS Wisibility - 1.000 SM Cloud Conditions(1st) - PART OBSC Cloud Conditions(2nd) - 25000 FT BROKEN Obstructions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 PRIVATE SE LAND PRIVATE SE LAND  Months Since - 16 Months Since - 16 Make/Model - 32 Modical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Months Since - 16 Make/Model - 32 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE								
Completeness - FULL Basic Weather - VWC Wind Dir/Speed- 220/027 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART 0BSC Cloud Conditions(2nd) - 25000 FT BROKEN Obstructions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 PRIVATE Certificate(s)/Rating(s) PRIVATE Current - YES SE LAND Biennial Flight Review Flight Time (Hours)  Instrument Rating(s) - AIRPLANE Narrative LIE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING SPICE. AT 27  ESPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT TERPED OVER. DURING THE WINGS DURING THE WING REPORTED AT 27					ON	AIRPORT		
Basic Weather - VMC Wind Dir/Speed- 220/027 KTS Visibility - 1.000 SM Cloud Conditions(1st) - PART DBSC Cloud Conditions(2nd) - 25000 FT BROKEN Obstructions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT  Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - AIRPLANE  LONG BEACH,CA Runway If FORCE BASE Runway Lith/Wid - UNK/NR Runway Surface - CONCRETE Runway Status - DRY Runway Ident - 22 Runway Ident - R			•		44	4 Dote		
Wind Dir/Speed- 220/027 KTS  Visibility - 1.000 SM ATC/Airspace Runway Ident - 22  Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - UNK/NR  Cloud Conditions(1st) - PART OBSC Type of Flight Plan - NONE Runway Surface - CONCRETE  Cloud Conditions(2nd) - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY  Obstructions to Vision- BLOWING SAND Type Apch/Lndg - NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 320 Last 24 Hrs - 1  SE LAND Months Since - 16 Make/Model - 32 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE Narrative  ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN, DURING TAXI, THE PILOT WAS HAVING FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER, DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	•				•		E DACE	
Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - PART OBSC Type of Flight Plan - NONE Runway Surface - CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE CONCRETE Runway Status - DRY  Obstructions to Vision- BLOWING SAND Type Apch/Lndg - NONE  Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 320 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model - 32 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days- 8  Instrument Rating(s) - AIRPLANE Narrative  ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FEICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, ESPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27		LUNG DEAL	JH, CA					
Cloud Conditions(1st) - PART OBSC		ATC/Airspace						
Cloud Conditions(2nd) - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- BLOWING SAND Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 320 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model- 32 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 48 Last 90 Days- 8  Instrument Rating(s) - AIRPLANE Narrative LLE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27				ONE				
Obstructions to Vision- BLOWING SAND Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 320 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model - 32 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE Narrative ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FEICULTY CONTROLLING THE AIRCRAFT AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, ESPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	Cloud Conditions(2nd) - 25000 FT BROKE	N Type of Cle	earance - N	ONE				
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 320 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model - 32 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE Narrative ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27						•		
Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 320 Last 24 Hrs - 1 SE LAND Months Since - 16 Make/Model - 32 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 48 Last 90 Days - 8  Instrument Rating(s) - AIRPLANE Narrative ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27								
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Age - 29  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Current - YES  Months Since - 16  Make/Model - 32  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE Narrative  ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING  FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING,  E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s)  PRIVATE  Current - YES Total - 320 Last 24 Hrs - 1  SE LAND  Months Since - 16 Make/Model- 32 Last 30 Days- UNK/NR  Aircraft Type - UNK/NR Instrument- 48 Last 90 Days- 8  Instrument Rating(s) - AIRPLANE Narrative  ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING  FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING,  E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27		A				LID MEDICAL N	o HATUERS /	
PRIVATE SE LAND  Months Since - 16  Make/Model - 32  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - AIRPLANE Narrative  ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING  FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING,  E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	Certificate(s)/Pating(s)	Aye - 29 Riennial Elicht E	me Novidou	olcal Certifica			MAIVERS/	LIMII
Instrument Rating(s) - AIRPLANENarrative [LE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	PRIVATE	Current	- VFC	Total -	320	last 2	A Hrs -	1
Instrument Rating(s) - AIRPLANENarrative [LE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27		Months Since	- 16	Make/Model-	32	Last 3	BO Davs- UN	K/NR
		Aircraft Type	e - UNK/NR	Instrument-	48	Last 9	O Days-	8
LE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	Instrument Rating(s) - AIRPLANE							
ILE THE PILOT WAS BOARDING THE AIRCRAFT, 2 LINEMEN WERE HOLDING THE WINGS DOWN. DURING TAXI, THE PILOT WAS HAVING FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	Alamatina							
FFICULTY CONTROLLING THE AIRCRAFT. AS THE AIRCRAFT WAS TURNING TO THE RUNWAY HEADING, THE WIND RAISED THE RIGHT WING, E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27		TAIEMEN WEDE LOLD	THE WINCE	DOMN DIBLAG	TAYT TH	E DILOT WAS 4	IAV TAIC	
E SPINNING PROP HIT THE RUNWAY AND THE AIRCRAFT FLIPPED OVER. DURING THE WEATHER BRIEFING, THE WIND WAS REPORTED AT 27	FICHLY CONTROLLING THE ATROPACT AS THE AT	DODAFT WAS TIDNITA	ING TO THE BLINGS	DOWN, DUKING WAY HEADING T	IE MIND	DVICED THE DI	CHT WING	

File No. - 2965 5/08/82 A/C Reg. No. N5111E Time (Lc1) - 1530 PST MOJAVE, CA Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS Occurrence #2 NOSE OVER TAXI Phase of Operation ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	<u> </u>		Injurie	es	
		DESTROYED				Minor	None
Type of Operation -PERSONAL		Fire	Crew	1.	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN	JG	ON GROUND		1	•	0	0
Aircraft Information							
Make/Model - CESSNA 172L		/Model - LYCOMING 0			stalled/Act		
Landing Gear - TRICYCLE-FIXED		ngines - 1			Warning Sys	stem - YE	S
Max Gross Wt - 2300		ype - RECIPROCAT	ING-CARBURETO	R Weathe	er Radar - N	40	
No. of Seats - 4	Rated Po						
Environment/Operations Information	*********		•	1			
Weather Data Wx Briefing - FSS	Itinerary	rture Point	A	irport Pr	oximity ORT/STRIP		
Method - TELEPHONE	OXNARD,			UFF AIRF	UKI/SIKIP		
Completeness - FULL	Destinatio		Δi	rport Dat	·a		
Basic Weather - VMC	UNKNOWN		7.	, po, e ba.			
Wind Dir/Speed- 250/012 KTS	5,11,15			Runway 1	dent - N	N/A	
Visibility - 15.0 SM	ATC/Airspac	e			th/Wid - N	V/A	
Cloud Conditions(1st) - NONE	Type of F	light Plan - NONE			Surface - N		
Cloud Conditions(2nd) - NONE	Type of C	learance - NONE		Runway S	itatus - N	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight		Certificate	- NUN-VAL Time (Hou			
PRIVATE	Cuppent	VEC = 1	- 1		1 + 04 1	dne - IIAIk	/ND
SE LAND	Months Sinc	- YES Tot e - 23 Mak	al - UNK/I	NK ND	Last 24 F	Jave- IINK	/ND
OL ENIAD	Aircraft Tv	pe - UNK/NR Ins	trument- UNK/	NR	Last 90 L	Days - UNK	/NR
	Allorately	Mu 1	tal - UNK/ de/Model- UNK/ strument- UNK/ ti-Eng - UNK/	NR	Rotorcraf	ft - UNK	/NR
			,				•
Instrument Rating(s) - NONE							
Narrative TNESSES IN A REMOTE CANYON REPORTED AN AI THE CANYON. LATER, THE AIRCRAFT WAS LOCA	TED ON A WALL OF T	HE SAME CANYON. TES	TS OF THE PIL	OT'S BLOC	D SHOWED AN		
COHOL LEVEL OF .279 PERCENT. THE CORONER CTERIA. NO PREIMPACT MECHANICAL MALFUNCTI		OI . 150 PERCENT OF	THE ALCUMUL L	EVEL WAS	DUE TO ACT	TOM OF	

File No. - 2934

6/05/82

MEINERS OAKS.CA

A/C Reg. No. N19659

Time (Lc1) - 1430 PDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

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

- IMPROPER DECISION, PHYSICAL IMPAIRMENT (ALCOHOL) PILOT IN COMMAND
- 3. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 4. TERRAIN CONDITION RISING

----Probable Cause----

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

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

File No 2820 7/0	02/82 JENNER	R,CA A/(	A/C Reg. No. N1108T Tim				
Basic Information							
Type Operating Certificate	e-NONE (GENERAL		raft Damage		Injuri		
Time of Onemakian	DOL TOF DATEO		STANTIAL	Fatal	<del>-</del>		None
Type of Operation	-POLICE PATROL			Crew O	0	0	2
Flight Conducted Under Accident Occurred During		NUNE	E	Pass 0	0	O	0
Aircraft Information							
Make/Mode1 - HUGHES 36	9B	Eng Make/Model -			Installed/Ac		
Landing Gear - SKID		Number Engines -			11 Warning Sy		10
Max Gross Wt - 3000			TURBOSHAFT	Wea	ther Radar -	NO	
No. of Seats - 4		Rated Power -	420 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary		Airport	Proximity		
	RD OF BRIEFING	Last Departure Po	int		IRPORT/STRIP		
Method - N/A	ND 01 DN1211110	SANTA ROSA, CA		0., 7			
Completeness - N/A		Destination		Airport	Nata		
Basic Weather - VMC		LOCAL		ATTPOT	Data		
Wind Dir/Speed- 325/015	VTC	LUCAL		Dunwa	y Ident -	N/A	
		ATO /Admonosos					
Visibility - 25.0		ATC/Airspace	- NONE		y Lth/Wid -		
Cloud Conditions(1st) -		Type of Flight Pla			y Surface -		
Cloud Conditions(2nd) -		Type of Clearance		Runwa	y Status -	N/A	
Obstructions to Vision-		Type Apch/Lndg	- NONE				
Precipitation -	NONE						
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		Age - 36	Medical Certi	ficate - VALI	D MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight Review		Flight Time (	Hours)	-	
COMMERCIAL, CFI				- 7086	Last 24	Hrs -	3
SE LAND, ME LAND		Months Since - 21	Make/Mode	1- 500	Last 30		19
HELICOPTER		Aircraft Type - C-18	R2 Instrumen	t- 311	Last 90		
TIEETOOT TEN		Arrelare Type o re		- 800	Rotorcra		
Instrument Deting(s)	- ATRRIANE HEL	TCODTED					
Instrument Rating(s)	- AIRPLANE, HEL	.ICUPTER					
Narrative							
	E PATROL WHEN E	NGINE FAILED AND IT AUTO	DROTATED TO A ROU	GH LANDING ON	I A ROCKY BEAC	н.	
LICOPTER WAS ON ROUTINE POLICE	ED CECTION OF T	HE TURBINE WAS FOUND FRO	DZEN. THE TURBINE	WHEEL BLADES	WERE RUBBING	: &	
LICOPTER WAS ON ROUTINE POLICE E 1ST STAGE OF THE GAS PRODUCE	EK SECITON OF I				TD4 T1 T110 FD4		
E 1ST STAGE OF THE GAS PRODUC IZED TO THE 1ST STAGE TURBINE	SHROUD OF THE	2ND STAGE NOZZLE ASS'Y.	PIECES OF THE TU	RBINE BLADE'S	RAILING EDG	iF 1162	
E 1ST STAGE OF THE GAS PRODUC IZED TO THE 1ST STAGE TURBINE	SHROUD OF THE	2ND STAGE NOZZLE ASS'Y.	PIECES OF THE TU E TRACK AREA. DUR	RBINE BLADE'S ING DISASSEMB	LY THE 1ST ST	AGE	
E 1ST STAGE OF THE GAS PRODUC IZED TO THE 1ST STAGE TURBINE RE MISSING & THERE WAS A META	SHROUD OF THE L BUILDUP ON TH	2ND STAGE NOZZLE ASS'Y. HE 2ND STAGE NOZZLE BLADE	E TRACK AREA. DUR	ING DISASSEMB	LY THE 1ST ST	AGE	
E 1ST STAGE OF THE GAS PRODUC IZED TO THE 1ST STAGE TURBINE	SHROUD OF THE L BUILDUP ON TH BREAK IT LOOSE	2ND STAGE NOZZLE ASS'Y. HE 2ND STAGE NOZZLE BLADE E OF THE 2ND STAGE NOZZLE	E TRACK AREA. DUR E. FRACTURES OF TI	ING DISASSEMB HE BLADE TIPS	LY THE 1ST ST APPEARED TO	AGE	

File No 2820	7/02/82 JENNER, CA	A/C Reg. No. N1108T	Time (Lc1) - 1330 PDT
Occurrence #1 LOSS Phase of Operation CRUIS	OF POWER(TOTAL) - MECH FAILURI SE - NORMAL	E/MALFUNCTION	
2. TURBOSHAFT ENGINE, GAS	GENERATOR TURBINE - OVERSPEED GENERATOR TURBINE - OVERTEMPER GENERATOR TURBINE - FAILURE, PA	ARTIAL	
Occurrence #2 FORCI Phase of Operation LAND!			
Finding(s) 4. AUTOROTATION - PERFORM			
Occurrence #3 IN FI Phase of Operation LANDI	LIGHT COLLISION WITH TERRAIN ING - FLARE/TOUCHDOWN		
Finding(s) 5. TERRAIN CONDITION - NO 6. TERRAIN CONDITION - RO	OUGH/UNEVEN		
Probable Cause			
The National Transportation is/are finding(s) 1,2,3	n Safety Board determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating to this	accident is/are finding(s) 5,6	5	

File No 2963 7/17/82 H	IAPPY CAMP, CA	A/C Reg. No. N7	36EY	Ti	me (Lc1)	- 1515 F	PDT
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) A	ircraft Damage			Inju	uries	
	,	DESTROYED	F	atal	Serious	Minor	None
Type of Operation -PERSONAL		ire	Crew	1	0	-	
Flight Conducted Under -14 CFR 9	11	ON GROUND	Pass	4	0	0	0
Accident Occurred During -CLIMB							
Aircraft Information							
Make/Model - CESSNA TR182		1 - LYCOMING 0-5					ed - YES-UNK
Landing Gear - TRICYCLE-RETRACTABL	.E Number Engine	s - 1			Warning		
Max Gross Wt - 3100		- RECIPROCATIN	G-CARBURETOR	? Weath	er Radar	- UNK/NF	₹
No. of Seats - 4	Rated Power	- 250 HP					
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIE				OFF AIR	PORT/STR	ΙP	
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination		Air	port Da	ıta		
Basic Weather - VMC	UNK/NR			_			
Wind Dir/Speed- 210/006 KTS	.== /				Ident		
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 7000 FT					Surface		
Cloud Conditions(2nd) - 20000 FT				Runway	Status	- N/A	
	Type Apch/Lndg	- NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT				·			
Personnel Information Pilot-In-Command	1.00	Madian 1 C	ertificate -	VALTO	MEDICAL -	NO WATVE	oc /L IMIT
Certificate(s)/Rating(s)	Age - 37 Biennial Flight Revi	medical C	Flight 1			NO WALVE	(3/LIMII)
PRIVATE	Cuppopt -	UNIV /NID Total	- 12	i illie (nu	Jac+ 1	04 Hns -	2
SE LAND	Months Since -	LINIC/NO Make/	Model = 3	33	Last '	30 Dave-	HNK/ND
JE ENND	Current - Months Since - Aircraft Type -	IINK/ND Instr	ument-	o a	last	90 Days	4
Instrument Rating(s) - NONENarrative	OW AND STEEP CANYON IN A C		HE WEATHER V				

File No. - 2963 7/17/82 HAPPY CAMP, CA A/C Reg. No. N736EY Time (Lc1) - 1515 PDT

Occurrence
Phase of Openation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB

Finding(s)

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

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY

3. TERRAIN CONDITION - RISING

----Probable Cause----

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

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

File No 2967 9/04/82 SUSANV	/ILLE,CA A/C Re	g. No. N777EJ	т	ime (Lcl) -	1425 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft	: Damage		Injur	les	·
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DESTROY		Fatal	Serious		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 -MANEUVERING						
-Aircraft Information						
Make/Model - VARIEZE HAMLIN	Eng Make/Mode1 - LYC			Installed/Ad		
Landing Gear - UNK/NR	Number Engines - 1			l Warning S		JNK/NR
Max Gross Wt - 1200	Engine Type - REC		ETOR Weat	ner Radar -	NO	
No. of Seats - 2	Rated Power -	140 HP				
-Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 060/009 KTS	470/41				N/A	
Visibility - 60.0 SM	ATC/Airspace	NONE		Lth/Wid - Surface -		
Cloud Conditions(1st) - UNK/NR Cloud Conditions(2nd) - UNK/NR	Type of Flight Plan - Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type of Crearance -		Rullway	Status -	N/ A	
Precipitation - NONE	Type Apcily Liliag	HONL				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 44	Medical Certifica	te - NON-V	ALID MEDICA	L	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - UNK/NR	Total -	700	Last 24	Hrs - UN	NK/NR
SE LAND	Months Since - UNK/NR		NK/NR	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument- U	NK/NR	Last 90	Days- UN	NK/NR
Instrument Rating(s) - NONE						
-Narrative ING A 2ND PASS DOWN THE RUNWAY AT ABOUT 50	FEET AGL, THE AIRCRAFT PULL	ED UP TO ABOUT 20	O FEET AND	COMPLETED	OVER HALF	-
A ROLL, THEN SPIRALED INTO A LAKE AND WAS I IL IMPACT.						

File No. - 2967 9/04/82 SUSANVILLE, CA A/C Reg. No. N777EJ Time (Lc1) - 1425 PDT

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

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. AEROBATICS - INITIATED - PILOT IN COMMAND
3. 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) 3

Type of Operation -CROP CONTROL RELATED FLIGHT Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During -LANDING Pass 0 0 0 0 Accident Occurred During Pass 0 0 Divided Accident Occurred Pass 0 0 Divided Accident Pass 0 0 Divided Accident Pass 0 Divided Divided Accident Pass 0 Divided Divide	File No 2969 9/27/82 SOLEDA	D,CA	A/C Reg.	No. N8562F		Time (Lc1) -	0700 PD	Т
Type of Operation		. AVIATION)	Aircraft Da	mage		Injur	ies	
Flight Conducted Under					Fatal	Serious	Minor	None
Accident Occurred During -LANDING  -Aircraft Information Make/Model - BELL 47G-5 Landing Gear - SKID	Type of Operation -CROP CONTROL	RELATED FLIGHT				0	0	1
Aircraft Information Make/Model - BELL 47G-5			NONE	Pass	5 0	0	0	0
Make/Model - BELL 47G-5 Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL HELICOPTER  Method - SKID Number Engines - 1 Stail Warning System - NO Number Reciprocations - NO State Departure Point SolleDAD,CA Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace Runway Ident - N/A Type of Flight Plan - NONE Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days - UN/A Rotorcraft - 4709 Instrument Rating(s) - NONE	Accident Occurred During -LANDING							
Landing Gear - SKID Max Gross Wt - 2850 No. of Seats - 2  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Cloud Conditions(2nd) - NONE COdd Conditions to Vision- Obstructions to Vision- Dostructions to Vision- Condition of Light - DAYLIGHT  Personnel Information Personnel Information Certificate(s)/Rating(s) COMMERCIAL  Metlicopter  Airport Proximity Water - NO Weather Adar - NO Engine Type - RECIPROCATING-CARBURETOR Weather All Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Weather - NO Engine Type - RECIPROCATING-CARBURETOR Weather - NO Engine Type - RECIPROCATING-CARBURETOR Weather - NO Weather Radar - NO Weather Proximity Wx Briefing Airport Proximity Off Ai								
Max Gross Wt - 2850 No. of Seats - 2 Rated Power - 260 HP  Environment/Operations Information Weather Data Weather Data Weather On No. RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination Condition of Light - DAYLIGHT  Personnel Information - NONE Condition of Light - DAYLIGHT  Personnel Information - Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL  Itinerary Last Departure Point OFF AIRPORT/STRIP SOLEDAD, CA Destination Airport Data Destination Airport Data Airport Data Destination Airport Data Runway Ident - N/A Runway Ident - N/A Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Cloud Conditions(2nd) - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE  Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information - Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days - 143 Rotorcraft - 4705 Instrument Rating(s) - NONE	,							
No. of Seats - 2  Rated Power - 260 HP  Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL  Mind Dir/Speed- CALM  Airport Data  Airport Data  Airport Data  Airport Data  Airport Data  Airway Ident - N/A  AIC/Airspace Runway Ident - N/A  AIC/Airspace - NONE Type of Flight Plan - NONE Runway Surface - N/A  Type of Clearance - NONE AIV Personnel Information Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL  Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Commercial  Certificate(s)/Rating(s) Aircraft Type - UNK/NR Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE	Landing Gear - SKID							NO
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination Type of Flight Plan - NONE Precipitation Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL  Method - N/A SOLEDAD,CA SOLEDAD,CA Baircraft Type - UNK/NR Aircraft Type - UNK/NR	The state of the s				RETOR Wea	ther Radar -	NO	
Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Precipitation Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMMERCIAL  Itinerary Last Departure Point SOLEDAD, CA Destination LOCAL  Runway Ident - N/A ATC/Airspace Runway Surface - N/A Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE	No. of Seats - 2	Rated Power	- 260	HP				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A SOLEDAD,CA SOLEDAD,CA Completeness - N/A Destination Airport Data  Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 50.0 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 - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days- 143 Rotorcraft - 4709  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE								
Method - N/A								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destination  Type of Flight Plan - NONE Type of Clearance - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL COMMERCIAL COMMERCIAL  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Months Since - 21 Make/Model - 3414 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 21 Last 90 Days - 143 Rotorcraft - 4709  Instrument Rating(s) - NONE			e Point		OFF A	IRPORT/STRIP		
Basic Weather - VMC								
Wind Dir/Speed- CALM Visibility - 50.0 SM ATC/Airspace 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  COMMERCIAL  HELICOPTER  ATC/Airspace Runway Ident - N/A ATC/Airspace Runway Starts - N/A ATC/Airspace Runway Starts - N/A ATC/Airspace Runway Ident - N/A Runway Ident - None Ru					Airport	Data		
Visibility - 50.0 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 - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUrrent - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE		LOCAL						
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 - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE								
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 - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE		·					•	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days- UNK/NR HELICOPTER Age - Wedical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 21 Last 90 Days - 143 Rotorcraft - 4709  Instrument Rating(s) - NONE							,	
Precipitation - NONE Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 21 Last 90 Days - 143 Rotorcraft - 4709 Instrument Rating(s) - NONE					Runwa	y Status -	N/A	
Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE		Type Apch/Lnd	g - NO	NE				
Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE								
Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model - 3414 Last 30 Days - UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 21 Last 90 Days - 143 Rotorcraft - 4709  Instrument Rating(s) - NONE	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE	Personnel Information							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 4709 Last 24 Hrs - 2 Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE							IVERS/LI	MIT
Months Since - 21 Make/Model- 3414 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE	<pre>Certificate(s)/Rating(s)</pre>	Riennial Flight Rev	iew	Flig	ght Time (	Hours)		
HELICOPTER Aircraft Type - UNK/NR Instrument- 21 Last 90 Days- 143 Rotorcraft - 4709 Instrument Rating(s) - NONE		Current -	YES	Total -	4709	Last 24		
Rotorcraft - 4709 Instrument Rating(s) - NONE								
Instrument Rating(s) - NONE	HELICOPTER	Aircraft Type -	UNK/NR	Instrument-	21			
						Rotorcr	aft -	4709
Narrative	Instrument Rating(s) - NONE							
	Narrative					~		
PILOT EXPERIENCED A POWER LOSS DURING LIFT-OFF. A HARD LANDING WAS MADE. NO REASON FOR THE MALFUNCTION WAS FOUND.	* *	-OFF A HARD LANDING	G WAS MADE	NO REASON FOR	THE MALE	UNCTION WAS	FOLIND	

File No 29	69 9/27/82	SOLEDAD, CA	A/C Reg. No. N8562F	Time (Lc1) - 0700 PDT
Occurrence #1 Phase of Operation		_ CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		FOUCHDOWN		
Finding(s) 2. AUTOROTATION -	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

Type Operating Certificate-NONE (GENERAL	· ·	ft Damage ANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE		Crew Pass	0	0	0	1
-Aircraft Information Make/Model - CESSNA 402B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 8	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	2 ECIP - FUEL		Sta	Installed/A Il Warning S ther Radar -	ystem - Y	
Weather Data Wx Briefing - PATWAS Method - TELEPHONE	Itinerary Last Departure Poin OCEANSIDE,CA	t		Airport ON AII	Proximity RPORT		
Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- CALM					AIRPORT	24	
Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	ULL CIRCU	Runwa Runwa Runwa	/ Lth/Wid - / Surface -	3900/	50
Personnel Information Pilot-In-Command	Age - 45	Medical C	ertificat	e - VALII	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			it Time (I	•	·	
ATP,CFI SE LAND,ME LAND	Current - YES Months Since - 6 Aircraft Type - 402B	Make/ Instr	- 1 Model- ument- -Eng -	2000 1050	Last 24 Last 30 Last 90 Rotorcr	Days- Days-	2 10 50 30
Instrument Rating(s) - AIRPLANE							
-Narrative PILOT STATED THAT AFTER HE LANDED AND TURN THE RIGHT WING. HE EVACUATED THE AIRCRAFT OF THE RIGHT WING. SOOT WAS FOUND AROUND THAT FUEL LEAKED INTO THE CAVITY FROM AN	TAND FOUND THE SKIN SEPAR THE WING DRAIN HOLE FOR T	ATED FROM T HE LEADING	HE TOP AN	D BOTTOM	LEADING		

File No. - 3000 10/24/82 UPLAND,CA A/C Reg. No. N7856Q Time (Lc1) - 1630 PDT

Occurrence EXPLOSION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. FUEL SYSTEM,VENT - LEAK
2. MAINTENANCE,INSTALLATION - IMPROPER 
----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
, p = -p =	SUBSTAI		Fatal		Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELL 47D1	Eng Make/Model - FR	ANKLIN VO-335		Installed/A		
Landing Gear - SKID	Number Engines - 1			1 Warning S		NO
Max Gross Wt - 2200	Engine Type - RE		ETOR 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 BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	CHINO, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	EL MONTE,CA		_			
Wind Dir/Speed- CALM	ATO /A I				N/A	
Visibility - 8.0 SM	ATC/Airspace	NONE		Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan Type of Clearance			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE		- NONE - NONE	Runway	Status -	N/A	
Precipitation - NONE	Type Apcn/ Lindy	NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Amo - 24	Madical Cantifica	to - VALID	MEDICAL -NO	WATVEDS	/: TMTT
Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certifica	nt Time (H		WAIVERS	/ LIMII
COMMERCIAL, PRIVATE, CFI	Current - YES	Total -	1032	iast 24	Hrs -	3
SE LAND			855	Last 30	Days- U	NK/NR
HELICOPTER	Months Since - 20 Aircraft Type - UNK/NR	Instrument-	13	Last 90	Days-	131
		2	-	Rotorcr	•	855
Instrument Rating(s) - NONE						
Manattus						
Narrative RCRAFT ENGINE QUIT WHILE CRUISING TO REFUEL	**** POLICE OFF *****			THE DOTOR		

Time (Lc1) - 1559 PST File No. - 2856 11/21/82 PASADENA, CA A/C Reg. No. N6324X Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) OBJECT - TREE(S) Occurrence #4 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Type Operating Certificate-NO	NE (GENERAL	AVIATION)	Aircraft Da	mage			uries	
_			DESTROYED		Fatal	Serious		None
Type of Operation -PE	RSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 Accident Occurred During -CRI			NONE	Pass	0	0	0	0
Accident occurred but mg -cki								. <b></b> -
-Aircraft Information								
Make/Model - BEECH 23				NG 0-360-A4K				
Landing Gear - TRICYCLE-FIXE	)						System -	YES
Max Gross Wt - 2450				OCATING-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 4		Rated Pow	rer - 180	HP				
-Environment/Operations Informat	ion							
Weather Data	. =	Itinerary			Airport	Proximity		
Wx Briefing - FSS			ture Point			RPORT/STŔ		
Method - TELEPHONE		SAN DIEG	O.CA			·		
Completeness - FULL		Destination			Airport D	ata		
Basic Weather - IMC		SAN JOSE	, CA		•			
Wind Dir/Speed- 310/020 KTS			•		Runway	Ident	- N/A	
Visibility - 1.000 SM		ATC/Airspace	<b>!</b>		Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 80	OO FT		ight Plan - VF		Runway	Surface	- N/A	
Cloud Conditions(2nd) - UNK	/NR	Type of C1	earance - CO	NTROLLED VFR	Runway	Status	- N/A	
Obstructions to Vision- FOG			Lndg - NO		_			
Precipitation - RAII	V	• • • •	_					
Condition of Light - NIG	HT (DARK)							
Pilot-In-Command	ı	ige - 43	Med	ical Certificat	e - VALID	MEDICAL-	WAIVERS/LI	TIMIT
Certificate(s)/Rating(s)		Biennial Flight	Review		nt Time (H			
PRIVATE	_	Current	- YES	Total -			24 Hrs - l	JNK/NR
SE LAND		Months Since	6	Make/Mode1-		Last	30 Days-	10
		Aircraft Typ	e - UNK/NR	Instrument-	2	Last	90 Days-	18
Instrument Rating(s) - N	ONE							
Managation								
-Narrative				HER ON A DARK N				

File No. - 2819 11/27/82 10 M.N. OF GILROY, CA A/C Reg. No. N6049B Time (Lc1) - 0183 PST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

## Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING PILOT IN COMMAND
- 4. WEATHER CONDITION LOW CEILING
- 5. JUDGEMENT POOR PILOT IN COMMAND
- 6. LIGHT CONDITION DARK NIGHT
- 7. VFR FLIGHT INTO IMC CONTINUED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aincraf	t Damage		Injur	ios	
Type operating out thireate Noise (deliveral	DESTRO		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0		0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Mode1 - CESSNA 152	Eng Make/Mode1 - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	ystem - Y	ES
Max Gross Wt - 1670	Engine Type - RE		ETOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	110 HP 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK			OFF AI	RPORT/STRIP		
Method - TELEPHONE Completeness - FULL	LAKE HAVASU, AZ		Ainmont F			
Basic Weather - IMC	Destination EL CAJON,CA		Airport D	ata		
Wind Dir/Speed- UNK/NR	EL CAUDIN, CA		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) ~ UNK/NR	Type of Flight Plan	- VFR			N/A	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - NIGHT (DARK)						
Personnel Information						
Pilot-In-Command	Age - 32 Biennial Flight Review	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight Review	Flig Total -	ht Time (F	lours)	11	uz /ND
SE LAND	Current - YES	Make/Medal-				
SE LAND	Months Since - 1 Aircraft Type - UNK/NR	Make/Model- Instrument-	2	Last 30	Days-	37
	ATT CT ATT TYPE CIVIC THE	Multi-Eng - L	NK/NR	Rotorcr	aft - UN	
		March 211g	, ,			,
Instrument Rating(s) - NONE						
Narrative		·· ·		<del></del>		
AIRCRAFT CRASHED INTO RISING TERRAIN AT TH	JE 3500 FOOT LEVEL IN TED W	EATHED THE DILOT	HAD REEN A	DVISED OF R	A D	

A/C Reg. No. N67707

Time (Lc1) - 1800 PST

RAMONA.CA

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. LIGHT CONDITION DARK NIGHT
- 3. TERRAIN CONDITION HIGH TERRAIN

File No. - 2958 11/28/82

- 4. WEATHER CONDITION LOW CEILING
- 5. WEATHER CONDITION RAIN

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

- 6. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 7. TERRAIN CONDITION RISING

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal			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 -DESCENT							
Aircraft Information							
Make/Model - CESSNA T210L		odel - CONTINENTAL	TSI0-520-H		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				1 Warning S		ES
Max Gross Wt - 3800		e - RECIP - FUE	L INJECTED	Weat	her Radar -	NO NO	
No. of Seats - 4	Rated Powe	r - 285 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depart			OFF AI	RPORT/STRIP		
Method - TELEPHONE	TORRANCE,	CA					
Completeness - FULL	Destination		A	lirport Da	ata		
Basic Weather - IMC	SACRAMENT	O,CA					
Wind Dir/Speed- 180/020 KTS						· N/A	
Visibility - 2.000 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 500 FT		ght Plan - IFR			Surface -		
Cloud Conditions(2nd) - 1000 FT		arance - UNK/NR		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - RAIN							
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 55		Certificate			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight R			: Time (H	•		
PRIVATE	Current Months Since	- YES Tota	.1 -	910	Last 24	Hrs -	2
SE LAND	Months Since	- 1 Make			Last 30		_ 1
	Aircraft Type	- UNK/NR Inst	rument- UNK	K/NR	Last 90	Days-	36
Instrument Rating(s) - AIRPLANE							
Narrative	EL TOUT AND DESCRIPT	D TOTAL AT 10 555			DEEN 45		
OT ENCOUNTERED WEATHER ON A CROSS-COUNTRY							
E 1745. AT 1831, THE PILOT REQUESTED 8,0 LEVEL AT 6,000 FEET HE WAS HANDED OFF T							
. WET PASTURE LAND AND WAS DESTROYED.	U CASILE APPRUACH.	NO FURTHER RADIO C	UNIACI. IHE	AIRCKAF	I CKASHED I	. IV	
, WEI PASIUKE LAND AND WAS DESTRUYED.							

File No 28	58 11/28/82	13 SE OF LINDEN, CA	A/C Reg. No. N732BQ	Time (Lc1) - 1928 PST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
3. WEATHER CONDITI	NNING/PREPARATION ON - ICING CONDITI NNING/DECISION - P	- INADEQUATE - PILOT IN ONS OOR - PILOT IN COMMAND - CONTINUED - PILOT IN		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ROLLED		
Probable Cause				
The National Transpois/are finding(s) 2,		rd determines that the P	robable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is	/are finding(s) 1,3		

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File No 2918 12/02/82 PALO	ALTO,CA A/C R	eg. No. N8292Y	Т	ime (Lc1)	- 1914 PST	
Basic Information Type Operating Certificate-NONE (GENER		t Damage			uries	
	SUBSTA		Fatal	Serious		None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-34-200T	Eng Make/Model - CO	NTINENTAL TSID-360	FR FIT	Installed	/Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2				System - U	
Max Gross Wt - 4570	Engine Type - RE					IAIC\ IAIC
No. of Seats - 7			, weat	ner kauar	- UNK/INK	
No. or seats - /	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FS\$	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	SALEM,OR		PALO A			
Wind Dir/Speed- CALM	JAZZIII, JA			Ident	- 12	
Visibility - 15.0 SM	ATC/Airspace				- 2500/	65
Cloud Conditions(1st) - 3500 FT OVE		- TED			- ASPHALT	65
Cloud Conditions(1st) - 3500 FF 6VE	Type of Flight Plan Type of Clearance Type Apch/Lndg	- ILK				
	Type of Clearance	NUNE	Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT (DARK)	·					
Personnel Information						
	Age - 47	Medical Certificat	te - VALID	MEDICAL-	WAIVERS/LIM	IT
Pilot-In-Command	AUE - 4/					
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (H	ours)		3
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Fligh Total -	nt Time (H 866	ours) Last :	24 Hrs -	3
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES Months Since - 4	Fligh Total - Make/Model-	nt Time (H 866 85	ours) Last : Last :	24 Hrs - 30 Days- UN	K/NR
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Fligh Total - Make/Model- Instrument-	nt Time (H 866 85 225	ours) Last :	24 Hrs - 30 Days- UN	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES Months Since - 4	Fligh Total - Make/Model- Instrument-	nt Time (H 866 85	ours) Last : Last :	24 Hrs - 30 Days- UN	K/NR
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES Months Since - 4	Fligh Total - Make/Model- Instrument-	nt Time (H 866 85 225	ours) Last : Last :	24 Hrs - 30 Days- UN	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 4	Fligh Total - Make/Model- Instrument-	nt Time (H 866 85 225	ours) Last : Last :	24 Hrs - 30 Days- UN	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  Instrument Rating(s) - AIRPLANENarrative	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Fligh Total - Make/Model- Instrument- Multi-Eng -	nt Time (H 866 85 225 90	ours) Last Last Last	24 Hrs - 30 Days- UN 90 Days-	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN T	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Fligh Total - Make/Model- Instrument- Multi-Eng -	nt Time (H 866 85 225 90	ours) Last Last Last	24 Hrs - 30 Days- UN 90 Days-	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN T	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR  THE AIRCRAFT WAS ABOUT 6 TO 1	Fligh Total - Make/Model- Instrument- Multi-Eng -  O FT AGL, SOMETHING SSUMED THE PLANE HA	nt Time (H 866 85 225 90 	ours) Last Last Last Last	24 Hrs - 30 Days- UN 90 Days- 	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN TO THE LEFT SIDE OF THE AIRCRAFT'S NOSE. HE LEFT SIDE OF THE BAGGAGE DOOR WERE OBS	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR  THE AIRCRAFT WAS ABOUT 6 TO 1 TO DID NOT SEE ANYTHING, BUT A	Fligh Total - Make/Model- Instrument- Multi-Eng -  O FT AGL, SOMETHING SSUMED THE PLANE HA E ABORTED THE TAKEO	nt Time (H 866 85 225 90 	ours)  Last  Last  Last  Last  Last  Last  Last	24 Hrs - 30 Days- UN 90 Days- 	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN TO THE LEFT SIDE OF THE AIRCRAFT'S NOSE. HE IRD. DARKNESS AND THE BAGGAGE DOOR WERE OBSITH ABOUT 300 FT OF THE RUNWAY REMAINING. T	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR  THE AIRCRAFT WAS ABOUT 6 TO 1 TO DID NOT SEE ANYTHING, BUT A TRUCTING THE PILOT'S VIEW. H THE AIRCRAFT CONTINUED OFF TH	Fligh Total - Make/Model- Instrument- Multi-Eng -  O FT AGL, SOMETHING SSUMED THE PLANE HA E ABORTED THE TAKEO E RUNWAY, WENT OVER	nt Time (H 866 85 225 90 G HIT THE AD STRUCK DFF AND TO R A LOW MO	Last Last Last Last Last Last Last Last	24 Hrs - 30 Days- UN 90 Days-  ELLER	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN TO THE LEFT SIDE OF THE AIRCRAFT'S NOSE. HE IRD. DARKNESS AND THE BAGGAGE DOOR WERE OBSITH ABOUT 300 FT OF THE RUNWAY REMAINING. TOWN A STEEP INCLINE INTO A MUDFLAT, THEN CA	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR  THE AIRCRAFT WAS ABOUT 6 TO 1 TOID NOT SEE ANYTHING, BUT A STRUCTING THE PILOT'S VIEW. H THE AIRCRAFT CONTINUED OFF TH	Fligh Total - Make/Model- Instrument- Multi-Eng -  O FT AGL, SOMETHING SSUMED THE PLANE HA E ABORTED THE TAKEO E RUNWAY, WENT OVER INCHES OF WATER. T	nt Time (H 866 85 225 90 	ours)  Last: Last: Last:  Last	24 Hrs - 30 Days- UN 90 Days-  ELLER	K/NR
Certificate(s)/Rating(s) PRIVATE SE LAND, ME LAND  Instrument Rating(s) - AIRPLANENarrative HE PILOT STATED THAT DURING TAKEOFF, WHEN TO THE LEFT SIDE OF THE AIRCRAFT'S NOSE. HE IRD. DARKNESS AND THE BAGGAGE DOOR WERE OBSITH ABOUT 300 FT OF THE RUNWAY REMAINING. T	Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR  THE AIRCRAFT WAS ABOUT 6 TO 1 TOID NOT SEE ANYTHING, BUT A STRUCTING THE PILOT'S VIEW. H THE AIRCRAFT CONTINUED OFF TH	Fligh Total - Make/Model- Instrument- Multi-Eng -  O FT AGL, SOMETHING SSUMED THE PLANE HA E ABORTED THE TAKEO E RUNWAY, WENT OVER INCHES OF WATER. T	nt Time (H 866 85 225 90 	ours)  Last: Last: Last:  Last	24 Hrs - 30 Days- UN 90 Days-  ELLER	K/NR

File No. - 2918 12/02/82 PALO ALTO, CA A/C Reg. No. N8292Y Time (Lc1) - 1914 PST Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, CARGO - UNDETERMINED 2. DOOR, CARGO - OPEN Occurrence #2 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - DIRT BANK 5. TERRAIN CONDITION - DOWNHILL 6. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injuri	es	
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PITTS S1C	Eng Make/Model - LYCO					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1125	Number Engines - 1		Stall	Warning Sy	stem - NC	)
No. of Seats - 1	Engine Type - RECI Rated Power - 1	PROCATING-CARBURET 50 HP	ur weath	er Radar -	NU	
NO. 01 Seats - 1	Rated Power - I	50 MP				
-Environment/Operations Information						
Weather Data Wx Briefing - FSS	Itinerary		Airport P			
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point SAN CARLOS.CA		ON AIRP	URI		
Completeness - PARTIAL.LMTD BY FCSTR		۸	irport Da	<b>+</b> a		
Basic Weather - VMC	HALF MOON BAY.CA	~	HALF MO			
Wind Dir/Speed- 040/004 KTS	Time Tiest Entry on		Runway		30	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	5000/ 1	150
Cloud Conditions(1st) - NONE	Type of Flight Plan -			Surface -	ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway :	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	VISUAL FULL CIRCUI	Т			
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		edical Certificate			VERS/LIMI	. 1
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	Time (Ho	Last 24	Hns -	1
SE LAND	Months Since - 12	Make/Model-	2	Last 20	Days- UNK	
JE EANS	Aircraft Type - C-172XP	Instrument- UNK				
		Multi-Eng - UNK	/NR	Rotorcra	ft - UNK	/NR
Instrument Rating(s) - NONE						
Alamana						
-Narrative CRAFT LANDED AND A GUST OF WIND TURNED THE	ATROPACT ATROPACT CONTINUES	OFF DIGHT SIDE OF	DUNBJAV A	ND NOSED		
CRAFT LANDED AND A GUST OF WIND TURNED THE R IN SOFT GROUND.	AIRCRAFT. AIRCRAFT CUNTINUED	OLL KIRMI SIDE OF	KUNWAY A	ND NOSED		

File No. - 2801 12/09/82 6 N.W. HALF MOON BAY, CA A/C Reg. No. N2363 Time (Lc1) - 0740 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - CROSSWIND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2,5,7

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injur	ies	
Type operating certificate None (GENE	DESTROY	FD	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew Pass	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERIN	G					
-Aircraft Information						
Make/Model - RAND KR-2	Eng Make/Model - REV	MASTER R-2100-D	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL FIXED-MAINS	RETRACT Number Engines - 1		Stal	Narning S	ystem - N	0
Max Gross Wt - 1200	Engine Type - REC		ETOR Weat	ner Radar -	NO	
No. of Seats - 2	Rated Power - UNK	/NR 				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI	_ · · · · · · · · · · · · · · · · · · ·		OFF AI	RPORT/STRIP		
Method - N/A	CORONA, CA		41	- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata		
Wind Dir/Speed- CALM	LUCAL		Punway	Ident -	NI/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 51	Medical Certificat	te - NO MEI	DICAL		
Certificate(s)/Rating(s)	Biennial Flight Review	Fliat	nt Time (H	ours)		4 /ND
PRIVATE	Current - UNK/NR	lotal -	314 405	Last 24	mrs - UNI	K/NK K/ND
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	183 5	Last 30	Days- UN	K/ NK
	Afficialt Type - UNK/NK	THS CHAMELLE	5	Rotorer:	aft - UNI	K/NR
				KO LOI CI I	., t 0141	11/ 14/5
Instrument Rating(s) - NONE						
-Narrative						
-narrative ERIMENTAL AIRCRAFT ON DEMONSTRATION FLIG	LIT COURT TO THE COOLING FOOM LOW	ALTITUDE AND WAS	DESTROYER	ON THE ACT		

File No. - 2862 12/12/82 A/C Reg. No. N5RU Time (Lc1) - 1435 PST NORCO, CA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT - 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

-Basic Information					-	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injuri Serious		None
Type of Operation -PERSONAL	SUBSTA Fire	MIIAL Crew		Ser Tous O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	•	0	Ö	1
Accident Occurred During -TAXI	None	1 455	· ·	Ü	Ū	,
-Aircraft Information						
Make/Mode1 - PIPER J-3	Eng Make/Mode1 - LY			Installed/Ac		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			l Warning Sy		JNK/NR
Max Gross Wt - 1100	Engine Type - RE		ETOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	65 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	<b></b>		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	LOCAL		FLA-BO			
Wind Dir/Speed- VARIABLE/020 KTS				Ident -		
Visibility - 4.000 SM	ATC/Airspace	NONE		Lth/Wid -		60
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan Type of Clearance			Surface - Status -	DRY	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRT	
Precipitation - NONE	Type Apch/Lndg	- NONE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 38	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	F1 iq	ht Time (Ho			
COMMERCIAL, CFI	Current - YES Months Since - 12	Total -		Last 24	Hrs -	1
SE LAND			3	Last 30	Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	59			48
				Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						

File No. - 2863 12/30/82 RUBIDOUX,CA A/C Reg. No. N26170 Time (Lc1) - 1600 PST

Occurrence

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

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

----Probable Cause----

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

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

-Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf DESTRO	t Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91	ON GRO			3	Ö	Ō
Accident Occurred During -LANDING						
Aircraft Information					•	
Make/Model - PIPER PA-28-180	Eng Make/Model - LY			Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning Sy		ES
Max Gross Wt - 2045 No. of Seats - 4		CIPROCATING-CARBUR 180 HP	ETUR Weat	ner Radar -	NU	
Environment/Operations Information Weather Data	Itinerary		Admmont	Dnavimito		
Wx Briefing - NO RECORD OF BRIEFING				Proximity RPORT/STRIP		
Method - N/A	SAN JOSE,CA		OFF A1	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CLEARLAKE, CA		CLEARL			
Wind Dir/Speed- 120/010 KTS					30	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE		Surface -		_
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE		- VISUAL STRAIGHT-	IN			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 61	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (F			_
PRIVATE	Current - YES	Total -	712	Last 24	Hrs -	
SE LAND	Months Since - 4					
	Aircraft Type - UNK/NR	Instrument- UI Multi-Eng - UI		Last 90	Days- UN aft - UN	
		Multi-Eng - U	NK/ NK	ROTOFCF	art - UN	K/ NK
Instrument Rating(s) - NONE						
-Narrative						
E ACFT WAS OBSERVED TO TOUCH DOWN 1/2 TO 2/	3 DOWN THE RWY AT A HIGH DA	TE OF SPEED THE A	CET THEN V	FERED RIGHT	OFF THE	
INTO SOME BRUSH & THEN CAME BACK ONTO THE						
RNED LEFT & WENT THROUGH 3 HIGH-VOLTAGE POW					,	

Time (Lc1) - 0924 PST File No. - 2802 12/31/82 CLEARLAKE.CA A/C Reg. No. N67145 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - MISJUDGED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 5. ABORTED LANDING - PERFORMED - PILOT IN COMMAND 6. GO-AROUND - DELAYED - PILOT IN COMMAND 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 9. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 10. OBJECT - WIRE, TRANSMISSION 11. OBJECT - RESIDENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7

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

Type Operating Certificate-AIR		Aircraft Da		_	Injur		
Type of Operation -NON Flight Conducted Under -14 Accident Occurred During -DES	CFR 135	SUBSTANTIA Fire NONE	Crew Pass	Fatal O O	Serious O O	Minor O 2	None 1 1
Aircraft Information Make/Model - HUGHES 369D	Eng Maka	/Model - ALLISO	NI DDAGEOCGOD	ELT 1	Installed/Ad		_ VEC/\
Landing Gear - SKID		ngines - 1			llistaried/At		
Max Gross Wt - 3000		pe - TURBOS			ner Radar -		IALL) IALL
No. of Seats - 4	Rated Po		5 HP	weati	ier kauai -	UIN/ INK	
Environment/Operations Informati	Ion						
Weather Data	Itinerary			Airport 6	Proximity		
Wx Briefing - NO RECORD OF		ture Point			RPORT/STRIP		
Method - N/A	PUEBLO.			011 221	,		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC		DUNTAIN, CO		A po. c o.			
Wind Dir/Speed- 270/035 KTS		, o , o		Runway	Ident -	N/A	
Visibility - 50.0 SM		<b>5</b>			Lth/Wid -		
Cloud Conditions(1st) - NONE		light Plan - NO	NE		Surface -		
Cloud Conditions(2nd) - NONE		learance - NO				N/A	
Obstructions to Vision- NONE		Lnda - NO				•	
Precipitation - NONE							
Condition of Light - DAYL	.IGHT						
Personnel Information							
Pilot-In-Command	Age - 33	Med	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review		nt Time (Ho			
COMMERCIAL	Current	- YES	Total - U	NK/NR	Last 24	Hrs - UNI	K/NR
SE LAND	Months Since	- 10	Make/Model-	M()(n)	1257 30	Davs- UNI	K/NR
HELICOPTER	Aircraft Typ	pe - UNK/NR	Instrument- U				
			Multi-Eng - U	VK/NR	Rotorcra	aft -	5400
Instrument Rating(s) - AI	RPLANE						
Narrative				5555555			
HELICOPTER WAS FLYING 200-300 AG							
'S SLOWING HIS GROUND SPEED TO ZE			CAL DESCENT WHI ACT & THE ACFT !				

File No 28	93 1/26/82 1OMI. NW WALSENBURG,CO	A/C Reg. No. N58214	Time (Lc1) - 1235 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE - NORMAL		
6. WEATHER CONDITI 7. WEATHER CONDITI 8. WEATHER CONDITI 9. ALTITUDE - IN	ON - HIGH TERRAIN ON - DOWNDRAFT ON - TURBULENCE ON - UNFAVORABLE WIND ON - HIGH WIND		
Occurrence #2	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Occurrence #3 Phase of Operation	OTHER GEAR COLLAPSED DESCENT - UNCONTROLLED		
11. LANDING GEAR.SK	ID ASSEMBLY - OVERLOAD ID ASSEMBLY - FAILURE,TOTAL		
Occurrence #4 Phase of Operation	ROLL OVER DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 9	rtation Safety Board determines that the Prob	pable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2,3,4,5,6	5,7,8	

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-Basic Information	(CENERAL AVIATION)	Ainanasa Damana			<b>7</b>		
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	•	uries Minor	None
Type of Operation -PERS	ONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 C	FR 91	NONE	Pass	Ö	Ō	Ō	Ó
Accident Occurred During -LAND	ING						
-Aircraft Information							
Make/Model - BEECH 60		Model - LYCOMING TIC	D-541-E144			/Activated	
Landing Gear - TRICYCLE-RETRAC		ngines - 2				System - '	/ES
Max Gross Wt - 4175		pe - RECIP - FUEL	L INJECTED	Weath	ner Radar	- NO	
No. of Seats - 6	Rated Pov	er - 380 HP					. <b></b> .
-Environment/Operations Informatio							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS		ture Point		ON AIRF	PORT		
Method - UNK/NR	BOULDER,		_				
Completeness - FULL	Destination	•	A	lirport Da	ıta		
Basic Weather - VMC	MEEKER, C	:0		MEEKER			
Wind Dir/Speed- CALM	ATO / A d m a m = a a				Ident	- 21	60
Visibility - 30.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace					- 4500/	60
Cloud Conditions(1st) - NONE		ight Plan - IFR			Surface	- ASPHALT - DRY	
Obstructions to Vision- NONE		earance - NONE 'Lndg - NONE		Runway	Status	- DKY	
Precipitation - NONE	Type Apch/	Lnag - NUNE					
Condition of Light - DAYLI	CUT						
Condition of Light - DAYEL	un:						
-Personnel Information				·			
Pilot-In-Command	Age - 37		Certificate			WAIVERS/LI	MIT,
Certificate(s)/Rating(s)	Biennial Flight			Time (Ho	•		
PRIVATE	Current			978		24 Hrs -	1
SE LAND, ME LAND	Months Since			550		30 Days-	0 37
	Aircraft Typ		rument-	92	Last	90 Days-	37
		MUIT	i-Eng -	900			
Instrument Rating(s) - AIR	PLANE						
-Narrative							
AIRCRAFT OVERRAN THE RUNWAY AND C	OLLIDED WITH A DITCH DUD	NG LANDING THERE WE	EDE NO MALE	UNCTIONS	FOUND AND	ח אח	
ER PILOTS COMPLAINED OF BRAKING SU							

8/17/82 File No. - 2905 MEEKER, CO A/C Reg. No. N7386D Time (Lc1) - 1000 MDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

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File No 2894 10/05/82 NR.	ENGLEWOOD, CO A	/C Reg. No. N20	4 Z	Т	ime (Lc1)	- 0847 MD	т
-Basic Information Type Operating Certificate-NONE (GENER		craft Damage		F-4-1	Inju		Nac-
Type of Operation -OTHER		STROYED	0	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fir	e GROUND	Crew	0	0	0	1
Accident Occurred During -STANDING	UN	GROUND	Pass	U	U	U	
-Aircraft Information							
Make/Model - BELL 47G3B	Eng Make/Model		435-A1A		Installed/		
Landing Gear - SKID	Number Engines				1 Warning !		NO
Max Gross Wt - 2850		- RECIPROCATING	-CARBURET	DR Weat	her Radar ·	- UNK/NR	
No. of Seats - 3	Rated Power	- 260 HP					
-Environment/Operations Information							
Weather Data	Itinerary		•		Proximity	_	
Wx Briefing - UNK/NR Method - RADIO	Last Departure P ENGLEWOOD,CO	oint		OFF AI	RPORT/STRII	,	
Completeness - PARTIAL, LMTD BY FCST			A	irport D	ata		
Basic Weather - VMC	LOCAL			ARAPAH	OE COUNTY		
Wind Dir/Speed- 180/005 KTS						- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid	- UNK/NR	
Cloud Conditions(1st) - UNK/NR	Type of Flight P			Runway	Surface	- GRASS/T	URF
Cloud Conditions(2nd) ~ UNK/NR	Type of Clearanc			Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 31	Medical Ce	.+:+:	- VALTO	MEDICAL -NO	NATVEDC	/! TMTT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (H		) WAIVERS	/ LIMIII
COMMERCIAL, CFI. ATP	Current - YE		- 5	300		4 Hrs -	0
SE LAND, ME LAND	Months Since - 15		ode1-			Davs-	15
	Aircraft Type - UN			325	Last 90		15
HELICOPTER			Eng - 2!			aft -	
HELICOPTER			_				
HELICOPTER  Instrument Rating(s) - AIRPLANE,H	ELICOPTER		J				
Instrument Rating(s) - AIRPLANE,H	ELICOPTER						
Instrument Rating(s) - AIRPLANE,H		DE A DRECAUTION	ADV LANDT	NO DUE T	O SUSPECTE		
Instrument Rating(s) - AIRPLANE,H 	TION TEST. HE SAID HE MA						
Instrument Rating(s) - AIRPLANE,H 	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H	E EXITED THE AII	RCRAFT BU	T LEFT B	ATTERY AND	RADIO	
Instrument Rating(s) - AIRPLANE,H	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H O SABOTAGE FROM A FORMER	E EXITED THE AII EMPLOYER, TO A	RCRAFT BUT RSON BY TI	T LEFT B HE PILOT	ATTERY AND . PILOT WAS	RADIO S GIVEN A	
Instrument Rating(s) - AIRPLANE,H	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H O SABOTAGE FROM A FORMER PILOT HAD ALSO LEFT EMER	E EXITED THE AID EMPLOYER, TO AD GENCY FUEL SHUTO	RCRAFT BU' RSON BY TI DFF VALVE	T LEFT B HE PILOT OPEN. P	ATTERY AND . PILOT WAS ILOT WAS TI	RADIO S GIVEN A ESTED	
Instrument Rating(s) - AIRPLANE,H	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H O SABOTAGE FROM A FORMER PILOT HAD ALSO LEFT EMER EN OVERHEARD IN REMARKS	E EXITED THE AID EMPLOYER, TO AD GENCY FUEL SHUTO "ITS OKAY IF IT	RCRAFT BU' RSON BY TI DFF VALVE BURNS. WI	T LEFT B HE PILOT OPEN. P E HAVE P	ATTERY AND . PILOT WAS ILOT WAS TI LENTY OF IN	RADIO S GIVEN A ESTED NSURANCE"	
Instrument Rating(s) - AIRPLANE,H	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H O SABOTAGE FROM A FORMER PILOT HAD ALSO LEFT EMER EN OVERHEARD IN REMARKS ELICOPTER IS THAT IT BUR	E EXITED THE AII EMPLOYER, TO AI GENCY FUEL SHUTO "ITS OKAY IF IT N ITSELF UP". NO	RCRAFT BU' RSON BY TI DFF VALVE BURNS. WI D EVIDENCI	T LEFT B HE PILOT OPEN. P HAVE P WAS RE	ATTERY AND . PILOT WAS ILOT WAS TI LENTY OF IN CEIVED FOR	RADIO S GIVEN A ESTED NSURANCE" IGNITION	
Instrument Rating(s) - AIRPLANE,H	TION TEST. HE SAID HE MA AIRCRAFT IN THE GRASS. H O SABOTAGE FROM A FORMER PILOT HAD ALSO LEFT EMER EN OVERHEARD IN REMARKS ELICOPTER IS THAT IT BUR	E EXITED THE AII EMPLOYER, TO AI GENCY FUEL SHUTO "ITS OKAY IF IT N ITSELF UP". NO	RCRAFT BU' RSON BY TI DFF VALVE BURNS. WI D EVIDENCI	T LEFT B HE PILOT OPEN. P HAVE P WAS RE	ATTERY AND . PILOT WAS ILOT WAS TI LENTY OF IN CEIVED FOR	RADIO S GIVEN A ESTED NSURANCE" IGNITION	

File No. - 2894 10/05/82 NR. ENGLEWOOD, CO A/C Reg. No. N2O4Z Time (Lc1) - 0847 MDT FORCED LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #2 FIRE Phase of Operation STANDING - ENGINE(S) NOT OPERATING Finding(s) 2. SABOTAGE - NOT IDENTIFIED - PILOT IN COMMAND 3. SABOTAGE - NOT IDENTIFIED - OTHER PERSON 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

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

File No 2976 11/22/82 ENGL	EWOOD,CO A/C Reg	g. No. N4KF	Τ.	ime (Lc1) -	1030 MST	
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) Aircraft	Damage		Injuri	 es	
	DESTROYE	D	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Ö	Ö	Ö
Accident Occurred During -LANDING				_	•	·
Aircraft Information						
Make/Model - SCORPION 133	Eng Make/Model - ROTO	DRWAY 133TC	ELT :	installed/Ac	tivated -	NO -N/A
Landing Gear - SKID	Number Engines - 1			Warning Sy		
Max Gross Wt - 900	Engine Type - RECI		FTOR Weath	ner Radar -	NO	
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			•	RPORT/STŔIP		
Method - N/A	SAME AS ACC/INC			<b>,</b>		
Completeness - N/A	Destination		Airport Da	ata .		
Basic Weather - VMC	LOCAL		хрог с в			
Wind Dir/Speed- 340/008 KTS	COOAL		Punway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight Plan -	NONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance -	NONE		Status -		
Obstructions to Vision- NONE		NONE	Ruiway	Status -	N/ A	
	Type Apch/Lndg	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DATLIGHT						
Personnel Information Pilot-In-Command	Age - 31 M	Medical Certifica	to - VALTD	MEDICAL -NO	WATVEDS /I	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho		WAIVERS/L	IMII
					l la a	•
PRIVATE	Current - NO	Total -	165	Last 24	Hrs -	2
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	23	Last 30	Days-	4
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	Days-	13
				Rotorcra	ft -	23
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE 						
HELICOPTER CRASHED WHILE MANEUVERING AT I	. THE SCHOOL WARNED THE STUDEN	NT NOT TO TRY ADV	ANCED FLYII , 5 GAL CAI	NG WITHOUT M N OF AUTOMOB	ORE ILE	
RST PHASE OF HIS TRAINING IN THIS AIRCRAFT STRUCTION. A WITNESS OBSERVED THE PILOT RE		IE DILOT DECAM DE	CLICL THIS T	IEDEEADE TIL	_	
STRUCTION. A WITNESS OBSERVED THE PILOT REI SOLINE. HE STATED THAT HE THOUGHT THE FUEL	TANK WAS NEARLY EMPTY WHEN TH					
STRUCTION. A WITNESS OBSERVED THE PILOT REI SOLINE. HE STATED THAT HE THOUGHT THE FUEL INESS ESTIMATED THAT THE HELICOPTER HAD 5 (	TANK WAS NEARLY EMPTY WHEN THE GAL OR LESS ON BOARD WHEN IT 1	TOOK OFF. HE ESTI	MATED THAT	THE ENGINE	USED 8	
STRUCTION. A WITNESS OBSERVED THE PILOT REI SOLINE. HE STATED THAT HE THOUGHT THE FUEL	TANK WAS NEARLY EMPTY WHEN TH GAL OR LESS ON BOARD WHEN IT T , THE HELICOPTER ENTERED A DES	TOOK OFF. HE ESTI SCENT AND CRASHED	MATED THAT	THE ENGINE	USED 8	

File No. - 2976 11/22/82 ENGLEWOOD, CO Time (Lc1) - 1030 MST A/C Reg. No. N4KF Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4.5

Basic Information	OFNEDAL AVIATION)	A /			• •	•	
Type Operating Certificate-NONE (C	SENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fata1	Injur Serious		None
Type of Operation -PERSONA	AL.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BELLANCA 7ECA		del - CONTINENTA			nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 1650		ines - 1 e - RECIPROCAT	TNC-CARRIDETO	Stall Weeth	Warning S	ystem - U	NK/NR
No. of Seats - 2	Rated Power		ING-CARBORE IO	k weath	er kadar -	NU	
Environment/Operations Information Weather Data	Itinerary		٨	irport P	roximity		
Wx Briefing - NO RECORD OF BRI		re Point	- T	ON AIRP			
Method - N/A	SAME AS AC						
Completeness - N/A	Destination	•	Αi	rport Da	ta		
Basic Weather - VMC	BRIGHTON, O	0		ERIE TR	I COUNTY		
Wind Dir/Speed- 360/015 KTS						33	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		75
Cloud Conditions(1st) - 11000 FT					Surface -		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE		arance - NONE ndg - NONE		Runway	Status -	DRY	
Precipitation - NONE	Type Apcil/Li	idy - NONE					
Condition of Light - DAYLIGHT	-						
 Personnel Information							
Pilot-In-Command	Age - 32		Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview		Time (Ho			_
ATP	Current Months Since	- YES Tot	al - 51 e/Model-	70	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since	- 3 Mak					
	Aircraft Type		trument- 4 ti-Eng - 42		Last 90	Days-	395
Instrument Rating(s) - AIRPLA	NE						
Narrative PILOT REPORTED THAT HE MADE A WHEEL	LANDING ON DUNWAY 22 WIT	THE WIND VARIA	DIE EDOM 260	DEC AT 4	5 CUSTING		
NOTS. AS THE TAILWHEEL WAS LOWERED,							
	STRUCK BARRELS BESIDE TH						

File No. - 2909 11/22/82 ERIE, CO A/C Reg. No. N9611S Time (Lc1) - 1500 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5 Factor(s) relating to this accident is/are finding(s) 1,2

-Basic Information				<b>7 1</b>		
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ō	Ö	3
Accident Occurred During -TAKEOFF						
-Aircraft Information						_
Make/Model - CESSNA 182F	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		ES
Max Gross Wt - 2550 No. of Seats - 4	Engine Type - RE Rated Power -		EIUR Weat	ner kadar -	· NU	
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRIP	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL			E STRIP		
Wind Dir/Speed- CALM					· 18	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		NK/NR
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface -	· DŘY · DŘY	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway	Status -	· DK1	
Precipitation - NONE	Type Apch/ Lndg	- NONE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - UNK/NR	Medical Certifica	to - VALID	MEDICAL -WA	TVFPS/ITM	T T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H	lours)	•	• '
PRIVATE	Current - YES	Total -	551		Hrs -	0
SE LAND	Months Since - 4	Make/Model-	437	Last 30	) Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	5
Instrument Rating(s) - NONE						
-Narrative						
CRAFT RAN OFF END OF RUNWAY DURING TAKEOFF	DURING ABORT. PILOT HEARD	STALL WARNING AND	ABORTED TA	KEOFF. HE A	ALSO	
HE FORGOT 10 DEGREES OF FLAPS.						

File No. - 2833 12/05/82 OLATHE, CO A/C Reg. No. N3273U Time (Lc1) - 1100 MST Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND 2. LOWERING OF FLAPS - NOT SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 3. OBJECT - VEHICLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 2827 12/09/8	DENVER, CO	A/C Reg. No. N73	46F T	ime (Lc1) - 1930 MS	ST
	DMESTIC/FLAG CHEDULED,DOMESTIC,PASSENGER CFR 121	Aircraft Damage UNK/NR Fire NONE	Fatal Crew O Pass O	Injuries Serious Minor O O O O	None 5 52
Aircraft Information Make/Model - BOEING 737-29 Landing Gear - TRICYCLE-RETR Max Gross Wt - 100800 No. of Seats - 134		- TURBOFAN	Sta1	Installed/Activated 1 Warning System - her Radar - UNK/NR	
Environment/Operations Informat 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) - UNK Cloud Conditions(2nd) - UNK Obstructions to Vision- UNK Precipitation - UNK Condition of Light - NIG	Itinerary Last Departu SAME AS AC Destination ROCK SPRIN  ATC/Airspace  (/NR Type of Flig K/NR Type of Clea K/NR Type Apch/Ln K/NR	cc/INC IGS,WY Int Plan - IFR Irance - UNK/NR	ON AIR Airport D STAPEL Runway Runway Runway		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Months Since Aircraft Type	eview - UNK/NR Total - UNK/NR Make/M - UNK/NR Instru	ertificate - UNK/N Flight Time (H - UNK/NR lodel - UNK/NR Iment - UNK/NR Eng - UNK/NR	ours) last 24 Hrs - l	JNK/NR JNK/NR
Instrument Rating(s) - UNarrative DURING A "POWER-BACK" OPERATION FRO IN ACCORDANCE WITH PROCEDURES. AFTE SIGNAL PERSON COMMUNICATED AN EMERG AIRCRAFT). WHEN THE CAPTAIN SAW THE THE CORNER OF A CART IN THE GALLEY STOPPED (BOTH IN NORMAL AND EMERGEN THE PLANE BY QUIETLY COMING OUT OF THE AIRCRAFT IS MOVING BACKWARDS. T NORMAL (BRAKING) STOP DURING THE EM	OM THE TERMINAL GATE, A GROUND ER REVERSE THRUST WAS APPLIED GENCY STOP SIGNAL TO THE PILOT E SIGNAL, HE TRANSITIONED BRAK AND INJURED. ACCORDING TO THE MICH SITUATIONS) BY A SIGNAL FO REVERSE AND APPLYING FORWARD THE SIGNAL PERSON USED THE FOR	AND THE AIRCRAFT WA WHEN HE SAW CROSSI ES. AT THAT TIME, A POWER-BACK PROCEDU R STRAIGHT AHEAD MO THRUST. THE USE OF	S ROLLING BACKWAR NG GROUND TRAFFIC FLIGHT ATTENDANT RES, THE AIRCRAFT VEMENT. THE CAPTA BRAKES IS PROHIBI	DS. THE  (ANOTHER  WAS THROWN AGAINST  WILL BE IN WILL STOP  TED WHILE	г ,

File No 2827	12/09/82	DENVER, CO	A/C Reg. No. N7346F	Time (Lc1) - 1930 MST	
	MISCELLANEOUS/OTH TAXI - TO TAKEOFF				
Finding(s) 1. SAFETY ADVISORY - 2. BRAKES(NORMAL) -					Ŋ
Probable Cause					
The National Transport is/are finding(s) 2	ation Safety Boar	d determines that	the Probable Cause(s) of this accident		

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

Type Operating Certificate-AIF		Aircraft Damag	ge		Injur	ies	
	DEMAND AIR TAXI	SUBSTANTIAL	_	Fatal		Minor	None
Type of Operation -NON Flight Conducted Under -14	N SCHED, DOMESTIC, PASSENGER	Fire	Crew	-	0	1	0
Accident Occurred During -LAN		NONE	Pass	0	0	0	4
-Aircraft Information							
Make/Model - BELL 206B		lodel - ALLISON (	C-250-C20B		Installed/Ad		
Landing Gear - SKID	Number Eng				1 Warning Sy		10
Max Gross Wt - 3200		e - TURBOSHA		Weat	her Radar -	NO	
No. of Seats - 5	Rated Powe	r - 317 H				<del>-</del>	
-Environment/Operations Informat							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF	· · · · · · · · · · · · · · · · · · ·			OFF AI	RPORT/STRIP		
Method - N/A		ILLAGE, CO					
Completeness - N/A Basic Weather - VMC	Destination			Airport D	ata		
Wind Dir/Speed- 225/004 KTS	LOCAL			Dunio	Ident -	UNK/NR	
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - UNK		ght Plan - NONE			Surface -		
Cloud Conditions(2nd) - UNK		earance - NONE				SNOW - D	)RY
Obstructions to Vision- NONE				y	514145	5.10.	
Precipitation - NONE							
Condition of Light - DAYI	_IGHT						
-Personnel Information Pilot-In-Command	A 00	M1.1	-1 0+/6/		MEDIONI NO	MATWEDS	/. T.A.T.T
Certificate(s)/Rating(s)	Age - 33 Biennial Flight R		al Certifica	te - VALID ht Time (H		WAIVERS/	CIMII
COMMERCIAL	Current		otal -		Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since						Õ
HELICOPTER	Aircraft Type	- UNK/NR I	ake/Model- nstrument-	151	Last 90	Davs-	17
	2. 2. с турс	M	ulti-Eng -	5	Rotorcra		331
•			J				
Instrument Rating(s) - Al	IRPLANE						
	EVEL. IN THE ROTORWASH WHIT	FOUT UP LOST VI	CUAL CUEC AND	D DOTOD CT	DUCK THE CL		

File No. - 2826 12/31/82 11MI. SO.OFTELLURIDE, CO A/C Reg. No. N2750D Time (Lc1) - 0013 MST MISCELLANEOUS/OTHER Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - HIGH TERRAIN 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. JUDGEMENT - IMPROPER - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1

	AVEN, CT 		g. No. N141PM		ime (Lc1) -		
-Basic Information Type Operating Certificate-AIR CARRIER		Aircraft	Damage		Injur	ies	
COMMUTER		MINOR	•	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DO	MESTIC, PASSENGER		Crew	_	0	0	3
Flight Conducted Under -14 CFR 135		NONE	Pass	0	0	0	17
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - FOKKER F-27-100	Eng Make/Mo	del - ROLI	LS ROYCE 5147	ELT	Installed/#	ctivated	- NO -N
Landing Gear - TRICYCLE-FIXED	Number Engi				1 Warning S		0
Max Gross Wt - 37350	Engine Type			Weat	her Radar -	YES	
No. of Seats - 55	Rated Power	- 10	600 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point		ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	WASHINGTON	I,DC		NEW HA	VEN		
Wind Dir/Speed- CALM				Runway	Ident -	UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flig				Surface -		
Cloud Conditions(2nd) - NONE	Type of Clea			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg -	NONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35		Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flig	ht Time (H	ours)		
ATP		- YES			Last 24	Hrs -	2
SE LAND, ME LAND	Months Since	- UNK/NR			Last 30	Days- UN	K/NR
	Aircraft Type	- F-27	Instrument-	502	Last 90	Days-	282
			Multi-Eng -	3247			
Instrument Rating(s) - AIRPLANE							
-Narrative							
CRAFT COLLIDED WITH A POWER CART AS TAXI T	D TAKEOFF BEGAN.						

File No 2852	11/30/82	NEW HAVEN,CT	A/C Reg. No. N141PM	Time (Lc1) - 0655 EST	
Occurrence OI	N GROUND COLLIS	SION WITH OBJECT			
	AXI - TO TAKEOF	F			
Finding(s) 1. VISUAL LOOKOUT - II	NADEQUATE - PIL	OT IN COMMAND			
Probable Cause					

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

File No 2948 8/17/82 LEWES	,DE	A/C Reg.	No. N1886G	1	Time (Lc1)	- 1615 E	от
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Fire NONE	Cre Pas:	s 1	0	0	0
Aircraft Information Make/Model - CHAMPION 7ECA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Engine Typ	Model - LYCOM gines - 1 pe - RECIP er - 10	ING 0-235 ROCATING-CARBU	ELT Stal RETOR Weat	Installed/ Il Warning ! ther Radar	Activated System - - NO	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	•	ture Point BEACH,DE		Airport	Proximity IRPORT/STRI		
Basic Weather - VMC Wind Dir/Speed- 210/007 KTS Visibility - 4.000 SM Cloud Conditions(1st) - UNK/NR OVER Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/	ight Plan - N earance - N Lndg - N	ONE	Runway Runway Runway Runway	/ Ident / Lth/Wid / Surface / Status	- N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 53 Biennial Flight	Me Review - YFS	dical Certific	ate - VALIC ght Time (F 870	D MEDICAL-No Hours)	4 Hrs - I	JNK/NR
Instrument Rating(s) - NONE							
ABOUT 15 MIN AFTER TAKEOFF, THE AIRCRAFT WAS DURING THE MANEUVER, THE PLANE PULLED UP, ENT NOSE DOWN ATTITUDE. BEFORE RECOVERING, IT STR IN SHALLOW WATER. REPORTEDLY, THE ENGINE SOUN NOTED THAT THE SOUND LEVEL ROSE IN PITCH. AN A PREIMPACT MALFUNCTION OR FAILURE. THE PILOT WAS IN THE AFT SEAT. REPORTEDLY, THE PLANE HA AND BALANCE LIMITS. THE PILOT HAD RECENTLY RE INCLUDED IN THE OPERATORS WAIVER FOR AUTHORIZ	ERED A STEEP CLIMI UCK THE SAND AT TI DED NORMAL, EXCEP EXAMINATION OF TH WEIGHED 270 LBS D 35 GAL OF FUEL O CEIVED 25 HRS OF I	B AND THEN BA HE WATERS EDG T WHEN THE PL E AIRCRAFT AN AND OCCUPIED ON BOARD BEFO	NKED OR ROLLED E, BOUNCED AND ANE DESCENDED D ENGINE REVEA THE FRONT SEAT RE TAKEOFF, BU	LEFT AND E THEN CAME AND TURNED, LED NO INDI WHILE THE T WAS WITHI	ENTERED A TO REST ONE WITNE ICATION OF 180 LB PAS IN ITS WEIG	SS SENGER	

File No. - 2948

8/17/82 LEWES, DE

A/C Reg. No. N1886G

6G Time (Lc1) - 1615 EDT

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

#### Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. LOW PASS PERFORMED PILOT IN COMMAND
- 3. PULL-UP PERFORMED PILOT IN COMMAND
- 4. MANEUVER ATTEMPTED PILOT IN COMMAND
- 5. ALTITUDE INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

File No 2817 6/06/82		A/C Reg. N			Time (Lc1)		
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Dam	nage	Fatal	Inju		None
Type of Operation -TEST		DESTROYED Fire	Crew		Serious 2	MITTOT:	None 0
Flight Conducted Under -14 CFR	91	ON GROUND	Pass		3	ŏ	ŏ
Accident Occurred During -TAKEOFI					_	•	
ircraft Information							
Make/Model - DOUGLAS DC-3C		Mode1 - P & W 1			Installed/		
Landing Gear - TAILWHEEL FIXED-MA	AINS RETRACT Number En	gines - 2		\$ta`	ll Warning	System - NO	)
Max Gross Wt - 26200		pe - RECIPRO		ETOR Wear	ther Radar	- YES	
No. of Seats - 18	Rated Pow	er - 1200	HP				
Environment/Operations Information-							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR	•			ON AIR	RPORT		
Method - N/A	SAME AS			A	2040		
Completeness - N/A	Destination			Airport [			
Basic Weather - VMC Wind Dir/Speed- 300/008 KTS	LOCAL				WATER INTL	- 35	
Visibility - 12.0 SM	ATC/Airspace				y Ident y Lth/Wid		150
Cloud Conditions(1st) - 2500 F			IF		y Surface		130
Cloud Conditions(2nd) - NONE		earance - TOW			y Status		
Obstructions to Vision- NONE	Type Apch/			itai iira	, Status	J.C.	
Precipitation - NONE	• • •	g	_				
Condition of Light - DAYLIGH	Г						
Personnel Information							
Pilot-In-Command	Age - 56		cal Certifica			AIVERS/LIMI	T
Certificate(s)/Rating(s)			•	ght Time (I	•		
COMMERCIAL	Current		Total -				1
SE LAND, ME LAND		- UNK/NR	Make/Model-	2500	Last 3	O Days- UNK	K/NR
	Aircraft Typ		Instrument-		Last 9	o Days-	55
			Multi-Eng -	2000			
Instrument Rating(s) - AIRPL	ANE						
larrative							
R A LOCAL MAINTENANCE FLIGHT THE CRI							
MING AIRBORNE DURING THE 2ND TAKEOF							
50 FT AGL, THEN VEER RIGHT & CRASH							
VED FUEL TO BYPASS TO OTHER FUEL TAI							
LEFT TANKS CONTAINED ABOUT 175 GALS							
SS THE RIGHT FUEL SELECTOR & LEAK I							
NOT AIRWORTHY IN THAT ALL THE REQUI 5 HRS AS PIC OF DC-3 DURING THE LAS							
HT IN A DC-3 FOR THE CO-PILOT WITH I				DI BU DATS	. 1113 WAS	IHE LIKOL	
II IN A DO-3 FOR THE CO-FILCT WITH	O RECORD OF ANY TRAINI						

File No. - 2817 6/06/82 ST. PETERSBURG.FL A/C Reg. No. N95C Time (Lc1) - 1654 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL 3. FUEL SYSTEM, SELECTOR VALVE - INADEQUATE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND 7. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1.4.5.6.7$ Factor(s) relating to this accident is/are finding(s) 2,3

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-Basic Information							
Type Operating Certificate-NONE (GENERA		craft Damage			Injur :		
Time of Oranghian DERCOMAL		STROYED		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fir	e NE	Crew Pass	1 0	0 3	0	0
Accident Occurred During -TAKEOFF	NO	NE	Pass	U	3	U	U
-Aircraft Information							
Make/Model - PIPER PA-18	Eng Make/Model				nstalled/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall	Warning Sy	/stem - N	0
Max Gross Wt - 1750 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATIN - 180 HP	G-CARBURET	DR Weatr	er Radar -	NO	
-Environment/Operations Information							
Weather Data	Itinerary		,	Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				OFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/IN	C		innent De			
Basic Weather - VMC	Destination HOMESTEAD,FL		А	irport Da	τα		
Wind Dir/Speed- 090/012 KTS	HUMESTEAD, FL			Punway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - NONE	Type of Flight P	lan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	-					
Precipitation - NONE	,, , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 49	Modical C	ertificate	- NO MED	TCAL		
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho			
NONE	Current - N/				Last 24	Hrs - UN	K/NR
	Months Since - N/	A Make/	Model - UNK	/NR	Last 30	Days- UN	K/NR
	Aircraft Type - N/	A Instr	ument- UNK	/NR	Last 90	Days- UN	K/NR
		Multi	-Eng - UNK	/NR	Last 30 Last 90 Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
-Narrative		== =======					
CRAFT CLIMBED STEEPLY AFTER TAKEOFF, STALL	ED AND DESCENDED VERTIC	ALLY TO THE GR	OUND. PILO	T HAD NO	CERTIFICATE	Ξ.	

File No 28	21 7/10/82	KEY LARGO,FL	A/C Reg. No. N3997P	Time (Lc1) - 1530 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIA			
Finding(s) 1. AIRSPEED - NOT 2. STALL/SPIN - UN				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA			
Probable Cause				

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION) Ainc	raft Damage			Ini	uries		
Type operating certificate none (deneral		TROYED		Fatal			or	None
Type of Operation -PERSONAL	Fire		Crew				Ō	0
Flight Conducted Under -14 CFR 91	NON	IE	Pass	0	1 0		0	0
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 152	Eng Make/Model -				Installed			
Landing Gear - TRICYCLE-FIXED	Number Engines -				l Warning		- YES	5
Max Gross Wt - 1600 No. of Seats - 2	Engine Type - Rated Power -			R Weati	ner Radar	- NO		
Environment/Operations Information								
Weather Data	Itinerary		A	irport	roximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		OFF AI	RPORT/STR	IP		
Method - N/A	SAME AS ACC/INC	;						
Completeness - N/A	Destination		Αi	rport Da	ata			
Basic Weather - VMC	LOCAL			_				
Wind Dir/Speed- 270/005 KTS	170/11				Ident			
Visibility - 8.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace Type of Flight Pl	on - NONE			Lth/Wid Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance				Status			
Obstructions to Vision- NONE	Type Apch/Lndg			Kullway	Jiaius	HIGH		ATTON
Precipitation - NONE	Type Apony Endg	HONE					, vede.	
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 47	Medical Cer	tificate	- VALID	MEDICAL-	WAIVERS	/LIMI1	7
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (H	ours)			
PRIVATE	Current - YES	Total	3 / 2014 1 - 1 - 1 - 1 - 1 - 1 - 1	338	Last	24 Hrs	- 118112	1 /ND
SE LAND	Age - 47 Biennial Flight Review Current - YES Months Since - 24 Aircraft Type - UNK	Make/MC	opt- UNK/	NK ND	Last	30 Days	- UNK/	'NK 24
	Aircraft Type - UNK	JNR INSTRUM	ient- UNK/	INK	Last	90 Days		24
Instrument Rating(s) - NONE								
Narrative								
AIRCRAFT CRASHED AFTER THE ENGINE LOST PO	WER. THE PILOT STATED HE	DID NOT VISUAL	LY CHECK	THE FUEL	ON THE	DAY OF	THE	
SHT. THE AIRCRAFT WAS CHECKED AFTER THE AC	··-··							

File No 29	91 9/20/82 FT. MYERS,FL	A/C Reg. No. N49863	Time (Lc1) - 1117 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
<ol> <li>REFUELING - NOT</li> <li>FLUID, FUEL - EX</li> </ol>	NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation			
Finding(s) 5. TERRAIN CONDITI	ON - SOFT		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the P 2,3,4	robable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is/are finding(s) 5		

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 2989 9/26/82	DAK HILL,FL	A/C Reg. No	o. N8091E	Tim	e (Lc1) -	0230 EDT	
Type of Operation	Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)		age	F-4-1			None
Fiight Conducted Under	Type of Openation DERCONAL			0				
Aircraft Information					-	•		
-Aircraft Information  Make/Model - CESSNA 172N	Accident Occurred During -DESCENT				O	1	O	O
Landing Gear - TRICYCLE-FIXED								
Max Gröss Wt - 2150	Make/Model - CESSNA 172N	Eng Make/i	Model - LYCOMING	0-320	ELT In	stalled/A	ctivated	- YES/YES
No. of Seats - 4  Rated Power - 160 HP  -Environment/Operations Information Weather Data  Wishefing - FSS	Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		Stall	Warning S	ystem - Y	ES
No. of Seats - 4  Rated Power - 160 HP  -Environment/Operations Information Weather Data  Wishefing - FSS	Max Gross Wt - 2150	Engine Ty	oe - RECIPROC	ATING-CARBURETO	DR Weathe	r Radar -	NO NO	
Weather Data Weather Data Weather Data Weather Data Weather Data Weather Graph Street Street Weather Graph Street Weather Graph Street Completeness - FULL Besic Weather - VMC Wind Dir/Speed- 022/003 KTS Wind Dir/Speed- 022/003 KTS Wind Dir/Speed- 022/003 KTS Visibility - 4.000 SM Cloud Conditions(1st) - 6000 FT OVERCAST Type of Flight Plan - VFR Cloud Conditions(2nd) - 10000 FT SCATTERED Type of Clearance - NONE Obstructions to Vision- F0G Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 27  Instrument Rating(s) - NONE Narrative EARCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE ALS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT THEY WERE CLEAR OF CLOUDS SONNING. HOWEVER, AN INSPECTION OF THE HEATER WHAFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	No. of Seats - 4							
Wx Briefing - FSS	Environment/Operations Information							
Method - TELEPHONE COMPleteness - FULL Destination Airport Data Basic Weather - VMC DAYTONA BEACH, FL Wind Dir/Speed - 022/003 KTS Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - UNK/NR Cloud Conditions(1st) - 6000 FT OVERCAST Type of Flight Plan - VFR Runway Surface - N/A Cloud Conditions(2nd) - 100000 FT SCATTERED Type of Clearance - NONE Runway Surface - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days- 27  Instrument Rating(s) - NONE Narrative EARCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE E-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE ALS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARRON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER RUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Weather Data	Itinerary		,	Airport Pr	oximity		
Completeness - FULL Basic Weather - VMC DAYTONA BEACH,FL Runway Ident - UNK/NR Wind Dir/Speed- 022/003 KTS ATC/Airspace Runway Lth/Wid - UNK/NR Visibility - 4.000 SM ATC/Airspace Runway Status - N/A Cloud Conditions(1st) - 6000 FT OVERCAST Type of Flight Plan - VFR Runway Surface - N/A Cloud Conditions(2nd) - 10000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- F0G Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information		Last Depar	ture Point		OFF AIRP	ORT/STRIP		
Basic Weather - VMC	Method - TELEPHONE	FT. LAUDI	ERDALE, FL					
Wind Dir/Speed- 022/003 KTS Visibility - 4.000 SM ATC/Airspace Cloud Conditions(1st) - 6000 FT OVERCAST Type of Flight Plan - VFR Cloud Conditions(2nd) - 10000 FT SCATTERED Type of Clearance - NONE Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model- 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days- 27  Instrument Rating(s) - NONE Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT. THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. ERRAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT THEY SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Completeness - FULL	Destination		A i	irport Dat	а		
Visibility - 4.000 SM	Basic Weather - VMC	DAYTONA I	BEACH, FL					
Cloud Conditions(1st) - 6000 FT OVERCAST Type of Flight Plan - VFR Runway Surface - N/A Cloud Conditions(2nd) - 10000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 27  Instrument Rating(s) - NONE Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE H-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WASTHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REREAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Wind Dir/Speed- 022/003 KTS				Runway I	dent -	UNK/NR	
Cloud Conditions(2nd) - 10000 FT SCATTERED Type of Clearance - NONE Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days- 27  Instrument Rating(s) - NONE Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Visibility - 4.000 SM	ATC/Airspace			Runway L	th/Wid -	UNK/NR	
Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days- 27  Instrument Rating(s) - NONE Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS					Runway S	urface -	N/A	
Precipitation - RAIN Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 27  Instrument Rating(s) - NONE Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Cloud Conditions(2nd) - 10000 FT	SCATTERED Type of Cle	earance - NONE		Runway S	tatus -	N/A	
Condition of Light - NIGHT (DARK) Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 27  Instrument Rating(s) - NONE Narrative I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Obstructions to Vision- FOG	Type Apch/	_ndg - NONE					
Personnel Information Pilot-In-Command Age - 19 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 95 Last 24 Hrs - 2 SE LAND Months Since - 2 Make/Model - 44 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 27  Instrument Rating(s) - NONE Narrative I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REPARTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS								
Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  Current - YES  Months Since - 2  Make/Model - 44  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE Narrative  AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TILL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN.  REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Condition of Light - NIGHT (D	ARK)						
PRIVATE SE LAND  Months Since - 2  Months Since - 2  Make/Model - 44  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE TAILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN.  REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Personnel Information							
PRIVATE SE LAND  Months Since - 2  Months Since - 2  Make/Model - 44  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE TAILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN.  REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS		Age - 19	Media				WAIVERS/	LIMIT
PRIVATE SE LAND  Months Since - 2  Months Since - 2  Make/Model - 44  Last 30 Days - UNK/NR  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE  Instrument Rating(s) - NONE  AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE TAILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS TIL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN.  REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Certificate(s)/Rating(s)	Biennial Flight I	Review	Flight	Time (Hou	rs)		
Instrument Rating(s) - NONENarrative E-AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE H-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. EREAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE ESONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	PRIVATE	Current	- YES 1	otal -	95	Last 24	Hrs -	2
Instrument Rating(s) - NONENarrative E-AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE H-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. EREAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE ESONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	SE LAND	Months Since	- 2 N	lake/Mode1-	44	Last 30	Days- UN	K/NR
Narrative AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE INSTRUMENT RATED PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS		Aircraft Type	e - UNK/NR 1	instrument-	1	Last 90	Days-	27
AIRCRAFT COLLIDED WITH TREES WHILE FLYING IN FOG AND RAIN ON A DARK NIGHT. THIS OCCURRED SHORTLY AFTER THE I-INSTRUMENT RATED PILOT CANCELED HIS VFR FLIGHT PLAN. NEITHER THE PILOT NOR THE PASSENGER COULD REMEMBER THE IAILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN.  REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	Instrument Rating(s) - NONE							
AILS OF THE CRASH. THE PILOT STATED THE WEATHER WAS VFR. THE PASSENGER REPORTED THAT THEY WERE CLEAR OF CLOUDS IL NORTH OF MELBOURNE, FL. HE RECALLED THAT AT ABOUT 0200 EDT, THEY FLEW INTO HEAVY CLOUDS WITH LIGHT RAIN. REAFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE SONING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	SE LAND  Instrument Rating(s) - NONENarrative THE AIRCRAFT COLLIDED WITH TREES WHILE FI		ON A DARK NIGHT.	THIS OCCURRED	SHORTLY A	 FTER THE		< -
AFTER, HE COULD NOT RECALL WHAT HAD HAPPENED. THE PILOT REPORTED THAT HE SUSPECTED POSSIBLE CARBON MONOXIDE NING. HOWEVER, AN INSPECTION OF THE HEATER MUFF AND EXHAUST SYSTEM WAS MADE AND ONLY ONE SMALL CRACK WAS	NSTRUMENT RATED PILOT CANCELED HIS N LS OF THE CRASH. THE PILOT STATED TH NORTH OF MELBOURNE, FL. HE RECALLED	/FR FLIGHT PLAN. NEITH HE WEATHER WAS VFR. TH D THAT AT ABOUT 0200 E	ER THE PILOT NOR E PASSENGER REPO DT, THEY FLEW IN	R THE PASSENGER DRTED THAT THEY JTO HEAVY CLOUDS	COULD REM WERE CLEA WITH LIG	EMBER THE R OF CLOU HT RAIN.	DS	
THE WILLIAM COUNTY THE EXHAUST TATELTIE COLDUNG OF THE HEATER MOTE STROOM.	EREAFTER, HE COULD NOT RECALL WHAT HAD ISONING. HOWEVER, AN INSPECTION OF THE	HAPPENED. THE PILOT RI HEATER MUFF AND EXHAUS	EPORTED THAT HE ST SYSTEM WAS MA	SUSPECTED POSSI DE AND ONLY ONE	IBLE CARBO	N MONOXID	E	
	OND WITTON WAS EGOATED IN THE EXHAUST TO	TILLIFE OUTBOARD OF THE	LILATER MOTE SE					

File No. - 2989 9/26/82 OAK HILL, FL A/C Reg. No. N8091E Time (Lc1) - 0230 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - FOG 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

Basic Information					<b>.</b>		
Type Operating Certificate-NONE (GENERA		Aircraft Damage SUBSTANTIAL		Ea+a1	Injur Serious		None
Type of Operation -OTHER		Fire	Crew	1		0	0
Type of Operation -OTHER Flight Conducted Under -14 CFR 91	'	NONE	Pass	1	ŏ	ŏ	ő
Accident Occurred During -LANDING				•	·	_	
Aircraft Information							
Make/Model - PIPER PA-23-250	Eng Make/Mode	el - LYCOMING I	0-540-C4B5	ELT :	Installed/A	ctivated	- YES/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engin	es - 2		Stal	l Warning S	ystem - Y	ES
Max Gross Wt - 5200		- RECIP - FU	EL INJECTED	Weati	ner Radar -	NO	
No. of Seats - 2	Rated Power	- 250 HP					
-Environment/Operations Information	<b>7.1</b> (m						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departur	a Daint		Airport F	Proximity RPORT/STRIP		
Method - N/A	UNK/NR	e Point		OFF AIR	RPURI/SIRIP		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LAKE PLACID	. FI	•	411 poi t bi			
Wind Dir/Speed- VARIABLE-UNK/NR		,		Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - NONE	Type of Fligh				Surface -		
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 - NIGHT (BRIGHT	) 						
-Personnel Information Pilot-In-Command	Age - 38	Madiaal	Certificate	- VALTO	MEDICAL -NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	i ew	Fligh	t Time (H	MEDICAL-NO	WAIVERS	LIMII
COMMERCIAL	Current -	UNK/NR Tot	al -	900	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since -	UNK/NR Mak	e/Mode1- UN	K/NR	Last 30	Days- UN	K/NR
	Aircraft Type -	UNK/NR Ins	trument- UN	K/NR	Last 90	Days- UN	K/NR
	Current - Months Since - Aircraft Type -	Mu1	ti-Eng - UNI	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative CRAFT WAS TRANSPORTING MARIJUANA AND DURIN LANDING ASSEMBLY. AIRCRAFT CONTINUED ON T							
JPANTS AND CARGO.	C HORTH ADOUT 4 MILL	J AND DITONED I	. a cane. H	. Panona	. Shitti Will	50	

File No. - 2890 10/05/82 LAKE PLACID, FL A/C Reg. No. N13785 Time (Lc1) - 2145 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - NIGHT 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. OBJECT - WIRE, TRANSMISSION Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----

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

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

File No 2875 10/24/82 FT.	MYERS, FL A/C	Reg. No. N739WY	Time (Lc1)	- 1340 E	ST
Basic Information Type Operating Certificate-NONE (GENER		uft Damage		uries	
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91		ANTIAL F Crew Pass	atal Serious 0 0 0 0	: Minor 1 0	None 0 0
Accident Occurred During -LANDING					
Aircraft Information					
Make/Model - CESSNA 172		YCOMING 0-320-H2AD	ELT Installed	I/Activate	d - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -		Stall Warning		YES
Max Gross Wt - 2300		RECIPROCATING-CARBURETOR	Weather Radar	· - NO	
No. of Seats - 4	Rated Power -	160 HP			
Environment/Operations Information					
Weather Data	Itinerary	Ai	rport Proximity	,	
Wx Briefing - BRFG RCVD, SOURCE UN Method - IN PERSON	K Last Departure Poir PAHOKEE,FL	nt	OFF AIRPORT/ST	RIP	
Completeness - FULL	Destination	Air	port Data		
Basic Weather - VMC	FT. MYERS,FL				
Wind Dir/Speed- 340/009 KTS			Runway Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway Lth/Wid		
Cloud Conditions(1st) - 1400 FT OVE			Runway Surface		
Cloud Conditions(2nd) - UNK/NR	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 - 34	Medical Certificate -	VALID MEDICAL-	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight T	ime (Hours)		
STUDENT	Current - N/A	Total - 4	9 Last	24 Hrs -	1
	Months Since - N/A		6 Last	30 Days-	UNK/NR
				90 Days-	2 <b>2</b>
	Aircraft Type - N/A	Instrument-	2 Last	30 Days	
	Aircraft Type - N/A	Instrument-	2 Last	30 Days	
Instrument Rating(s) - NONE	Aircraft Type - N/A	Instrument-	2 Last	Jo Days	
	Aircraft Type - N/A	Instrument-	2 Last		
Narrative					
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR	Y THE THROTTLE BECAME STUCK	SEVERAL TIMES ENROUTE.	WHILE APPROACH	·	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR F. MYERS HE RETARDED THE THROTTLE BUT WAS U	Y THE THROTTLE BECAME STUCK	SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI	 WHILE APPROACH TUDE, THE PLT N	IING	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR T. MYERS HE RETARDED THE THROTTLE BUT WAS U	Y THE THROTTLE BECAME STUCK NABLE TO ADVANCE IT AGAIN. AT ALL ENGINE CONTROLS WERE	SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI	WHILE APPROACH TUDE, THE PLT N L TRAVEL IN BOT	ING MADE A	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR T. MYERS HE RETARDED THE THROTTLE BUT WAS UDRICED LANDING. POST EXAMINATION REVEALED TH RECTIONS. THE FRICTION KNOB ON THE THROTTL	Y THE THROTTLE BECAME STUCK NABLE TO ADVANCE IT AGAIN. AT ALL ENGINE CONTROLS WERE E WAS SCREWED COMPLETELY OU	SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI FREE TO MOVE & HAD FUL IT, BUT DID NOT HAMPER F	WHILE APPROACH TUDE, THE PLT N L TRAVEL IN BOT ULL USE OF THE	JING MADE A H THROTTLE.	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR T. MYERS HE RETARDED THE THROTTLE BUT WAS U ORCED LANDING. POST EXAMINATION REVEALED TH IRECTIONS. THE FRICTION KNOB ON THE THROTTL HE THROTTLE CONTROL MOUNT NUT WAS SECURED T	Y THE THROTTLE BECAME STUCK NABLE TO ADVANCE IT AGAIN. AT ALL ENGINE CONTROLS WERE E WAS SCREWED COMPLETELY OU O THE INSTRUMENT PANEL & WA	SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI FREE TO MOVE & HAD FUL IT, BUT DID NOT HAMPER F	WHILE APPROACH TUDE, THE PLT N L TRAVEL IN BOT ULL USE OF THE HE THROTTLE LIN	ING MADE A H THROTTLE.	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR T. MYERS HE RETARDED THE THROTTLE BUT WAS U DRCED LANDING. POST EXAMINATION REVEALED TH IRECTIONS. THE FRICTION KNOB ON THE THROTTL HE THROTTLE CONTROL MOUNT NUT WAS SECURED T DOKED UP AT THE CARBURETOR AT THE TOP MOUNT	Y THE THROTTLE BECAME STUCK NABLE TO ADVANCE IT AGAIN. AT ALL ENGINE CONTROLS WERE E WAS SCREWED COMPLETELY OU O THE INSTRUMENT PANEL & WA HOLE WHICH CAUSED THE THRO	S SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI FREE TO MOVE & HAD FUL IT, BUT DID NOT HAMPER F IS NOT LOOSE. HOWEVER, T	WHILE APPROACH TUDE, THE PLT N L TRAVEL IN BOT ULL USE OF THE HE THROTTLE LIN LY ABOUT 1-5/8	IING MADE A TH THROTTLE. IKAGE WAS IN FULL	
Narrative HE PLT STATED THAT DURING HIS SOLO X-COUNTR MYERS HE RETARDED THE THROTTLE BUT WAS UNITED BY THE WAS UNITED BY THE THROTTLE BUT WAS THE THROTTLE BY THE THROTTLE BY THE THROTTLE BY THE THROTTLE BY THROTTLE CONTROL MOUNT NUT WAS SECURED THE PROPERTY OF THE PR	Y THE THROTTLE BECAME STUCK NABLE TO ADVANCE IT AGAIN. AT ALL ENGINE CONTROLS WERE E WAS SCREWED COMPLETELY OU O THE INSTRUMENT PANEL & WA HOLE WHICH CAUSED THE THRO S TO 3 IN OR BETTER ON ANY	S SEVERAL TIMES ENROUTE. UNABLE TO MAINTAIN ALTI FREE TO MOVE & HAD FUL IT, BUT DID NOT HAMPER F IS NOT LOOSE. HOWEVER, T	WHILE APPROACH TUDE, THE PLT N L TRAVEL IN BOT ULL USE OF THE HE THROTTLE LIN LY ABOUT 1-5/8	IING MADE A TH THROTTLE. IKAGE WAS IN FULL	

File No. - 2875 10/24/82 FT. MYERS.FL A/C Reg. No. N739WY Time (Lc1) - 1340 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 2. THROTTLE/POWER LEVER, LINKAGE - INCORRECT Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

rayare rinumg(a) r

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft				uries	• • • • • •
Type of Operation -PERSONAL		DESTROYE Fire	ս Cre	Fatal w 1	Serious O	Minor O	None 0
Flight Conducted Under -14 CFR 9		ON GROUN			0	0	0
Accident Occurred During -DESCENT	•	ON GROOM	b Fas	5 5	O	J	O
Aircraft Information							
Make/Model - CESSNA 172P			MING 0-320-D2J				
Landing Gear - TRICYCLE-FIXED		gines - 1				System - U	INK/NR
Max Gross Wt - 2400	Engine Ty	pe 🧠 - RECI	PROCATING-CARBU	RETOR Wea	ther Radar	- NO	
No. of Seats - 4	Rated Pow	er - 1	60 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF A	IRPORT/STR	IP	
Method - TELEPHONE	KISSIMME	•			<b>.</b>		
Completeness - FULL	Destination			Airport	Data		
Basic Weather - IMC	FT. MYER	5,FL		<b>5</b>	7	/.	
Wind Dir/Speed- VARIABLE-UNK/NR Visibility - 2.000 SM	470/4/	•			y Ident	- N/A	
	ATC/Airspace		VED		y Lth/Wid		
Cloud Conditions(1st) - 300 FT	UBSCURED Type of FI	ight Plan -	VFR		y Surface	* .	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG	Type of C1	earance -	NONE NONE	Runwa	y Status	- N/A	
Precipitation - RAIN	Type Apch/	Lnag -	NUNE				
Condition of Light - NIGHT (DA	DIK.)						
	KN) 						
Personnel Information	A 0.4	14	-dil Coutifi	-4- VALT	D MEDICAL I	WATVEDS /LTM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34		edical Certific	ght Time (		MAIAEK2\ LIM	11 1
PRIVATE	Biennial Flight	Keview	Total -	405	nours)	24 Upc -	4
SE LAND	Current Months Since	- YES	Total - Make/Model-	125	Last	24 mrs -	1 7
SE LAND	Aircraft Typ	- 19 - C-470	Instrument-	75	Last	O Days-	
	Aircraft Typ	e - C-1/2	Instrument-	3	Last	ou Days-	15
Instrument Rating(s) - NONE							
Narrative							
PLT WAS WX BRIEFED FOUR TIMES PRIOR T	O DEPARTURE & AGAIN O	NE MINUTE AF	TER TAKENEE AT	1821 WHEN	HE ACTIVAT	FD HTS	
	T WAS MOVING SE ALONG						
PLAN HE WAS ADVISED THAT A COLD FROM					MO INC MI		

File No. - 2887 11/04/82 NEAR MYAKKA CITY,FL Time (Lc1) - 1920 EST A/C Reg. No. N63836 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - LOW CEILING 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation **MANEUVERING** Finding(s) 7. LIGHT CONDITION - DARK NIGHT 8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 9. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 4,5,6,9,10,11$ 

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

File No 2873 11/08/82 NEAR M	ELBOURNE,FL A/C Re	g. No. N6875H	Т	ime (Lc1)	- 1500 I	EST
-Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN	TIAL	Fatal	Serious		n None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	•
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	. 0	. 1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER J-3	Eng Make/Model - CON	TINENTAL C-90	ELT	Installed/	Activate	ed - NO -N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			1 Warning		- NO
Max Gross Wt - 1220	Engine Type - REC	IPROCATING-CARBURE	TOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Power -	90 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STŘI	P	
Method - N/A	MERRITT ISLAND, FL			•		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					-
Wind Dir/Speed- 050/013 KTS			Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 1500 FT SCATT				Surface		
Cloud Conditions(2nd) - 2000 FT SCATT			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						* * * *
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 29	Medical Certificat	e - VALID	MEDICAL-N	D WAIVER	RS/LIMIT -
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Current - UNK/NR	Total -	343	Last 2	4 Hrs -	2
SE LAND, ME LAND	Months Since - UNK/NR	Make/Mode1-	45	Last 3	0 Days-	UNK/NR
	Aircraft Type - UNK/NR			Last 9	0 Days-	45
		Multi-Eng -	53			
Instrument Rating(s) - NONE						
-Narrative						
OT MADE FORCED LANDING OFF AIRPORT DUE TO P	OWER LOSS. LANDING GEAR COL	LAPSED. NO MALFUNC	TIONS FOU	ND.		

3 11/08/82 	NEAR MELBOURNE, FL	A/C Reg.	No. N6875H	l 1m 	e (Lc1) - 1500 EST
LOSS OF POWER CRUISE - NORMAL					
TOROLD LANDING	OUCHDOWN				
	OUCHDOWN				
-					And the state of t
-	LOSS OF POWER CRUISE - NORMAL  FORCED LANDING LANDING - FLARE/T  COMPLETE GEAR COL LANDING - FLARE/T	LOSS OF POWER CRUISE - NORMAL  FORCED LANDING LANDING - FLARE/TOUCHDOWN  COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CRUISE - NORMAL  FORCED LANDING LANDING - FLARE/TOUCHDOWN  COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CRUISE - NORMAL  FORCED LANDING LANDING - FLARE/TOUCHDOWN  COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CRUISE - NORMAL  FORCED LANDING LANDING - FLARE/TOUCHDOWN  COMPLETE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN

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	/11/82 MIAMI,	FL	A/C Reg.	No. N707GB	T 	ime (Lc1)	- 1030 	EST 
Basic Information Type Operating Certifica			Aircraft D	amage			ries	
	SUPPLEMENTAL		NONE		Fatal			r None
Type of Operation	-NON SCHED, INT	L,CARGO	Fire	Cr		0	0	_
Flight Conducted Under Accident Occurred During			NONE	Pa	ss 0	0	0	
Aircraft Information								
Make/Model - BOEING 7	07-300	Eng Make/Mo			ELT	Installed/	Activat	ed - YES/N
Landing Gear - TRICYCLE	-RETRACTABLE	Number Engli	nes - 4			1 Warning		- YES
Max Gross Wt - 328000		Engine Type			Weat	her Radar	- YES	
No. of Seats - 4		Rated Power	- 1800	O LBS THRUST				
Environment/Operations Inf	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO REC Method - N/A	ORD OF BRIEFING	Last Departu MIAMI,FL	re Point		OFF AI	RPORT/STRI	Р	
Completeness - N/A Basic Weather - VMC		Destination DOMINICAN (	DEDITO		Airport D	ata		
Wind Dir/Speed- UNK/NR		DOMINICAN	KLFOBLIC		Dunway	Ident	- N/A	
Visibility - UNK/NR		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st)		Type of Flight	ht Dlan - T	ED		Surface		
Cloud Conditions(1st)		Type of Clea	nonno - T	FR ED			- N/A	
Obstructions to Vision		Type of Creat			Rullway	Status	- IN/ A	
	- NONE	Type Apcri/Lni	- N	UNE				
Condition of Light								
Personnel Information		4.00		diaal Cambiei	VALTD	MEDICAL -N	0 WATVE	DC /L TMTT
Pilot-In-Command		Age - 38	Me:	dical Certifi			U WAIVE	K2/LIMII
Certificate(s)/Rating(s	• )	Biennial Flight Re Current	View	F1	ight Time (H		4 Una -	LINIX /NID
ATP				Moke/Medel	10000	Last 2	4 Hrs -	UNK/NK
SE LAND, ME LAND		Months Since	- UNK/NR	Make/Model-	1500	Last	O Days-	UNK/NK
		Aircraft Type	- UNK/NR	Make/Model- Instrument- Multi-Eng -	UNK/NR UNK/NR	Rotoro	raft -	UNK/NR UNK/NR
Instrument Rating(s)	- AIRPLANE							
Instrument Rating(s)	- AIRPLANE							

File No 28	11/11/82	MIAMI,FL	A/C Reg. No. N707GB	Time (Lc1) - 1030 EST
Occurrence Phase of Operation	DECOMPRESSION CLIMB			
Finding(s) 1. AIR COND/HEATIN	G/PRESSURIZATION -	- FLUCTUATING		
Probable Cause				
The Netional Inches	mtation Cofety De		the Decheble Course(s) of this socide	m.

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

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D		Injuries			
Town of Owner than DEDCOMAL		SUBSTANTI		Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NOINE	rass	O	U	O	O
·Aircraft Information							
Make/Model - BEAGLE 206			NENTAL GIO-470-A		installed/Ac		
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2			Warning Sy		10
Max Gross Wt - 6400 No. of Seats - 2		pe - RECIF er - 31	P - FUEL INJECTED O HP	weatr	ner Radar -	NU	
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depar	ture Point		OFF AIR	RPORT/STRIP		
Method - N/A	UNK/NR			Admont De			
Completeness - N/A Basic Weather - VMC	Destination UNK/NR		•	Airport Da	ita		
Wind Dir/Speed- 310/003 KTS	UNIT/ INC			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 1500 FT SC			IONE		Surface -		
Cloud Conditions(2nd) - NONE	Type of C1 Type Apch/	earance - N	IONE	Runway	Status -	N/A	
	Type Apch/	Lndg - N	IONE				
Precipitation - NONE							
Condition of Light - NIGHT (DARK	)						
Personnel Information Pilot-In-Command	Age - UNK/NR	Me	edical Certificate	e - UNK/NE	2		
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight	Review	Fligh	t Time (Ho	ours)		
UNK/NR	Current	- UNK/NR	Total - UNI	K/NR	Last 24	Hrs - U	NK/NR
	Months Since		Make/Model - UN	K/NR	Last 30	Days- U	NK/NR
	Aircraft Typ	e - UNK/NR					
			Multi-Eng - UN	K/NR	Rotorcra	aft - Ul	NK/NR
Instrument Rating(s) - UNK/NR		· 					
-Narrative							
JUANA LADEN ACFT COLLIDED WITH TREES DU	DING 4   4NDING 4TTE	MDT ON A O L	NE DAVED BOAD TI	WHIDTES DE	ECHMED		

File No. - 2879 11/22/82 NEAR ST. CLOUD, FL A/C Reg. No. N26857 Time (Lc1) - 0309 EST

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. 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

Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft D	amage		Inju	ries	
	•	•	SUBSTANTI		Fatal		Minor	None
	PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -			NONE	Pass	. 0	0	0	0
Accident Occurred During -	LANDING							
Aircraft Information								
Make/Model - BEECH 35				NENTAL IO-520B			Activated	
Landing Gear - TRICYCLE-RE	TRACTABLE	Number E	ngines - 1		Stal	1 Warning	System - U	NK/NR
Max Gross Wt - 3400				- FUEL INJECTE	D Weat	her Radar	- NO	
No. of Seats - 6		Rated Po	wer - 28	5 HP 				
Environment/Operations Inform	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR			rture Point		ON AIR	PORT		
Method - UNK/NR		DAYTONA						
Completeness - UNK/NR		Destinatio			Airport D			
Basic Weather - VMC		TITUSVI	LLE,FL			IRPARK		
Wind Dir/Speed- UNK/NR		/				Ident		
Visibility - UNK/NR		ATC/Airspac	_			Lth/Wid		
Cloud Conditions(1st) - N			light Plan - N			Surface		
Cloud Conditions(2nd) - N			learance - N		Runway	Status	- DRY	
Obstructions to Vision- N		Type Apch	/Lndg - U	NK/NR				
Precipitation - N			•					
Condition of Light - D	AYLIGHI							
Personnel Information								
Pilot-In-Command		Age - 40		dical Certifica		<b>&gt;</b>		
Certificate(s)/Rating(s)		Biennial Flight	- YES		tht Time (H		4 11 1101	14 /NID
COMMERCIAL SE LAND ME LAND		Current			1346	Last 2	4 Ars - UN	K/NK K/ND
SE LAND, ME LAND		Months Sinc	e - 13 pe - UNK/NR	Make/Model- Instrument- U	מא/ אואו מא/ אואו	Last 3	O Days- UN	24
		Aircraft ly	pe - UNK/NK	Multi-Eng -			raft -	_
				Marti Liig	310	KO COI C		73
Instrument Rating(s) -	AIRPLANE							
	NOTNO HE EVE	ENDED THE LAND!	NO CEAR AND OR	CEDVED A CASE D	OWN AND LO	CKED		
PILOT REPORTED THAT BEFORE LA								
CATION. HE STATED THAT AS HE				ARNING HURN SUL THE DOWN POSITI				

File No 2880	11/24/82 TITUSVILLE,FL	A/C Reg. No. N2727T	Time (Lc1) - 1600 EST	
	PLETE GEAR COLLAPSED DING - ROLL			
Finding(s) 1. LANDING GEAR - UNDET	ERMINED			
Probable Cause				

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

Type Operating Certificate-NON	E (GENERAL AV		craft Damage	1		Inju		
			BSTANTIAL		Fata1	Serious	Minor	None
	SONAL	Fir	_	Crew	_	0	0	1
Flight Conducted Under -14 (		NC	NE	Pass	0	0	0	1
Accident Occurred During -LAN	)ING							
Aircraft Information								
Make/Model - CESSNA 182Q		Eng Make/Model	- CONTINENTA	L 0-470-U		Installed/		
Landing Gear - TRICYCLE-FIXED		Number Engines			Stal	1 Warning !	System - U	NK/NR
Max Gross Wt - 2950		Engine Type	- RECIPROCAT	ING-CARBUR	ETOR Weat	her Radar ·	- UNK/NR	
No. of Seats - 4		Rated Power	- 230 HP					
Environment/Operations Information	on							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF	BRIEFING	Last Departure P	oint		ON AIR	PORT		
Method - N/A		FT. MEYERS,FL						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		OCOEE,FL				O WEST AIR		
Wind Dir/Speed- 200/015 KTS							- 18R	
Visibility - 7.0 SM		ATC/Airspace				Lth/Wid		NK/NR
Cloud Conditions(1st) - 2500	O FT SCATTERE					Surface		
Cloud Conditions(2nd) - 450		Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE		Type Apch/Lndg	- UNK/NR					
Precipitation - NONE	TOUT							
Condition of Light - DAYL								
-Personnel Information								
Pilot-In-Command	Age			Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Bie	ennial Flight Review	<u> </u>	Flig	ht Time (H		4 11	
PRIVATE, ATP		Current - YE		al -	2100		4 Hrs -	1
SE LAND, ME LAND		Months Since - 11		e/Model-	45	Last 30 Last 90	Days- UN	K/NK
		Aircraft Type - UN		trument-		Last 9	J Days-	10
			MUI	ti-Eng -	1100			
Instrument Rating(s) - All	RPLANE							

File No. - 2881 12/11/82 Time (Lcl) - 1145 EST OCOEE, FL A/C Reg. No. N95897 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - MISJUDGED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. FLARE - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 5. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL ----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 2831 12/19/82 STUAR	T,FL A/C R	eg. No. N4981P	T	ime (Lc1)	- 1645 E	ST
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Ini	uries	
,, ,	SUBSTAI		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-23	Eng Make/Model - LY	COMING 0-540-B1AS	ELT	Installed	/Activate	d - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		Stal	1 Warning	System -	UNK/NR
Max Gross Wt - 4800	Engine Type - REG	CIPROCATING-CARBURE	OR Weat	her Radar	- NO	
No. of Seats - 6	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	FT.PIERCE,FL					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	STUART, FL		WITHAN			
Wind Dir/Speed- 200/009 KTS			Runway	Ident	- 33	
Visibility - 10.0 SM	ATC/Airspace				- 5000/	200
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE			- ASPHAL	
Cloud Conditions(2nd) - NONE	Type of Clearance			Status	- DRY	
Obstructions to Vision- NONE		- NONE	,	0 14 14 2		
Precipitation - NONE	Type Apolly Ellag	140142				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 30	Medical Certificate	- VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Time (F		,	
PRIVATE	Current - YES	Total -	95		24 Hrs -	4
SE LAND, ME LAND	Months Since - 12	Make/Model-	14	Last	30 Days-	JNK/NR
	Aircraft Type - UNK/NR	•			90 Days-	14
			14		,-	
Instrument Rating(s) - NONE						
-Narrative						
CRAFT MADE A HARD LANDING AND DAMAGED WING	ς .					
ONAL I MADE A MAND LANDING AND DAMAGED WING	J.					

File No. - 2831 12/19/82 STUART,FL A/C Reg. No. N4981P Time (Lc1) - 1645 EST

Occurrence HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

File No 2964 9/04/82 BRUN	SWICK, GA	A/C Reg	. No. N9263A		Time (Lc1)	- 1530 E	DT
Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION)	Aircraft DESTROYE Fire NONE			Inju Serious O O	ries Minor O O	None O O
Aircraft Information Make/Model - CESSNA 170A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4		/Model - CONT ngines - 1 ype - RECI	INENTAL 0-300- PROCATING-CARB 45 HP	A ELT Sta URETOR Wea	Installed/ 11 Warning	Activate System - - NO	YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL 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- HAZE Precipitation - RAIN Condition of Light - DAYLIGHT	COLUMBIA Destination DAYTONA ATC/Airspac Type of F	n BEACH,FL e light Plan - learance -		OFF A Airport Runwa Runwa Runwa		- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Current Months Sinc	Review - YES	Total - Make/Model-	ight Time ( 282 255	Hours) Last 2 Last 3	.4 Hrs -	4 UNK/NR
Instrument Rating(s) - NONE							
Narrative HE NON-INSTRUMENT RATED PILOT WAS ON A FLIG OLUMBIA, SC. HE OBTAINED A WEATHER BRIEFING T COLUMBIA. THE AIRCRAFT CRASHED ON THE 2ND ASSED THROUGH. BASED ON THE CRUISE SPEED OF RASHED AT ABOUT THE SAME TIME THE THUNDERST O HERMITAGE ISLAND. TIRE PRINTS WERE VISIBL IRCRAFT CONTINUED 110 FT AND HIT A LARGE PA UPTURED, BUT THE LEFT TANK REMAINED INTACT REIMPACT MALFUNCTION OR FAILURES WERE FOUND	PRIOR TO DEPARTI LEG OF THE FLIGH THE AIRCRAFT AND ORMS HAD OCCURRED E AT LOW TIDE IN LM TREE ON THE IS AND CONTAINED FUE	NG IRONTON, E T IN AN AREA ITS DISTANCE . THE INITIAL THE MARSHY GR LAND AND WAS	BUT DID NOT UPD WHERE A LINE OF FROM THE DEPA IMPACT OCCURROUND. AFTER THE DESTROYED. THE	ATE IT AFTE F THUNDERST RTURE POINT ED IN A MAR E INITIAL I RIGHT FUEL	R LANDING ORMS HAD , THE PLANE SHY AREA NE MPACT, THE TANK WAS	EXT	

File No. - 2964 9/04/82 BRUNSWICK, GA A/C Reg. No. N9263A Time (Lc1) - 1530 EDT IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - THUNDERSTORM 3. WEATHER CONDITION - RAIN 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT ----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

Make/Model - CESSNA 182P Eng N Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2950 Engir No. of Seats - 4 Rated		Crew Pass ENTAL 0-470-R-25	Sta1	1 Warning S	Minor 0 0 Activated System - 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING  -Aircraft Information Make/Model - CESSNA 182P Eng N Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2950 Engin No. of Seats - 4 Rateo	Fire NONE  Make/Model - CONTIN er Engines - 1 ne Type - RECIPR d Power - 230	PassENTAL 0-470-R-25 OCATING-CARBURET	1 O  A ELT Stal	0 0 Installed/A 1 Warning S	O O Activated System - Y	0 0 - YES/N
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING  -Aircraft Information Make/Model - CESSNA 182P Eng N Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2950 Engin No. of Seats - 4 Rated -Environment/Operations Information	NONE  Make/Model - CONTIN er Engines - 1 ne Type - RECIPR d Power - 230	PassENTAL 0-470-R-25 OCATING-CARBURET	O  A ELT Stal	O Installed/A Warning S	O Activated System - Y	0  - YES/N
Accident Occurred During -MANEUVERING  -Aircraft Information Make/Model - CESSNA 182P Eng M Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2950 Engin No. of Seats - 4 Rateo -Environment/Operations Information	Make/Model - CONTIN er Engines - 1 ne Type - RECIPR d Power - 230	ENTAL 0-470-R-25	A ELT	Installed/A	Activated System - N	- YES/N
Make/Model - CESSNA 182P Eng N Landing Gear - TRICYCLE-FIXED Numbe Max Gross Wt - 2950 Engir No. of Seats - 4 Rated 	er Engines - 1 ne Type - RECIPR d Power - 230	OCATING-CARBURET	Sta1	1 Warning S	System - \	
Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2950 Engin No. of Seats - 4 Rated	er Engines - 1 ne Type - RECIPR d Power - 230	OCATING-CARBURET	Sta1	1 Warning S	System - \	
Max Gross Wt - 2950 Engir No. of Seats - 4 Rated 	ne Type - RECIPR d Power - 230					/ES
No. of Seats - 4 Rated 	d Power - 230		OR Weat	her Radar -	- NO	
-Environment/Operations Information Weather Data Itinerar	·v					
weather bata Itinerar	v		Admmont	Dnavimite		
	Péparture Point		Airport	Proximity RPORT/STRIF	,	
	INGTON.GA		UFF. AI	KPUKI/SIKIF	•	
Completeness - N/A Destina	•		irport D	ata		
Basic Weather - VMC LOCA			рог с в	utu		
Wind Dir/Speed- 330/010 KTS	-		Runway	Ident -	- N/A	
Visibility - 20.0 SM ATC/Airs	space			Lth/Wid -	- N/A	
	of Flight Plan - NO	NE		Surface -		
Cloud Conditions(2nd) - NONE Type of	of Clearance - NO	NE	Runway	Status -	- N/A	
	Apch/Lndg - NO	NE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Age - 34		ical Certificate			AIVERS/LI	MIT
Certificate(s)/Rating(s) Biennial Fli STUDENT Current		Total - UNK	Time (H		4 Hnc - III	UK /ND
	- N/A Since - N/A					
	t Type - N/A	Make/Model- UNK Instrument- UNK	/ND	1251 30	Days U	AK / ND
Anciare	t Type - N/A	Multi-Eng - UNK		Rotorce	raft - U	NK/NR
Instrument Rating(s) - NONE						
CRAFT WAS OBSERVED MAKING LOW PASSES. DURING ON OF THES						
RT. PILOTS BLOOD ETHANOL LEVEL WAS 214 MG PERCENT. THE AIRCRAFT.	PILUT HAD NOT BEEN	GIVEN PERMISSIO	IN RA IHE	UWNER IU F	- L Y	

10/16/82 A/C Reg. No. N52333 File No. - 2886 CONYERS, GA Time (Lc1) - 1710 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. BUZZING - INTENTIONAL - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND 6. OBJECT - WIRE, TRANSMISSION 7. OBJECT - TREE(S) 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) 6,7

Basic Information Type Operating Cert	ificate-NONE (	GENERAL AVIATION)	Aircraft D	amaqe		Injur	ries	
	·		SUBSTANTI		Fata1			None
	-PERSON		Fire	Cre	ew 1	0	0	0
Flight Conducted Und	der -14 CFR	91	NONE	Pas	s 0	0	1	0
Accident Occurred Du	uring -LANDIN	3						
Aircraft Information-								
Make/Model - BEE(	CH A23	Eng Make/M	lodel - CONTII	NENTAL IO-346A	ELT	Installed/A	Activated	- YES/YE
Landing Gear - TRI	CYCLE-FIXED	Number Eng	ines - 1		Stal	1 Warning S	System - U	NK/NR
Max Gross Wt - 23	350	Engine Typ	e - RECIP	- FUEL INJECT	ED Weat	her Radar -	- NO	
No. of Seats -	4	Rated Powe	r - 16	5 HP				
Environment/Operations	s Information-							
Weather Data		Itinerary				Proximity		
	D RECORD OF BR	[EFING Last Depart	ure Point		OFF AI	RPORT/STRIF	<b>D</b>	
Method - $N_{\ell}$	/A	SAME AS A	CC/INC					
Completeness - N		Destination			Airport D	ata		
Basic Weather - VM		LOCAL						
Wind Dir/Speed- 28						/ Ident -		
Visibility -		ATC/Airspace				Lth/Wid -		
Cloud Conditions(			ght Plan - No			Surface -	- UNK/NR	
Cloud Conditions(2		Type of Cle	arance - N	ONE	Runway	Status -	- UNK/NR	
Obstructions to V	ision- NONE	Type Apch/L	.ndg - Ni	ONE				
Precipitation	- UNK/NR							
Condition of Light	t - DAYLIGH	Г 						
Personnel Information								
Pilot-In-Command		Age - 51		dical Certific			D WAIVERS/	LIMIT
Certificate(s)/Rat	ing(s)	Biennial Flight R	eview	Fli	ght Time (F			
PRIVATE		Current	,	Total -		Last 24		
SE LAND				Make/Model-	UNK/NR	Last 30	Days- UN	K/NR
		Aircraft Type	· - UNK/NR					
				Multi-Eng -	UNK/NR	Rotorc	raft - UN	K/NR
Instrument Ratir	ng(s) - NONE							
SE LAND	ng(s) - NONE	Months Since Aircraft Type	- UNK/NR	Make/Mode1-	UNK/NR UNK/NR	Last 30 Last 90		K,

File No. - 2945 11/08/82 Time (Lc1) - 1625 EST JUNNEL HILL, GA A/C Reg. No. N3513R Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - OPEN FIELD Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN 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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91	NAL - SOLO	Fire	Crew	0	0	0	1
Accident Occurred During -TAKEOFF		NONE	Pass	0	O	O	O
Make/Model - CESSNA 152	Eng Make	/Model - LYCOMIMG 0	-235-L2C	ELT :	nstalled/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED		ngines - 1			Warning S		ES
Max Gross Wt - 1670	Engine T	ype - RECIPROCAT	ING-CARBURETO	DR Weatl	ner Radar -	NO	
No. of Seats - 2	Rated Po						
Environment/Operations Information					<del></del>		
Weather Data	Itinerary				Proximity		
Wx Briefing - MILITARY	•	rture Point		ON AIR	PORT		
Method - TELEPHONE	SAME AS	•					
Completeness - UNK/NR	Destinatio	n	Α.	irport Da			
Basic Weather - VMC	LOCAL				ARMY AIRFI		
Wind Dir/Speed- CALM				•		02	
Visibility - 7.0 SM	ATC/Airspac				Lth/Wid -		150
Cloud Conditions(1st) - NONE		light Plan - VFR			Surface -		
Cloud Conditions(2nd) - NONE		learance - TOWER		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information					WEDTON: **=		
Pilot-In-Command	Age - 31		Certificate			WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight		_	Time (Ho		11	1
STUDENT	Current	- N/A Tot		9	Last 24	Days- UN	•
	Months Sinc		e/Mode1-				-
	Aircraft Ty	pe - N/A Ins	trument-	0	Last 90	Days-	11
Instrument Rating(s) - NONE							
Narrative							
UDENT WAS DOING A TOUCH AND GO LANDING. W	HILE CHANGING FLAP	. CARB HEAT AND APP	LYING FULL TH	HROTTLE	AIRCRAFT VE	ERED	

File No 288	32 12/23/82 FT. BENNING,GA	A/C Reg. No. N129SC	Time (Lc1) - 1035 EDT
	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN		
2. DIRECTIONAL CONT	NDING - PERFORMED - PILOT IN COMMAND FROL - NOT MAINTAINED - PILOT IN COMMAND RVE - INADVERTENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN TAKEOFF - GROUND RUN		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED TAKEOFF - GROUND RUN		
Finding(s) 4. LANDING GEAR,NOS 5. LANDING GEAR,NOS	SE GEAR - FAILURE, TOTAL		
Occurrence #4 Phase of Operation	NOSE OVER TAKEOFF - GROUND RUN		
Probable Cause			
The National Transporis/are finding(s) 2	tation Safety Board determines that the Pr	obable Cause(s) of this accide	ent

-Basic Information	AVTATION)			7 m 1	4	
Type Operating Certificate-NONE (GENERAL		raft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	· ·		0	0	1
Flight Conducted Under -14 CFR 91	NON	IE Pa	ss 0	0	0	3
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 210		CONTINENTAL IO-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800	Number Engines -	· 1 · RECIP - FUEL INJEC		1 Warning S her Radar -		ES
No. of Seats - 6		300 HP	itu weat	ner kadar -	NU	
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po	oint	OFF AI	RPORT/STRIP		
Method - TELEPHONE	ADEL, GA		Admmont D			
Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC	Destination VALDOSTA.GA		Airport D	ata TA MUNICIPA	,	
Wind Dir/Speed- 130/005 KTS	VALDOSTA, GA			Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		150
Cloud Conditions(1st) - 3000 FT BROKE				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 - 28	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	ITMIT
	Biennial Flight Review	F1	ight Time (H			
PRIVATE	Current - NO			Last 24		
SE LAND	Months Since - 28	Make/Mode1-	72	Last 30	Days- UN	K/NR
	Aircraft Type - UNK	(/NR Instrument-	UNK/NR	Last 90	Days-	6
Instrument Rating(s) - NONE						
Manuellia						
-Narrative STATED HE DEPARTED ADEL WITH 12 GALS OF FU	EL DUDDOCE DE ELT WAS	TO DEFLIEL AT VALDOS	TA (25 MT)	ENG OUTT DU	E TO	
SIMILO HE DEPARTED ADEL WITH 12 GALS OF FU	LL. FURFUSE UF FLI WAS	TO REFUEL AT VALUUS	IM (23 MI).	FIAS GOTI DO	_ 10	

File No 28	36 12/27/82	VALDOSTA, GA	A/C Reg. No. N1685X	Time (Lc1) - 1032 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAI	-	
Finding(s) 1. FLUID,FUEL - EX 2. FUEL SUPPLY -		T IN COMMAND	·	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this accide	ent

Type operating certificate-number	GENERAL AVIATION) Aircra	ft Damage		Inju	ries	
	DESTR	OYED	Fatal	Serious	Minor	None
Type of Operation -PERSON		Crew	0	0	0	1
Flight Conducted Under -14 CFR		Pass	0	0	1	0
Accident Occurred During -LANDIN	IG					
Aircraft Information						
Make/Model - CONDOR 150L	Eng Make/Mode1 - L			installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	Stall	Warning	System - `	YES
Max Gross Wt - 1600	Engine Type - R	ECIPROCATING-CARBURE	TOR Weath	ner Radar	- NO	
No. of Seats - 2	Rated Power -	180 HP				
Environment/Operations Information-						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF AIR	RPORT/STRI	P	
Method - TELEPHONE	LEWISTON, ID					
Completeness - FULL	Destination		Airport Da	ata		
Basic Weather - VMC	MISSOULA, MT					
Wind Dir/Speed- 310/010 KTS					~ N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		
	T SCATTERED Type of Flight Plan			Surface		
	T SCATTERED Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE	·÷					
Condition of Light - DAYLIGH	 					
Personnel Information	•					_
Pilot-In-Command	Age - 35	Medical Certificat			O WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligh	t Time (Ho			
COMMERCIAL	Current - YES	Total -		Last 2		. 1
SE LAND, ME LAND	Months Since - 9	Make/Model- Instrument- UN	1	Last 3	Days-	11
	Aircraft Type - F-101			Last 9	o bays-	36
		Multi-Eng -	2265			
Instrument Rating(s) - AIRPL	ANE					
ENG FAILED ENROUTE & WHILE LANDING	ON A LOGGING POAD THE PIGHT WING	CONTACTED VEGETATIO	N CALISTNG	THE ACET	TO SWEDVE	
ME TO REST NOSE LOW. THE ENG HAD BE						
AT THE INSPECTION. EXAMINATION OF 1						
					AUL	
HE BEVELED ENDS WITH LONGITUDINAL S LOSED FEATURES INDICATIVE OF FATIGU						

File No. - 2877 8/10/82 16NM NO. OF PIERCE, ID A/C Reg. No. N10517 Time (Lc1) - 1355 MDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - FATIGUE 2. LUBRICATING SYSTEM, OIL LINE - SEPARATION 3. MAINTENANCE, INSTALLATION - INADEQUATE - COMPANY MAINTENANCE PSNL 4. FLUID.OIL - STARVATION 5. ENGINE ASSEMBLY, CONNECTING ROD - OVERTEMPERATURE 6. ENGINE ASSEMBLY.CONNECTING ROD - 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) 7. TERRAIN CONDITION - HIGH VEGETATION Occurrence #4 NOSE DOWN Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6 Factor(s) relating to this accident is/are finding(s) 7

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Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ries	
	DESTR		Fatal			
Type of Operation -AERIAL SURVE		Cr	ew 1		0	-
Filght Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	UN GR	DUND Pa	ss 0	2	0	0
Aircraft Information						
Make/Model - CESSNA 180B	Eng Make/Model - C	ONTINENTAL 0-470-				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		1 Warning S		YES
Max Gross Wt - 2650 No. of Seats - 4	Engine Type    - R Rated Power    -		UREIUK Weat	ner kadar -	- NU	
Environment/Operations Information	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIF	•	
Method - N/A	ALPINE, AL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- CALM	ATO / A			Ident -		
Visibility - 20.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace	NONE		Lth/Wid - Surface -		
Cloud Conditions(1st) - NUNE Cloud Conditions(2nd) - NONE	Type of Flight Plan Type of Clearance			Status -	•	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	- 14/A	
Precipitation - NONE	Type Apeny Endg	- 14014F				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 45 Biennial Flight Review	Medical Certifi			D WAIVER	S/LIMIT
Certificate(s)/Rating(s)			ight Time (F		4 11	•
COMMERCIAL, CFI	Current - UNK/N		870 UNK/NR	Last 24	4 Mrs -	0
SE LAND, SE SEA	Months Since - UNK/N Aircraft Type - UNK/N	R Make/Model-	UNK/NR	Last 30	Days-	HNK/ND
GLIDER	Africiant Type - UNK/N	Multi-Eng -	UNK/NR	Rotorce	raft -	UNK/NR
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE Narrative PILOT AND TWO PASSENGERS WERE ON A LOCAL RAFT COLLIDED WITH TREES ON RISING TERRAI I A 75 FT TALL TREE, ABOUT 60 FT ABOVE THE L WARNING HORN.	N, THEN IMPACTED ON THE GR	DUND AND BURNED.	INITIAL IMPA	CT OCCURRED		

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION 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) 2,3

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

Basic Information			No. N4606U 				
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage	Fatal	Inju Serious	ries Minor	None
Type of Operation -OTHER		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA TU206G		/Model - CONTIN	ENTAL TSIO-520-		Installed/		
Landing Gear - TRICYCLE-FIXED		ngines - 1			laWarning S		ES
Max Gross Wt - 3600	Engine T	, , · · · · · · · · · · · · · · · · · ·	- FUEL INJECTED	) Weat	ther Radar	- NO	
No. of Seats - 6	Rated Po	wer - 310	HP 		·		
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRI Method - N/A	- ·	rture Point		OFF AI	RPORT/STRI	,	
Completeness - N/A	Destinatio	KE CITY,UT		Airport D	nata		
Basic Weather - IMC	IDAHO F			A II poi t	ata		
Wind Dir/Speed- 200/005 KTS	IDANO I	ACC3,10		Runway	/ Ident ·	- UNK/NR	
Visibility250 SM	ATC/Airspac	е			Lth/Wid		
Cloud Conditions(1st) - 200 FT				Runway	Surface	- UNK/NR	
Cloud Conditions(2nd) - UNK/NR		learance - NO		Runway	/ Status ·	- UNK/NR	
Obstructions to Vision- NONE	Type Apch	/Lndg - NO	NE				
Precipitation - SNOW Condition of Light - NIGHT (D	ARK)						
Personnel Information	Amo 54		Combisioni	· VALTE	MEDICAL	TVEDS /L TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Biennial Flight		ical Certificat	t Time (F		IIVERS/LIM	11 1
PRIVATE	Current	- UNK/NR	Total -		Last 24	1 Hrs -	2
SE LAND		e - UNK/NR	Make/Model-		Last 30		4
		pe - UNK/NR	Instrument-		Last 90		7
Instrument Rating(s) - NONE							
That dient hating(a) - NONE							
Narrative							
ARCH FOR THE AIRCRAFT WAS BEGUN AFTE							
H SITE HEARD THE SOUNDS OF A LOW FLY							
AS ABOUT 200 FT OBSCURED, 1/4 MI VIS						AF I	
FOUND IN FEBRUARY 1983 BY A CROSS-CO							
NEAR VERTICAL DIVE. THE NON-INSTRUM FING WAS FOUND. THERE WERE NO COMMUN						4AD	
FING WAS FOUND. THERE WERE NO COMMON I ASSIGNED A DISCRETE TRANSPONDER COD							
			, !!			-	
INED. THE RADAR SHOWED A CONTINUOUS	TRACK TO THE AREA OF		HEN WAS INTERMI	TTENTLY L	OST AND RE	MAINED	

File No. - 2947 11/20/82 SODA SPRINGS.ID A/C Reg. No. N4606U Time (Lc1) - 1900 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - SNOW 5. WEATHER CONDITION - OBSCURATION 6. LIGHT CONDITION - DARK NIGHT 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 8. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 10. 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) 7.8.9 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,10

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Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag	je		•	ries	
Type of Operation -PERSONAL		SUBSTANTIAL	0	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -LANDING		NONE	rass	U	U	U	O
Aircraft Information							
Make/Model - CESSNA 182		Model - CONTINENT				Activated	
Landing Gear - TRICYCLE-FIXED		gee .				System - Y	ES
Max Gross Wt - 2950 No. of Seats - 4	Engine Ty Rated Pow			UR Weat	ner Radar	- NO	
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - PATWAS Method - TELEPHONE	Last Depar			OFF AI	RPORT/STRI	Р	
Completeness - SELF	SAME AS Destination	•		Airport Da	a+a		
Basic Weather - VMC	WEST CHI		•	BROOKR			
Wind Dir/Speed- 180/005 KTS	W231 G111	0,10				- 09	
Visibility - 10.0 SM	ATC/Airspace					- 3000 -U	NK/NR
Cloud Conditions(1st) - NONE		ight Plan - NONE		Runway	Surface	- ASPHALT	
Cloud Conditions(2nd) - NONE		earance - NONE		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 - 46 Biennial Flight	Medica	1 Certificate	: Time (H		AIVERS/LIM	11
PRIVATE	Current		otal -		•	4 Hrs -	0
SE LAND		- 14 Ma	ke/Model-				
	Aircraft Type	- 14 Ma e - UNK/NR Ir	strument-	67	Last 9	O Days-	7
Instrument Rating(s) - AIRPLANE							
Narrative	DOED I ANDINO OF A CO	DIE 0011DCE AETED	THE ENGINE :	SET DOWER	AT 000 55	FT 401	
E AIRCRAFT COLLIDED WITH A TREE DURING FO RING TAKEOFF. WATER WAS FOUND IN THE SUMF							
PORTED THAT THE WING SUMPS AND ENGINE SUM							
DM THE RIGHT TANK, BUT IT WAS GONE AFTER	Z DRAIN SUMPS WERE .						

File No 29	20 7/09/82	DOWNERS GROVE, IL	A/C Reg. No. N6OPS	Time (Lc1) - 0755 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF 3. FUEL SYSTEM,CAP	LIGHT - INADEQUATE - LOOSE			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ON WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S	)			
Probable Cause				
The National Transpois/are finding(s) 1,		d determines that the F	robable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/	are finding(s) 4		

File No 2922 7/27/82 NOBLE	,IL A/C Reg. No.	N72HQ	Time (Lc1) -	1630 CDT
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -TEST Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft Damage SUBSTANTIAL Fire NONE	Fat Crew Pass	sal Serious 0 0 0 0	0 1 0 0
Aircraft Information Make/Model - Q-BERRY HAWK Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - LYCOMING (	D-235-C1	ELT Installed/A	activated - NO -N/A system - NO
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 105/003 KTS Visibility - 4.000 SM Cloud Conditions(1st) - 6000 FT SCAT Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace TERED Type of Flight Plan - NONE	ON Airpo OL Ru Ru Ru	inway Lth/Wid - inway Surface -	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 21 Medica Biennial Flight Review Current - YES To Months Since - 13 Mai Aircraft Type - UNK/NR Ins	Certificate - N Flight Tim tal - 101 ke/Model- 1 strument- 5	ne (Hours)	•
Instrument Rating(s) - NONE		+		•
ABOUT 30 MIN AFTER TAKING OFF ON A LOCAL TEST TO TURN ONTO A CROSSWIND LEG, WHEN THE ENGINE ATTEMPTED TO GLIDE TO A RUNWAY, BUT WAS FORCE ENCOUNTERED THE BEANS AND THE AIRCRAFT FLIPPER REMAINING IN THE FUEL TANK. NO MECHANICAL MALHOSE WAS IN CLOSE PROXIMITY TO THE EXHAUST STOFFUEL, POSSIBLY FROM A VAPOR LOCK; HOWEVER,	LOST POWER. HE ATTEMPTED TO RESTAND TO LAND IN A BEAN FIELD. DURING TO OVER. AN INVESTIGATION REVEALED FUNCTION OR FAILURE WAS FOUND. IT NACKS. THE PILOT BELIEVED THAT THE NACKS.	RT THE ENGINE, BL THE LANDING ROLL, THAT ABOUT 5 GAL ∀AS NOTED THAT TH	IT WAS UNABLE. H THE MAIN GEAR OF FUEL WAS HE CARBURETOR	NG HE

File No 29	22 7/27/82 NOBLE,IL	A/C Reg. No. N72HQ	Time (Lc1) - 1630 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN	·	
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI	ON - CROP		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information	NONE (CENER	A. A.V.T.A.T.T.O.V.\				<b>.</b>		
Type Operating Certificate	-NUNE (GENER	AL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious	uries Minor	None
Type of Operation	-PERSONAL		Fire	Crev		0	1	0
Flight Conducted Under			NONE	Pass	5 0	Ō	1	0
Accident Occurred During	-LANDING						. <b>.</b>	
Aircraft Information								
Make/Model - SIAI MARCH			Model - FRANKI	.IN 6A-350			'Activated	
Landing Gear - TRICYCLE-R Max Gross Wt - 2640	ETRACTABLE		ngines - 1				System -	YES
No. of Seats - 4		Rated Pow		ROCATING-CARBUR HP	RETUR WEAT	ner kadar	- NU	
-Environment/Operations Infor	 mation							
Weather Data		Itinerary				Proximity		
	D OF BRIEFIN		ture Point		OFF AI	RPORT/STR	[P	
Method - N/A		MACOMB, 1						•
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC	WT6	SAINT LO	JUIS, MO	*			11011/ /515	
Wind Dir/Speed- 270/006   Visibility - 10.0		ATC/Airspace				Ident Lth/Wid	- UNK/NR	
Cloud Conditions(1st) -				NE			- ASPHALT	
Cloud Conditions(2nd) -		Type of C1			•	Status	- DRY	
Obstructions to Vision-		Type Apch/			nay	014140		
	NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		<u>-</u>				
Condition of Light -	DAYLIGHT							
Personnel Information						-,		
Pilot-In-Command		Age - 34		lical Certifica			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight	Review - YES		ght Time (H	•	. 4 . 1	
COMMERCIAL Se land		Current	- YES	Total - Make/Model-	292 21		24 Hrs -	1 NK/ND
SE LAND		Months Since	e - UNK/NR	Instrument-				
		All Craft Typ	DE DIANTIAN	Tris ci dineric	77	Luge .	o bays	,,,
Instrument Rating(s)	- AIRPLANE							
Narrative	ALIT ALID D::			THE ATROPACE :				
AIRCRAFT ENGINE FAILED INFLI	GHI AND DURI		ING ON A ROAD. T HAD FAILED.	THE AIRCRAFT (	COLLIDED MI	IH PUSTS.	AN	

File No 29	21 7/28/82 	CARROLLTON, IL	A/C Reg. No. N956W	Time (Lc1) - 2005 CDT
Occurrence #1 Phase of Operation		DTAL) - MECH FAILURE/N	ALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY	,CONNECTING ROD -			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 2. OBJECT - FENCE				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this	accident

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damac	10		Injur	ries	
· , , , , , , , , , , , , , , , , , , ,	,	DESTROYED	,.	Fatal	Serious		None
Type of Operation -BUSINESS		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	. 0
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - CESSNA 340A		le1 - CONTINENT	AL TSI0-520		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE Number Engi				Stal	l Warning S		'ES
Max Gross Wt - 6025		- RECIP - F		Weat	ner Radar -	YES	
No. of Seats - 6	Ratéd Power	- 285 HP	<b>,</b> 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	e Point		OFF AI	RPORT/STRIF	•		
Method - N/A	H						
Completeness - N/A		A	irport D	ata			
Basic Weather - IMC	AURORA,IL			AURORA			
Wind Dir/Speed- UNK/NR	170/11/2					36	
Visibility500 SM	ATC/Airspace				Lth/Wid -		75
Cloud Conditions(1st) - 700 FT OVE				•	Surface -		
Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG	Type of Clear	ance - RADAR Iq - VORTA	ADVISURIES	Runway	Status -	WET	
Precipitation - DRIZZLE	Type Apch/Lnc		MONITORED				
Condition of Light - NIGHT (DARK)		RADAR	MONTIORED				
-Personnel Information Pilot-In-Command	Age - 62	Medica	ıl Certificate	- VALTO	MEDICAL -WA	TVEDS /I TM	ITT
Certificate(s)/Rating(s)	Riennial Elight Dev	dew.	Flight			TVENS/ EI	
COMMERCIAL	Current -		otal - 3			Hrs - UN	IK/NR
SE LAND, ME LAND, SE SEA	Months Since -	13 Ma	ike/Model-				
,	Months Since - Aircraft Type -	C-340 Ir	strument- UNK	/NR	Last 90	Days- UN	IK/NR
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ılti-Eng - 2			•	·
Instrument Rating(s) - AIRPLANE							
-Narrative							
-Narrative CRAFT COLLIDED WITH TERRAIN AFTER A MISSE			T WING LITT TH		FIRST ATE		

File No. - 2848 9/25/82 SUGARGROVE, IL A/C Reg. No. N2676A Time (Lc1) - 2045 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - FOG 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, FATIGUE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN. Phase of Operation APPROACH - MISSED APPROACH (IFR) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

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

File No 2961 10/20/82 LEMO	NT,IL	A/C Reg	. No. N736NA	Т	ime (Lc1)	- 0702 CDT	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft I		Fat-1		ıries	Nors
Type of Operation -BUSINESS		DESTROYE		Fatal	Serious O		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0	2	0	0
Aircraft Information							
Make/Mode1 - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Number En Engine Ty Rated Pow	gines - 1 pe - RECII er - 2	MING 0-540-J3C5D Procating-Carbure 35 HP	Stal TOR Weat	1 Warning her Radar	System - Y - NO	
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depar CHICAGO,				RPORT/STRI	P	
Completeness - FULL Basic Weather - VMC	Destination FAYETTEV			Airport D	ata		
Wind Dir/Speed- 225/040 KTS	.,,,,	,		Runway	Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - 1500 FT OVE					Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT			RADAR ADVISORIES VISUAL STRAIGHT-I		Status	- N/A	
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight	Review	edical Certificat Fligh	e - VALID t Time (H		O WAIVERS/	LIMIT
PRIVATE	Current	- YES	Total -		Last 2		0
SE LAND	Months Since			74	Last 3	80 Days-	8
	Aircraft Typ	e - UNK/NR	Instrument- UN	K/NR	Last 9	00 Days-	26
Instrument Rating(s) - AIRPLANE							
HE PILOT TOOK OFF AT 0642 CDT, AND AT 0645, AS ENCOUNTERING ICING CONDITIONS AND REQUES	TED A CLIMB TO 600	O FT. AT 070	D:16, AFTER CHANG	ING FROM	TRACON TO		
ENTER FREQUENCY, HE WAS CLEARED AS REQUESTE ESCEND. THE CONTROLLER WAS UNABLE TO APPROV EVERSE COURSE) AND DESCEND TO 3000 FT. NO O RIOR TO THE ACCIDENT, WITNESSES OBSERVED TH	E A LOWER ALTITUDE THER TRANSMISSIONS	ON COURSE, I	BUT CLEARED THE P ED FROM THE AIRCR	ILOT FOR AFT AFTER	A TURN (TO	) ST	
EPORTED THAT THE ENGINE WAS OPERATING. INIT HE GROUND ON SLIGHTLY HIGHER TERRAIN, 16 FT ROM THE SOUTHWEST. PRIOR TO THE FLIGHT, THE	IAL IMPACT WAS WIT BELOW AND 95 FT F	H A TREE ON I	RISING TERRAIN. T IAL IMPACT POINT.	HE AIRCRA THE WIND	FT THEN ST WAS STRON	RUCK	

File No 29	61 10/20/82	LEMONT,IL	A/C Reg. No. N736NA	Time (Lc1) - 0702 CDT
Occurrence #1 Phase of Operation		TER WITH WEATHER		
3. WING - ICE	ON - ICING CONDITION NNING/DECISION - IN ERNATE DESTINATION	MPROPER - PILOT IN		
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - TREE(S				
Occurrence #3 Phase of Operation	DESCENT - UNCONTI	ROLLED		
Probable Cause		~		
The National Transpois/are finding(s) 2,		rd determines that	the Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is,	/are finding(s) 1,	5	

Type of Operation Flight Conducted U Accident Occurred	-PERSONAL nder -14 CFR 91	SUBST Fire	ft Damage ANTIAL Crew Pass	Fatal O O		Minor	None
Flight Conducted U	nder -14 CFR 91	Fire	Crew				
Accident Occurred		NONE	Pass		U	0	1
			, 433	0	0	0	0
All Clait Illi Olimation							
Make/Model - PI		Eng Make/Model - L	YCOMING 0-320-E2A	ELT I	nstalled/Ad	ctivated	- YES/Y
Landing Gear - TR		Number Engines -	1	Stall	Warning Sy	/stem - Y	ES
Max Gross Wt -	1950	Engine Type - R	ECIPROCATING-CARBURE	TOR Weath	er Radar -	NO	
No. of Seats -	4		150 LBS THRUST				
Environment/Operation	ns Information			<del></del>			
Weather Data		Itinerary		Airport P			
	NO RECORD OF BRIEFI		t	OFF AIR	PORT/STRIP		
Completeness -	N/A	SAME AS ACC/INC Destination		Airport Da	*~		
Basic Weather -		LOCAL		ATPOPT DA	la ,		
Wind Dir/Speed-		LOCAL		Runway	Ident -	28	
Visibility -		ATC/Airspace			Lth/Wid -		50
Cloud Conditions	(1st) - 2500 FT OV	ERCAST Type of Flight Plan	- NONE		Surface -		
Cloud Conditions	(2nd) - UNK/NR	Type of Clearance			Status -		
Obstructions to	Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation							
Condition of Lig	ht - DAYLIGHT						
Personnel Informatio	n	A	W	- 441.75	MEDIOAL NO.	MATNEDO /	
Pilot-In-Command Certificate(s)/Ra	*****(*)	Age - 41 Biennial Flight Review		e - VALID t Time (Ho		WAIVERS/	LIMII
PRIVATE	ting(s)	Current - YES	Total -			Une -	0
SE LAND		Months Since - 5	Make/Model-	97	Last 24	Days- IIN	K/ND
SE LAND		Months Since - 5 Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days -	10
		A. C. a. c. 1, pc - 0, 1		•		,-	. •
Impatuumana Bak	ing(s) - NONE						

File No 29	50 11/05/82	SCHAUMBURG, IL	A/C Re	g. No. N56311	Time (Lc1) - 1500 CST
Occurrence #1 Phase of Operation		L CLIMB			
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation					
Probable Cause					
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cau	se(s) of this acc	dent

Type Operating Certificate-NONE (GENE		ıft Damage		Injur		
	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew	1 0	0	0	0
Accident Occurred During -LANDING	NUNE	Pass	O	O	U	U
Aircraft Information				*	- 1 / 1	
Make/Model - SCORPION TOO Landing Gear - SKID	Eng Make/Model - F Number Engines -			Installed/A 1 Warning S		
Max Gross Wt - 900		า RECIPROCATING-CARBURE				IU
No. of Seats - 2	<b>O</b> 7,	133 HP	TOR Weat	ilei kadai	140	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Poir	it	ON AIR	PURT		
Completeness - UNK/NR	SAME AS ACC/INC Destination		Airport D	12+2		
Basic Weather - VMC	LOCAL		SANDWI			
Wind Dir/Speed- 230/010 KTS	2001.2				26	
Visibility - 6.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	3000/	50
Cloud Conditions(1st) - 10000 FT	Type of Flight Plar			Surface -		
Cloud Conditions(2nd) - 25000 FT	Type of Clearance		Runway	/ Status -	UNK/NR	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		it Time (F		Una - 11	IIZ /AID
STUDENT	Current - N/A Months Since - N/A	Total - Make/Model - UN	23 IK/ND	Last 24	nrs - UN Nave- III	IK/ND
	Aircraft Type - N/A	Make/Model- UN Instrument- UN	IK/NR	Last 90	Days UN	IK/NR
		Multi-Eng - UN			aft - UN	
Instrument Rating(s) - NONE						
ROTORCRAFT IMPACTED THE RUNWAY VERY HARI	NITH NO FLADE AFTED THE EN	IGINE OUTT 100-200 FE	ET AGI. T	HE PILOT HA	n NO	

File No. - 2953 12/18/82 SANDWICH, IL A/C Reg. No. N9354A Time (Lc1) - 1600 CST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. AUTOROTATION - INITIATED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

File No 2917 12/22/82 RIDOT	T,IL A/C Re	g. No. N6477P	Tir	me (Lc1) -	1205 CST	
Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft SUBSTAN Fire NONE	TIAL Crew	Fatal O O	Injuri Serious O O		None 1 1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		Stall	nstalled/Ad Warning Sy er Radar -	/stem - YE	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 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 Departure Point FREEPORT,IL Destination RIDOTT,IL  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway 1 Runway 1 Runway 5	ORT ta NSEN RLA	GRASS/TUR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Total - Make/Model-	t Time (Hou	urs)		
Instrument Rating(s) - NONE						
Narrative HIS WAS THE PILOT'S FIRST OPERATION ON THE 13 ND ATTEMPTED TO GO AROUND. WHEN HE REALIZED I UBSEQUENTLY, THE AIRCRAFT COLLIDED WITH 2 FEI UT THE RIGHT WHEEL HIT THE FENCE. AFTER TOUCH IRPORT OWNER REPORTED THAT THE SUN HAD MELTER	HE HAD INSUFFICIENT RUNWAY R NCES. THE PILOT STATED THAT I HING DOWN AGAIN, THE AIRCRAF	EMAINING, HE ABORTE HE PULLED UP TO CLE I SLID INTO THE SEC	ED THE GO-A	AROUND. RST FENCE,		

12/22/82 File No. - 2917 RIDOTT, IL A/C Reg. No. N6477P Time (Lc1) - 1205 CST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 3. TERRAIN CONDITION - WET 4. TERRAIN CONDITION - ICY 5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. OBJECT - FENCE Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - FENCE ----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) 3,4,6,7

File No 2935 5/25/82 EVAN	SVILLE, IN A/C	Reg. No. N32	232M	Т	ime (Lc1)	- 0755 EDT	
Basic Information Type Operating Certificate-NONE (GENER		ft Damage			Inju		
	SUBST	ANTIAL		Fata1	Serious		None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 310R	Eng Make/Mode1 - C	ONTINENTAL I	0-520-MB	ELT	Installed/	Activated	<ul><li>YES/NO</li></ul>
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	2		Sta1	1 Warning	System - U	NK/NR
Max Gross Wt - 5500	Engine Type - R	ECIP - FUEL	INJECTED	Weat	her Radar	- UNK/NR	
No. of Seats - 6	Rated Power -	285 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	t		ON AIR			
Method - UNK/NR	PEKIN.IL	•					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	EVANSVILLE.IN				ILLE DRESS	REGIONAL	
Wind Dir/Speed- 070/005 KTS	CVANSVILLE, IN					- 04	
Visibility - 4.000 SM	ATC/Airspace					- 8021/	150
Cloud Conditions(1st) - 2500 FT OVE		- TFD				- CONCRETE	
Cloud Conditions(2nd) - NONE	Type of Clearance					- DRY	
Obstructions to Vision- HAZE	Type Of Creatance Type Apch/Lndg		ADLETE	Ruiway	Status	DKI	
Precipitation - NONE	Type Apelly Lindy	123 000	41- CC 1 C				
Condition of Light - DAYLIGHT							
Personnel Information						/	
Pilot-In-Command	Age - 32	Medical Ce				U WAIVERS/	FIMII
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
COMMERCIAL, ATP, CFI	Current - YES		-			4 Hrs -	. 1
SE LAND, ME LAND	Months Since - 10		Mode 1 -			O Days- UN	•
	Aircraft Type - UNK/N	R Instru	ument-		Last 9	O Days-	105
		Multi-	-Eng -	3500			
Instrument Rating(s) - AIRPLANE							
This is different that this (5) ATTACHARE							
Narrative TER THE AIRCRAFT HAD TOUCHED DOWN FROM AN RST TURNOFF. SHORTLY AFTER THAT, THE RIGHT ILED. A METALLURGICAL EXAMINATION OF THE F S FOUND.	GEAR COLLAPSED WHEN THE LA	NDING GEAR F	ROD ASSEM	BLY, PN O	840125-15,		

File No. - 2935 5/25/82 EVANSVILLE,IN A/C Reg. No. N3232M Time (Lc1) - 0755 EDT

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation

LANDING - ROLL

### Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY OVERLOAD
- 2. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 3. AIRSPEED EXCESSIVE PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-OPERATING	CERTIFICATE Admonast I	Damaga		Tendus		
	CERTIFICATE Aircraft ( (14 CFR 125) SUBSTANT:		Fatal	Inju Serious	Minor	None
Type of Operation -	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - PIPER PA-23-250	Eng Make/Mode1 - LYCO	MING TIO-540		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		Stal	1 Warning S	System -	UNK/NR
Max Gross Wt - 5200	Engine Type - RECI		D Weat	her Radar	- UNK/NR	
No. of Seats - 6	Rated Power - 3	10 LBS THRUST				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR	PORT		
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR Basic Weather - VMC	Destination		Airport D			
Wind Dir/Speed- 040/007 KTS	TRAVERSE CITY, MI		EAGLE		- 03	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		75
Cloud Conditions(1st) - 6000 FT	Type of Flight Plan -	TFD		Surface ·		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance - I				- DRY	
Obstructions to Vision- NONE		NONE		• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	.,,,,					
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 26 Me	edical Certifica			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1igi	ht Time (H			
ATP,CFI	Current - YES		3268		4 Hrs -	5
SE LAND, ME LAND, SE SEA	Months Since - 2 Aircraft Type - UNK/NR	Make/Model-	75	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR			Last 90	Days-	93
		Multi-Eng -	920			
Instrument Rating(s) - AIRPLANE						
-Narrative						
	THE TAKEOFF ROLL. THE TAKEOFF	4000750 440		CL CN		

File No 2914	10/15/82 	INDIANAPOLIS, IN	A/C Reg. No. N6803A	Time (Lc1) - 1725 EST	
	MPLETE GEAR CO KEOFF - GROUND				
Finding(s) 1. GEAR RETRACTION - I	NADVERTENT - P	PILOT IN COMMAND			
Probable Cause					
			_ , ,		

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

Type Operating Certificate-NONE (GENE	•	t Damage			uries	
Type of Operation -PERSONAL	DESTRO		Fatal 1	Serious O		None O
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire ON GRO	Crew JND Pass	•	0	•	0
Accident Occurred During -APPROACH	ON GRO	JAD FASS	O	O	O	O
Aircraft Information						
Make/Model - C. EFF VARI-EZE	Eng Make/Mode1 - CO				/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1				System - L	UNK/NR
Max Gross Wt - 975	Engine Type - RE		ETOR Weat	her Radar	- NO	
No. of Seats - 2	Rated Power -	65 HP				
Environment/Operations Information				<b>5</b>		
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Point SAME AS ACC/INC		ON AIR	PURI		
Completeness - UNK/NR	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL			N MUNI		
Wind Dir/Speed- 045/010 KTS	200/12			Ident	- 09	
Visibility - 15.0 SM	ATC/Airspace				- 4100/	150
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE	Runway	Surface	- CONCRETE	E
Cloud Conditions(2nd) - NONE	Type of Clearance			Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL FULL CIRC	JIT			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 57	Medical Certifica	te - VALTO	MEDICAL -	WATVEDS/LTM	WIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
PRIVATE	Current - YES	Total -	775	Ĺast	24 Hrs -	0
SE LAND	Months Since - 20	Total - Make/Model- Instrument-	0	Last	30 Days-	3
	Aircraft Type - UNK/NR	Instrument-	5	Last	90 Days-	7
Instrument Rating(s) - NONE						
-Narrative						
CRAFT WAS BEING TAXI TESTED WHEN IT BECA	ME AIRBORNE AND FLEW A FAST,	LOW TENTATIVE PATT	ERN. TURNI HE PILOT H		THE TURN	

File No. - 2891 10/23/82 SEYMOUR, IN A/C Reg. No. N122EF Time (Lc1) - 1155 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

#### Finding(s)

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

- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND
- 4. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 5. OBJECT TREE(S)

----Probable Cause----

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

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

File No 2804 11/12/82 WICHI	TA,KS	A/C Reg.	No. N2627U	Т	ime (Lc1)	- 1404 CST			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injuries				
		SUBSTANTIA			Serious				
Type of Operation -OTHER	ĺ	ire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	. 0	0	0	0		
Accident Occurred During -LANDING									
Aircraft Information							-,		
Make/Model - CESSNA 501	Eng Make/Mode	1 - P&W	JT 15D-1B	ELT	Installed/	Activated	- NO -N/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine	es - 2		Stal	1 Warning	System - Y	ES		
Max Gross Wt - 12000	Engine Type		ET .	Weat	her Radar	- YES			
No. of Seats - 7	Rated Power	- 2200	LBS THRUST						
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR	PORT				
Method ~ N/A	SAME AS ACC	/INC							
Completeness - N/A	Destination			Airport D					
Basic Weather - VMC	UNK/NR				NTINENT				
Wind Dir/Speed- 340/016 KTS	_					- 01			
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid				
Cloud Conditions(1st) - NONE	Type of Flight				Surface				
Cloud Conditions(2nd) - NONE	Type of Clear				Status	- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	g - VI	SUAL FULL CIRC	CUIT					
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 26		ical Certifica						
Certificate(s)/Rating(s)	Biennial Flight Rev		Flig	tht Time (H	•				
NONE	Current -	N/A	Total -		Last 2	4 Hrs -	0		
	Months Since -	N/A	Make/Model- Instrument-	0	Last 3	O Days-	0		
	Aircraft Type -	N/A	Instrument-	0	Last 9	O Days-	0		
Instrument Rating(s) - NONE									
Narrative					DVED ENTES	TNO 4			
NON-PILOT MECHANIC EMPLOYED AT THE MANUFACT									
RY STEEP CLIMB & APPEARED TO STALL. THE NOS									
THEN TURNED ONTO A LOW BASE LEG & CONTINUE									
WN 557 FT SHORT OF THE RWY & COLLIDED WITH		TONS. THE	WECHANIC HAD E	SEEN & WAS,	AI IME II	MC UP IHE			
CIDENT, UNDER PSYCHIATRIC CARE(SCHIZOPHRENI	AJ.								

File No. - 2804 11/12/82 WICHITA, KS A/C Reg. No. N2627U Time (Lc1) - 1404 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRPLANE HANDLING - IMPROPER - UNQUALIFIED PERSON 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - APPROACH LIGHT/NAVAID ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Ainona	t Damage		Injun	ioc				
Type operating certificate None (GENERAL	DESTRI		Injuries Fatal Serious Minor Non						
Type of Operation -PERSONAL	Fire	Crew	2		0	0			
Flight Conducted Under -14 CFR 91	ON GRI	DUND Pass	0	0 0	0	0			
Accident Occurred During -DESCENT									
Aircraft Information				_					
Make/Model - PIPER PA-28-140		COMING 0-320-E2A							
Landing Gear - TRICYCLE-FIXED	Number Engines -								
Max Gross Wt - 2150 No. of Seats - 4		Engine Type - RECIPROCATING-CARBURI Rated Power - 150 HP							
-Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	Last Departure Point			OFF AIRPORT/STRIP				
Method - N/A	MEDICINE LODGE,KS	MEDICINE LODGE, KS							
Completeness - N/A	Destination								
Basic Weather - VMC	WICHITA,KS								
Wind Dir/Speed- 180 -UNK/NR Visibility - 4.000 SM	ATC/Airspace			Ident - Lth/Wid -	N/A				
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- NONE		Surface -					
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			Status -					
Obstructions to Vision- HAZE	Type Apch/Lndg		,	014140	14/ 7				
Precipitation - NONE	, , , ,								
Condition of Light - NIGHT (DARK)									
-Personnel Information									
Pilot-In-Command	Age - 36	Medical Certificat	e - VALID	MEDĮCAL-WAI	IVERS/LIM	IIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	lours)	• •	_			
PRIVATE SE LAND	Current - YES	IOTAI -	500 K (ND	Last 24	Hrs -	0			
SE LAND	Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/N	Instrument- UN	K/NR K/NR	Last 30 Last 90	Days-	21 44			
Instrument Rating(s) - NONE					· 				
-Narrative					. , ,				
ACFT CRASHED 12 MI FROM THE DEPARTURE POI	NT IN HILLY TERRAIN ON A D	RECT ROUTE TO THE D	ESTINATIO	N IN A 40 DE	G NOSE				
& 75 DEG RIGHT WING LOW ATTITUDE. THERE A									
ERVATION AT ENID,OK (62 MI SE) WAS 1600 FT									
900 FT BROKEN & 6 MI IN FOG. THE OTHER PI	LOT HAD A STUDENT CERTIFICA	TE & WAS PRESIDENT	OF THE FL	YING CLUB TH	TAF				

File No. - 2806 11/17/82 SHARON, KS A/C Reg. No. N500FL Time (Lc1) - 1900 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - CLOUDS 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Type Operating Certificate-NONE (GE	ENERAL AVIATION) Aircraft	: Damage		Injuries	
	DESTROY			ious Mino	
Type of Operation -PERSONAL	- Fire	Crew	1	0 0	
Flight Conducted Under -14 CFR 9		Pass	0	2 0	0
Accident Occurred During -MANEUVEF	RING 				
Aircraft Information					
Make/Model - CESSNA 172	Eng Make/Model - LYC	COMING 0-320-H2AD	ELT Insta	lled/Activate	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall War	ning System	- YES
Max Gross Wt - 2300		IPROCATING-CARBURETO	R Weather R	adar - NO	
No. of Seats - 4	Rated Power -	160 HP			
Environment/Operations Information					
Weather Data	Itinerary	A	irport Proxi		
Wx Briefing - NO RECORD OF BRII			OFF AIRPORT	/STRIP	
Method - N/A	MANHATTAN, KS				
Completeness - N/A	Destination	Ai	rport Data		
Basic Weather - VMC	TOPEKA, KS		D	4 41/4	
Wind Dir/Speed- 350/020 KTS	ATC / A d m = m = m =		Runway Iden Runway Lth/		
Visibility - 15.0 SM Cloud Conditions(1st) - 25000 FT	ATC/Airspace	NONE	Runway Surf		
Cloud Conditions(1st) - 25000 FT	Type of Clearance		Runway Stat		
Obstructions to Vision- NONE	Type Apch/Lndg -		Kullway Stat	45 14, A	
Precipitation - NONE	Type Apolly Elling	110112			
Condition of Light - DAYLIGHT					
 Personnel Information					
Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDI	CAL-WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	Time (Hours)		
PRIVATE	Current - YES	Total - UNK/	NR L	ast 24 Hrs -	UNK/NR
SE LAND	Months Since - 2 Aircraft Type - UNK/NR	Make/Model- UNK/	NR L	ast 30 Days-	UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/	NR L	ast 90 Days-	UNK/NR
Instrument Rating(s) - NONE					
Narrative					
NATHACTVETS.  TNESS OBSERVED THE ACFT FLYING LOW A	IONG THE KANSAS RIVER FOR AROUT	MI JUST REFORE THE	ACCIDENT. HE	STATED THAT	
	COITG TITE NAMEDAD NITER FOR ADOUT A	. MY JOST DETOKE THE	OWER LINE, W	J.A.LU IIIAI	

File No. - 2818

11/20/82

WAMEGO, KS

A/C Reg. No. N3599E

Time (Lc1) - 0901 CST

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. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 5. OBJECT WIRE, TRANSMISSION

----Probable Cause----

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

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

File No 2962 4/3	22/82 INTRACOASTAL CI	TY,LA A	/C Reg. N	o. N5752W		Time (Lc1)	- 1307 CST	
Basic Information Type Operating Certificate	∍-AIR CARRIER ON-DEMAND AIR TAXI		craft Dam	age	Fatal	Inju Serious		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 135		e NE		rew 1 ass 1	O 1	0	1 8
Aircraft Information Make/Model - BELL 212 Landing Gear - SKID Max Gross Wt - 11200	Nu	ng Make/Model mber Engines ngine Type			Sta	Installed/ Il Warning ther Radar	System - U	- YES-UNK/NF
No. of Seats - 15		ted Power	- 900		wea	ither kadar	- Olak / lak	
	Itine VD, SOURCE UNK Las	t Departure P				: Proximity	P	
Method - RADIO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 060/030	Dest I	IIGH ISLAND BL ination NTRACOASTAL C		·	Airport		- N/A	
Visibility - 2.50 Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light -	O SM ATC/A 700 FT OVERCAST Typ NONE Typ HAZE Typ RAIN SHOWER	irspace De of Flight P De of Clearance De Apch/Lndg			Runwa Runwa	ny Lth/Wid ny Surface ny Status	- N/A - WATER	СНОРРҮ
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age -	59 Flight Review			icate - VALI		AIVERS/LI⊮	IIT
COMMERCIAL, ATP SE LAND, ME LAND HELICOPTER	Curre Month		K/NR K/NR	Total Make/Model	- 25383	Last 2 Last 3	4 Hrs - O Days- UN O Days- raft - 1	IK/NR
Instrument Rating(s)	- AIRPLANE, HELICOPTER							
THE HELICOPTER WAS IN CRUISE FL. TO A DITCHING IN ROUGH WATER. TO DID NOT GET THE RAFT OUT. ANOTH BUT IT WAS BLOWN DOWNWIND BY TH UNABLE TO PADDLE AGAINST THE WII IT WAS RECOVERED, LATER. AN INVI HAD FAILED DUE TO LACK OF LUBRI PN 204-040-611-1, REVEALED TEAR CUT AREA. THE HELICOPTER HAD ACC	DUCHDOWN WAS MADE ON TOPER HELICOPTER ARRIVED BUETIME A SURVIVOR (THE CNOTO THE OTHER SURVIVOR ESTIGATION REVEALED THAT CATION. THE PROPER TYPES AND A CIRCUMFERENTIAL	OF A WAVE, T IT COULD NOT L COPILOT) SWAM S. THE HELICO THE FEMALE P OF LUBRICANT CUT, .14 TO .	HEN THE H AND IN TH TO IT AND PTER SANK ORTION OF HAD BEEN 16 INCH L	ELICOPTER E ROUGH SE GOT IT IN BEFORE A A TAIL RO USED. AN E ONG. GREAS	ROLLED OVER. A. A LIFE RA FLATED. THE RESCUE BOAT TOR COUPLING XAM OF THE C E WAS FOUND	THE SURVIV AFT WAS DROP COPILOT WAS ARRIVED. HO G, PN 204-04 COUPLING SEA	ORS PED, WEVER, O-604-5, L,	

File No 296	2 4/22/82 	INTRACOASTAL CITY, LA	A/C Reg. No. N5752W	Time (Lc1) - 1307 CST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN CRUISE - NORMAL	T/SYSTEM FAILURE/MALFUNC	TION	
3. ROTOR DRIVE SYST	EM,TAIL ROTOR DRIV EM,TAIL ROTOR DRIV	E SHAFT - OVERTEMPERATUR	<u> </u>	
Occurrence #2 Phase of Operation Finding(s) 5. AUTOROTATION - P	LANDING - FLARE/T			
Occurrence #3 Phase of Operation		OUCHDOWN		
Finding(s) 6. TERRAIN CONDITION	N - WATER,ROUGH			
Probable Cause	-			
The National Transporis/are finding(s) 1,2		d determines that the Pro	obable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/	are, finding(s) 5,6		

File No 2839 12/02/82	VENICE, LA	A/C Reg. No.	1829R	T	ime (Lc1) -	1600 CS	T 
Basic Information						_	
Type Operating Certificate-AIR	CARRIER DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	!	Fatal	Injur Serious	ies Minor	None
Type of Operation -NON		Fire	Crew	rata i	o Serious	MILLOL.	None 1
Flight Conducted Under -14 C		NONE	Pass	ŏ	Ö	ŏ	ó
Accident Occurred During -TAKE		110.112		Ū	v	Ū	· ·
Aircraft Information							
Make/Model - CESSNA 185	Eng Make	/Model - CONTINENTA	L IO-520-D	ELT	Installed/#	ctivated	- YES/N
		ngines - 1			1 Warning S		YES
Max Gross Wt - 3350		ype - RECIP - FU	EL INJECTED	) Weat	her Radar -	· NO	
No. of Seats - 6	Rated Po	wer ~ 300 HP					
Environment/Operations Informatio	n						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		rture Point		OFF AI	RPORT/STRIF		
Method - N/A		ACC/INC					
Completeness - N/A	Destination	n		Airport Da			
Basic Weather - VMC	LOCAL			SHELL			
Wind Dir/Speed- 135 -UNK/NR					Ident -		
Visibility - 10.0 SM					Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE		light Plan - NONE			Surface - Status -		CALM
Obstructions to Vision- NONE		learance - NONE		Runway	Status -	WAIER -	CALM
Precipitation - NONE	Type Apch	/Lndg - NONE					
Condition of Light - DAYLI	CHT						
Personnel Information Pilot-In-Command	4.00	Madiaal	0	- VAL TD	MEDICAL NO	WATVEDO	/: TMTT
Certificate(s)/Rating(s)	Age - 25 Biennial Flight		Certificat	t Time (H		MAIVEK2	/ LIMII
COMMERCIAL, CFI	Current	- YES Tot			Last 24	Hrs -	5
SE LAND, SE SEA, ME LAND			e/Mode1-		Last 30		73
JE LAND, JE JEA, ME LAND	Aircraft Ty		trument-		Last 90		210
	All Oral City	Mu1	ti-Eng -	50	2000	Juje	2.0
Instrument Rating(s) - AIR	PLANE						
Namativa							
Narrative	COLLIDED WITH A THO THA	T ADDEADED OUT OF A	CLID ATOO	DAET CANIL			
LOT MAKING WATER TAKEOFF PASS PIERS	OULLIDED WITH A TUG THA	I APPEAKED OUT OF A	SLIP. AIRC	KAPI SANK	_		

File No. - 2839 12/02/82 VENICE,LA A/C Reg. No. 1829R Time (Lc1) - 1600 CST

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

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
----Probable Cause----

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

File No 2853 1/23/82 BO	STON, MA	A/C Reg. N	lo. N113WA	т	ime (Lc1) -	1937 EST	
Basic Information Type Operating Certificate-AIR CARRI DOMESTIC/ Type of Operation -SCHEDULED Flight Conducted Under -14 CFR 12 Accident Occurred During -LANDING	FLAG ,DOMESTIC,PASSENGER	Aircraft Dar DESTROYED Fire NONE	nage Crew Pass	Fata1 0 2	Injur Serious 2 2		None 5 177
Aircraft Information Make/Model - MCDONNELL DOUGLAS DC- Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 365000 No. of Seats - 343		e - TURBOFA		Sta1	Installed/A l Warning S her Radar -	ystem - Y	
Environment/Operations Information Weather Data  Wx Briefing - COMPANY Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 165/003 KTS Visibility - 2.500 SM Cloud Conditions(1st) - 800 FT O' Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT (DARI	Type of Clea Type Apch/Li	ght Plan - IFF arance - IFF ndg - VOF	₹	OFF AI Airport D BOSTON Runway Runway Runway Runway	-LOGAN INTE Ident - Lth/Wid - Surface - Status -	R'L 15 9191/ CONCRETE WET ICE	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 58 Biennial Flight Ro Current Months Since Aircraft Type	Med eview - YES	ical Certificat	e - VALID nt Time (H 18091	MEDICAL-NO ours) Last 24	WAIVERS/	K/NR
Instrument Rating(s) - AIRPLANENarrative DRG ARR, PLT ACKD RCPT OF ATIS INFO & FLD OR RPRTS OF BRAKING ACTION "POOR TO NIL" OR "I DEG OF FLAPS (INSTEAD OF 50) WAS EXTDD DRG APCH. THE HIGHER SPD WAS ACCEPTED IAW CO SO BYD THE DSPLCD THRESHOLD WITH ABOUT 6690' I ACFT, BUT IT CONTD BYD END OF RWY & WENT OF HAD NOT VOLUNTEERED BRAKING ACTION RPRTS & REGS LACK GUIDANCE TO ARPT MNGMNT FOR MEASO STOP DSTC, DID NOT EXTD AUTH RWY LENGTHS FO	POOR." ACFT WAS CLRD I APCH. AUTOTHROTTLE/SO DP, BUT THE AT/SC WAS RMNG. (NO LGTD RWY DS VR A SEA WALL. INV RE TWR DID NOT ASK FOR I UREMENT OF RWY SLICKNI	FOR VOR/DME AF DD CTL (AT/SC) USED THRU-OUT TC MKRS AVBL.) VEALED PRECIP RPRTS DRG CONT ESS, LACKED ME	PCH TO RWY 15R.  WAS USED TO COME THE FLARE. THE ALL DCLRTV DE HAD RFZN TO FRED PRECIP. ATISEMS OF CORRELA	DUE TO P CTL SPD (A HE ACFT TC EVICES WER ROM GLAZE S NOT UPDA ATING SLIC	SBL WND SHE PRX 10 KT H HD DWN APRX E USED TO S ICE. OF 14 TED FOR 2 H K RWY SFC W	AR, 35 HI) DRG C 2500' GLOW THE PLTS, 9 HRS. FAA /ITH ACFT	

	File No 2853	1/23/82	BOSTON, MA	A/C Reg. No. N113WA	Time (Lc1) - 1937 EST
	rrence #1 OVEF e of Operation LAND				
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	WEATHER CONDITION - TERRAIN CONDITION - S AIRPORT SNOW REMOVA WEATHER CONDITION - F AIRPORT FACILITIES, RU SAFETY ADVISORY - N MONITORING - INADEQUA UNSAFE/HAZARDOUS COND AIRCRAFT/EQUIPMEN	SNOW COVERED AL - PERFORMEN RAIN JNWAY/LANDING NOT ISSUED - N ATE - ATC PSNI DITION - NOT : NT INADEQUATE NT STANDARDS/I SUED - PILOT ( I ISSUED - AT( DITION WARNING RK NIGHT JNFAVORABLE W: - REDUCED - P: - PILOT IN CO JNWAY/LANDING	AREA CONDITION  AREA CONDITION  PILOT OF OTHER A  PILOT OF OTHER A  PILOT OF OTHER A  PILOT OF OTHER A  REQUIREMENTS, OPE  OF OTHER AIRCRAF  C PSNL(LCL/GND/CL  G - NOT RECEIVED  IND  ILOT IN COMMAND  DMMAND  AREA CONDITION	- ICY IRCRAFT  PORT PERSONNEL NNEL RATION/OPERATOR - FAA(ORGANIZATION) I LNC) - PILOT IN COMMAND  - DISPLACED THRESHOLD - INADEQUATE	
	rrence #2 IN F e of Operation LAND		ION WITH TERRAIN		
21.	ng(s) TERRAIN CONDITION - [ TERRAIN CONDITION - [				
	lational Transportatione finding(s) 8,10,12	on Safety Boai	rd determines tha	at the Probable Cause(s) of this acci	dent

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Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7,15,17,19,20,21

Type Operating Certificate-N	ONE (GENERAL AVIATION)	Aircraft Da	mage		Injur	ies	
		DESTROYED	•	Fatal	Serious	Minor	None
	PERSONAL	Fire	Crew	_	1	0	0
Flight Conducted Under -1 Accident Occurred During -A		NONE	Pass	0.	1	0	0
Aircraft Information							
Make/Model - BELLANCA 7KC		ake/Model - LYCOMI	NG IO-320		installed/A		
Landing Gear - TAILWHEEL-AL		r Engines - 1			Warning S		ES
Max Gross Wt - 1650		e Type - RECIP	- FUEL INJECTE	D Weath	ner Radar -	NO	
No. of Seats - 3	Rated	Power - 150	HP				
Environment/Operations Informa							
Weather Data	Itinerar			Airport F			
Wx Briefing - NO RECORD Method - N/A		eparture Point		OFF AIR	RPORT/STRIP		
Completeness - N/A	WESI Destina	FIELD, MA		Admmont De			
Basic Weather - VMC	LOCA			Airport Da	AIRPORT		
Wind Dir/Speed- 180/005 KT		<b>-</b>		Runway		23	
Visibility - 25.0 S		nace			Lth/Wid -		
Cloud Conditions(1st) - 3			NF		Surface -		
Cloud Conditions(2nd) - NO		f Clearance - NO		•		N/A	
Obstructions to Vision- NO		pch/Lndg - NO			010100	, .	
Precipitation - NO		port, Eriag					
Condition of Light - DA							
Personnel Information							
Pilot-In-Command	Age - 32		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fli	_	_	ht Time (Ho			
COMMERCIAL, CFI, ATP	Current	- YES	Total -	5790	Last 24		1
SE LAND, ME LAND		ince - 10	Make/Model-			Days- UN	•
	Aircraft	Type - UNK/NR			Last 90	Days-	120
			Multi-Eng -	530			
Instrument Rating(s) -	NONE						
	Aircraft	Type - UNK/NR	Instrument- Multi-Eng -	810	Last 90	Days-	1:

File No 29	90 7/31/82	AGAWAM, MA	A/C Reg. No. N57507	Time (Lc1) - 1100 EDT
Occurrence #1 Phase of Operation			MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,INU 2. MAINTENANCE,A			NCE PSNL	
Occurrence #2 Phase of Operation		ATTERN - BASE TURN		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S	)			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	/are finding(s) 3		

SUBSTATIAL   Fatal   Serious   Minor   None   Fire   Crew   0   0   0   1	Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aim	nnaft Damago			Injun	toe	
Type of Operation -PERSONAL Fire Crew 0 0 0 1 1	Type operating certificate none (GENERA			F				
Ascident Occurred During -LANDING  Aircraft Information Make/Model - PIPER PA-23-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6 Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Weather Radar - NO No. of Seats - 6 Rated Power - 235 HP  Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Basic Weather - VMC Wind Dir/Speed - 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Distraction Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND  Airport Proximity On Airport Data Runway Stem - YES Wather Rows On Airport Data Airport Data Airport Data Airport Data Airport Data Airport Data Certificate - VMC FALL RIVER MA FALL RIVER MUNICIPAL Runway Lth/Wid - 3950/ 150 Runway Stem - YES Runway Lth/Wid - 3950/ 150 Runway Status - SNOW - DRY Runway Status - S	Type of Operation -PERSONAL	Fire	8				0	1
Aircraft Information Make/Model - PIPER PA-23-250		NOI	NE	Pass	0	0	0	2
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200  Max Gross Wt - 5200  No. of Seats - 6  Engine Type - RECIP - FUEL INJECTED  Rated Power - 235 HP   It inerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND  Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Method - NIGHT (DARK)  Number Engine Type - RECIP - FUEL INJECTED Weather Radar - NO Airport Data Fall River  Airport Data Runway Ident - 24 Runway Ident - Se R	Accident Occurred During -LANDING							
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP  Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP   Engine Type - RECIP - FUEL INJECTED Rated Power - 235 HP   Engine Type - FUEL INJECTED Rated Power - 235 HP  Engine Type - FIEIT INJECTED Rated Power - 235 HP  Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FUEL INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT INJECTED Rated Power - 235 HP   Engine Type - FIEIT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	Aircraft Information							
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Type of Flight Plan - IFR Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND  Airport Droximity ON AIRPDRT Last Departure Point Last Departure Point Usat Departure Point Last Departure Point Usat Departure Point ON Airport Data Airport Droximity ON AIRPORT Unity - VALUER MUNICIPAL Runway Ident - 24 Runway Ident - 24 Runway Ident - 24 Runway Surface - ASPHALT Type of Flight Plan - IFR Runway Surface - ASPHALT Type of Clearance - NONE Type Apch/Lndg - UNK/NR  Type Apch/Lndg - UNK/NR  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) PRIVATE ME LAND Aircraft Type - UNK/NR  Narrative HORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED		Eng Make/Model	- LYCOMING 10-540		ELT :	[nstalled/A	ctivated	- YES/N
Environment/Operations Information Weather Data  W Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Type of Flight Plan - IFR Cloud Conditions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Personnel Information Weather Data  Airport Proximity ON AIRPURT  Airport Data Airport Proximity ON AIRPURT ON AIRPURT  Airport Proximity ON AIRPURT ON AIRPURT  BALL RIVER, MA FALL RIVER, MA FALL RIVER MUNICIPAL Runway Ident - 24 Runway Ident - 24 Runway Surface - ASPHALT Type of Flight Plan - IFR Runway Surface - ASPHALT Type of Clearance - NONE Ondition of Light - NIGHT (DARK)  Personnel Information Certificate(s)/Rating(s) PRIVATE ME LAND Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) FRIVATE Current - YES Total - 1854 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4  Narrative HORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED		Number Engines	- 2		Sta1	l Warning S	ystem - Y	ES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Type of Flight Plan - IFR Cloud Conditions to Vision - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Personnel Information PRIVATE ME LAND Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Months Since - 4 Make/Model - 665 Make/Make/Model - 665 Make/Model - 665 Make/Make/Make/Make/Make/Ma		Engine Type	- RECIP - FUEL INC	JECTED	Weat	ner Radar -	NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Age - 50 Conditions(2s)/Parished Since - 4 ME LAND  ME LAND  ME LAND  Method - N/A  LEMIRA, NY Destination FALL RIVER, MA FALL RIVER MUNICIPAL Runway Ident - 24 Runway Ident - 24 Runway Surface - ASPHALT Type of Flight Plan - IFR Runway Surface - ASPHALT Type of Clearance - NONE Type Apch/Lndg - UNK/NR Type Apch/Lndg - UNK/NR  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE ME LAND  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Total - 1854 Last 24 Hrs - 2 Months Since - 4 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 250 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE	No. of Seats - 6	Rated Power	- 235 HP					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A ELMIRA,NY Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 240/005 KTS Visibility - 20.0 SM Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Precipitation - NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND  Wx Briefing - NO RECORD OF BRIEFING ELMIRA,NY Destination - Michael ELMIRA,NY ELMIRA,NY Destination - Michael ELMIRA,NY FALL RIVER,MA FALL RIVER MUNICIPAL Runway Ident - 24 Runway Lth/Wid - 3950/ 150 Runway Surface - ASPHALT Runway Status - SNOW - DRY ONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Fight Time (Hours) Fotal - 1854 Last 24 Hrs - 2 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR FINSTrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4	-Environment/Operations Information			•				
Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC FALL RIVER,MA FALL RIVER MUNICIPAL Wind Dir/Speed - 240/005 KTS Runway Ident - 24 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3950/ 150 Cloud Conditions(1st) - NONE Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - SNOW - DRY Obstructions to Vision - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 Months Since - 4 Make/Model - 665 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED								
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(ist) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT (DARK)			oint		ON AIR	PORT		
Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND ME LAND  Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Months Since - 4 Make/Model - 665 Make/M								
Wind Dir/Speed- 240/005 KTS Visibility - 20.0 SM ATC/Airspace Type of Flight Plan - IFR Runway Lth/Wid - 3950/ 150 Cloud Conditions(1st) - NONE Type of Clearance - NONE Runway Status - SNOW - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 Months Since - 4 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 250 Last 90 Days- 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED							- ·	
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 3950/ 150 Cloud Conditions(1st) - NONE Type of Flight Plan - IFR Runway Surface - ASPHALT Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - SNOW - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR  Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 Months Since - 4 Make/Model- 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days- 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED		FALL RIVER, MA						
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- NONE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE ME LAND ME LAND ME LAND  Instrument Rating(s) - AIRPLANE  Type of Flight Plan - IFR Type of Clearance - NONE Type Apch/Lndg - UNK/NR Type Apch/Lndg - UNK/NR  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1854 Aircraft Type - UNK/NR Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 250 Multi-Eng - 1300 Rotorcraft - 4  Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED		ATC /A i nonno						150
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - SNOW - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - NIGHT (DARK)			lan - TED					150
Obstructions to Vision- NONE								DV
Precipitation - NONE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 ME LAND Make/Model - 665 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED					Kuiiway	Status	3140# 0	
Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command		Type Apelly Ellag	Ordry Mix					
Personnel Information Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 ME LAND Months Since - 4 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	Condition of Light - NIGHT (DARK)							
Pilot-In-Command Age - 50 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1854 Last 24 Hrs - 2 ME LAND Months Since - 4 Make/Model - 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED								
Certificate(s)/Rating(s)  PRIVATE  Current - YES Total - 1854 Last 24 Hrs - 2  ME LAND  Months Since - 4 Make/Model - 665 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30  Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative  SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	·	Age - 50	Medical Centi	ificate -	VALTO	MEDICAL -WA	TVFRS/LTM	ΙT
PRIVATE  ME LAND  MONTHS Since - 4 Make/Model - 665 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 250 Last 90 Days - 30  Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED							_ · · · · · · · · · · · · · · · · · · ·	
ME LAND  Months Since - 4 Make/Model- 665 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 250 Last 90 Days- 30 Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  -Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED							Hrs -	2
Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	ME LAND	Months Since - 4	Make/Mode	el- 66	5	Last 30	Days- UN	K/NR
Multi-Eng - 1300 Rotorcraft - 4  Instrument Rating(s) - AIRPLANE  Narrative SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED		Aircraft Type - UN	K/NR Instrumer	nt- 25	0	Last 90	Days-	30
			Multi-Eng	g - 130	0	Rotorcr	aft -	
SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	Instrument Rating(s) - AIRPLANE							
SHORT FINAL & ALIGNED WITH THE RWY LIGHTS THE PLT CANCELLED HIS IFR FLT PLAN WITH APPROACH CONTROL. THE ACFT LANDED	Mannativa							
		THE DIT CANCELLED HIS TO	FD FIT PLAN WITH	APPROACH	CONTROL	THE ACET	LANDED	
HE RWY WHICH HAD THE MIDDLE THIRD DE LIS WIDTH COVERED WITH 6-X INCHES DE SNOW. THE DUTEK THIRDS WERE PLOWED BUT								

File No. - 2844 12/13/82 FALL RIVER, MA A/C Reg. No. N62635 Time (Lc1) - 1935 EDT

Occurrence

NOSE GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 3. NOTAMS NOT ISSUED AIRPORT PERSONNEL
- 4. LANDING GEAR, NOSE GEAR OVERLOAD
- 5. 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) 2,3

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

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Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ries	
Type operating benefit toate none (dener	AL AVIATION,	DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	1	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - GRUMMAN AA1B		el - LYCOMING 0-2					
Landing Gear - TRICYCLE-FIXED	Number Engin	es - 1		Stall	Warning S	System - Y	ES
Max Gross Wt - 1465	Engine Type	- RECIPROCATIN	IG-CARBURE	TOR Weath	ner Radar -	- NO	
No. of Seats - 2	Rated Power	- 115 HP				. <b></b>	
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIR	RPORT/STRIF	•	
Method - N/A	SALISBURY, M	D		1.1 D.			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ıτa		
Wind Dir/Speed- 220/011 KTS	LUCAL			Punway	Ident -	N/A	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 25000 FT SCA		t Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clear	ance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26				MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (Ho	ours)		_
PRIVATE Se Land	Current -		Madal	280	Last 24	Hrs -	0
SE LAND	Months Since -	10 Make/ UNK/NR Instr	Model-	195	Last 30	Days- UN	17
	Air Craft Type	UNK/NK INST	ulleri ( -	2	Last 50	Days	1,
Instrument Rating(s) - NONE							
Managh 1							
Narrative		D CRASHED. NO MAL					

File No. - 2829 12/24/82 DELMAR,MD A/C Reg. No. N6207L Time (Lcl) - 1259 EST

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

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. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 5. STALL INADVERTENT 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  $is/are\ finding(s)\ 4$ 

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

Basic Information Type Operating Certificate-NO	INF (GENERAL AVIATION)	Aircraft Dama	ne .		Injur	ies	
. , pe operating certificate no	HE (GEHERAL AVIALION)	DESTROYED	<del>y c</del>	Fatal	Serious	Minor	None
Type of Operation -PE	RSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14		NONE	Pass	0	1	0	0
Accident Occurred During -AP	PROACH		Other	0	0	1	1
Aircraft Information							
Make/Model - PIPER PA-28-1		e/Model - LYCOMING	0-320-D36		Installed/A		
Landing Gear - TRICYCLE-FIXE		Engines - 1			1 Warning S		UNK/NR
Max Gross Wt - 2325	Engine		ATING-CARBURE1	OR Weat	her Radar -	UNK/NR	
No. of Seats - 4	Rated P	ower - 160 H	P 				
Environment/Operations Informat	:1on						
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	•	arture Point		OFF AI	RPORT/STRIP		
Method - UNK/NR	PORTLA	· ·					
Completeness - UNK/NR	Destinati		,	lirport D			
Basic Weather - VMC Wind Dir/Speed- 180/006 KTS	SANFOR	D,ME			D MUNICIPAL	14	
Visibility - 20.0 SM					/ Ident - / Lth/Wid -		150
Cloud Conditions(1st) - 100					Surface -		150
Cloud Conditions(2nd) - 250						UNK/NR	
Obstructions to Vision- NON			AL STRAIGHT-I		0 14 140		
Precipitation - NON		, = 3					
Condition of Light - DAY	LIGHT						
Personnel Information							
Pilot-In-Command	Age - 44	Medic	al Certificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Fligh	t Review	F1 ight	t Time (F	lours)		
PRIVATE	Current		otal -		Last 24		1
SE LAND	Months Sin	ce - 1 M	ake/Mode1-	432	Last 30 Last 90	Days-	2
	Aircraft T	ype - UNK/NR I	nstrument-	0	Last 90	Days-	3
	•						
Instrument Rating(s) - A	IRPLANE						
Narrative							
PER PA-28, N81029, AND A CESSNA	1720 NE2442 WEDE ADDDO	ACHTNIC TO LAND ON	DUNINAV 44 WIJI	N THEY C	OLITHER ARO	LIT	
) FT FROM THE THRESHOLD. THE PIL						01	
AIN THE MECHANICS OF THE PATTER						ΔND	
IN A SECOND PATTERN. HE STATED W			•				
DOWNWIND, REPORTEDLY, HE THE T			·				
ROACH HE SAW THE SHADOW OF N5344							
THE RADIO BEACON, AND AFTER BEAC	ON PASSAGE, STARTED A LON	G FINAL APPROACH.	REPORTEDLY. H	CALLED	ON A LONG F	INAL	
THE RADIO DEACON, AND ATTER BEAC							

File No. - 2816 5/12/82 SANFORD,ME A/C Reg. No. N81029 Time (Lc1) - 1615 EDT

Occurrence #1 MIDAIR COLLISION APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN 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 2816	5/12/82 SANFORD,	ME	A/C Reg. N	lo. N53442		Time (Lcl) -	1615 ED	Τ
Basic Information Type Operating Certific	ate-AIR CARRIER		Aircraft Dam	lage		Injur	ies	
Type operating certific	ON-DEMAND AIR T		SUBSTANTIAL		Fatal	•	Minor	None
Type of Operation			Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 135	,	NONE	Pass	Ö	Ö	Ó	1
Accident Occurred Durin				Other	-	2	0	0
Aircraft Information								
Make/Model - CESSNA		Eng Make/Mod	el - LYCOMIN	IG 0-320-02J		Installed/A		
Landing Gear - TRICYCL	E-FIXED	Number Engin	es - 1		Sta	ll Warning S	ystem - \	YES
Max Gross Wt - 2200		Engine Type	- RECIPRO	CATING-CARBURE	TOR Wea	ther Radar -	NO	
No. of Seats - 4		Rated Power	- 160	HP				
Environment/Operations In	formation							
Weather Data	_	Itinerary				Proximity		
Wx Briefing - UNK/N		Last Departur			OFF A	IRPORT/STRIP	•	
Method - UNK/N		ROCHESTER, N	ΙΥ			_		
Completeness - UNK/N	IR .	Destination			Airport l			
Basic Weather - VMC		SANFORD, ME				RD MUNICIPAL		
Wind Dir/Speed- 180/0							14	
Visibility - 20.	O SM	ATC/Airspace				/ Lth/Wid -		150
Cloud Conditions(1st)	- 10000 FT SCATTER	ED Type of Fligh	it Plan - NON	IE		y Surface -		
Cloud Conditions(2nd)						/ Status -	UNK/NR	
Obstructions to Visio	n- NONE	Type Apch/Lnd	lg - VIS	SUAL FULL CIRCU	IT			
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
Personnel Information								<i>(.</i>
Pilot-In-Command		e - 26		cal Certificat			WAIVERS,	/LIMII
Certificate(s)/Rating(	s) B1	ennial Flight Rev	1ew		t Time (I			_
COMMERCIAL, CFI			YES	Total -	1864	Last 24		6
SE LAND, ME LAND		Months Since -	15	Make/Model-		Last 30	Days-	27
		Aircraft Type -		Instrument-		Last 90	Days-	68
				Multi-Eng -	136			
Instrument Rating(s	) - AIRPLANE							
Narrative					<u>_</u>			
PIPER PA-28. NR1029 AND A	CESSNA 172P, N53442						UT	
OO FT FROM THE THRESHOLD. T		HTER. AFTER MAKIN	IG A NORMAL L				AND	
OOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE								
OOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE EGAN A SECOND PATTERN. HE ST	ATED WHEN HE WAS ON	BASE LEG FOR HIS						
DOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE EGAN A SECOND PATTERN. HE ST EFT DOWNWIND. REPORTEDLY, HE	ATED WHEN HE WAS ON THEN TRANSMITTED T	BASE LEG FOR HIS HAT HE WAS ON BAS	E AND CONTIN	IUED LOOKING FO	R OTHER	TRAFFIC. ON	FINAL	
DOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE EGAN A SECOND PATTERN. HE ST EFT DOWNWIND. REPORTEDLY, HE PPROACH HE SAW THE SHADOW OF	ATED WHEN HE WAS ON THEN TRANSMITTED T N53442 ON HIS PLAN	BASE LEG FOR HIS HAT HE WAS ON BAS E JUST BEFORE IMP	E AND CONTIN	UED LOOKING FO	R OTHER '	TRAFFIC. ON T HE HAD TRA	FINAL CKED	
DOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE EGAN A SECOND PATTERN. HE ST EFT DOWNWIND. REPORTEDLY, HE PPROACH HE SAW THE SHADOW OF D THE RADIO BEACON, AND AFTE	ATED WHEN HE WAS ON THEN TRANSMITTED T N53442 ON HIS PLAN R BEACON PASSAGE, S	BASE LEG FOR HIS HAT HE WAS ON BAS E JUST BEFORE IMP TARTED A LONG FIN	E AND CONTINACT. THE CES	UED LOOKING FO SSNA PILOT REPO REPORTEDLY, H	R OTHER ' RTED THA' IE CALLED	TRAFFIC. ON T HE HAD TRA ON A LONG F	FINAL CKED INAL	
DOO FT FROM THE THRESHOLD. T (PLAIN THE MECHANICS OF THE EGAN A SECOND PATTERN. HE ST EFT DOWNWIND. REPORTEDLY, HE PPROACH HE SAW THE SHADOW OF	ATED WHEN HE WAS ON THEN TRANSMITTED T N53442 ON HIS PLAN R BEACON PASSAGE, S	BASE LEG FOR HIS HAT HE WAS ON BAS E JUST BEFORE IMP TARTED A LONG FIN	E AND CONTINACT. THE CES	UED LOOKING FO SSNA PILOT REPO REPORTEDLY, H	R OTHER ' RTED THA' IE CALLED	TRAFFIC. ON T HE HAD TRA ON A LONG F	FINAL CKED INAL	

File No 28	16 5/12/82	SANFORD,ME	A/C Reg.	No. N53442	Time (Lc1) - 1615 EDT
Occurrence #1 Phase of Operation	MIDAIR COLLISION APPROACH - VFR PA	ATTERN - FINAL APPRO	ACH		
Finding(s) 1. VISUAL LOOKOUT - 2. VISUAL LOOKOUT -		OT OF OTHER AIRCRAFT			
Occurrence #2 Phase of Operation	APPROACH - VFR PA	ATTERN - FINAL APPRO	ACH		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST	ION WITH TERRAIN			
Occurrence #4 Phase of Operation	ON GROUND COLLIST	CON WITH OBJECT			
Finding(s) 3. OBJECT - VEHICLE					
Probable Cause					
The National Transports/are finding(s) 1,2		rd determines that t	he Probable Cause	(s) of this acc	eldent
Footon(a) noloniau te		· /			

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

Basic Information	. AVTATION) A	Inchest Demand			Tmdii	- 4	
Type Operating Certificate-NONE (GENERA		ircraft Damage DESTROYED	1	Fatal	Inju Serious		None
Type of Operation -PERSONAL		ire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information						•	
Make/Model - ERCO 415C		1 - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED	Number Engine				Warning		NO
Max Gross Wt - 1400		- RECIPROCATI	NG-CARBURETO	R Weath	er Radar	- NO	
No. of Seats - 2	Rated Power	- 85 HP					
Environment/Operations Information							
Weather Data	Itinerary		A ·		roximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		OFF AIR	PORT/STRI	Р	
Method - N/A	PHILLIPS, ME			_			
Completeness - N/A	Destination		Aiı	rport Da	ta		
Basic Weather - VMC	DIXFIELD, <b>M</b> E			_			
Wind Dir/Speed- UNK/NR		· · · · · · · · · · · · · · · · · · ·				- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight			•	-	- N/A	
Cloud Conditions(2nd) - NONE	Type of Cleara			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45		Certificate ·				
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Flight				
PRIVATE	Current -			00		4 Hrs - l	
SE LAND	Months Since -	14 Make	/Model- UNK/				
	Aircraft Type -	UNK/NR Inst	rument- UNK/ˌ!	VR .	Last 9	0 Days- l	JNK/NR
		Mult	i-Ęng - UNK/I	NR	Rotorc	raft - l	JNK/NR
Instrument Rating(s) - NONE							
Narrative							
: AIRCRAFT WAS OBSERVED FLYING AT LOW ALTIT	UDE DURING WHICH THE	ENGINE SOUNDS C	EASED. THE A	IRCRAFT	STALLED A	ND	

File No 29	49 8/24/82 	CARTHAGE, ME	A/C Reg.	No. N3728H	Time (Lcl) - 1900 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation		- IN FLIGHT			
Finding(s) 2. AIRSPEED - NOT 3. STALL - INADVER 4. IMPROPER US	TENT - PILOT IN CO		IRMENT(ALCOHOL) -	PILOT IN COMMAND	
Occurrence #3 Phase of Operation		ROLLED			
Probable Cause				·	
The National Transpois/are finding(s) 1,		rd determines that	the Probable Cause	(s) of this accid	dent ·
Factor(s) relating t	o this accident is	/are finding(s) 4			

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File No 2885 5/27/82 MILFO	RD,MI A/C Re	g. No. N4967G	T1 	me (Lc1)	- 0155 ED	T 
Basic Information	AVTATION)	Damana		Tmd		
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft DESTROY		Fatal	Injur Serious		None
Turns of Openstion DEDCOMAL						
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During -MANEUVERING	NONE	Pass	1	0	0	0
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYC	DMING 0-320-H2AD	ELT 1	nstalled/	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Warning S		YES
Max Gross Wt - 2220	Engine Type - REC	IPROCATING-CARBURE	TOR Weath	ner Radar ·	- NO	
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information			<b></b> -			
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - FSS	Last Departure Point		OFF AIR	RPORT/STRIF	•	
Method - IN PERSON	DETROIT, MI			•		
Completeness - FULL	Destination	,	Airport Da	ata		
Basic Weather - IMC	PONTIAC, MI		ро			
Wind Dir/Speed- 080/004 KTS			Punway	Ident -	- N/A	
Visibility - 2.000 SM	ATC/Airspace		Punway	Lth/Wid		
Cloud Conditions(1st) - 3000 FT BROK		NONE		Surface ·		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -			Status ·		
Obstructions to Vision- FOG	Type of Crearance  Type Apch/Lndg -		Kullway	Jacas	17/ 5	
Precipitation - NONE	Type Apcily Lindy	NONE				
Condition of Light - NIGHT (DARK)						
Personnel Information			==			<i></i>
Pilot-In-Command		Medical Certificate			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Ho			_
PRIVATE	Current - UNK/NR	Total -	150	Last 24	l Hrs - Ul	NK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Mode1 - UN	K/NR	Last 30	) Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days- U	NK/NR
		Multi-Eng - UN	K/NR			
Instrument Rating(s) - NONE						
Narrative						
RLIER IN THE EVENING DURING A RETURN FLT FR						
CTORED TO DETROIT CITY ARPT, THE ONLY ARPT						
CEIVED TWO WX BRIEFINGS AT 2336 & 0016. BOT	H TIMES THE PLT WAS ADVISED	THAT VFR FLT WAS N	DT RECOMME	NDED. THE	FLT	
PARTED AT 0033 & WITNESSES OBSERVED AN ACFT	FLYING ABOUT 2 MI SOUTH OF	THE ACCIDENT SITE.	VISIBILIT	Y WAS REPO	DRTED	
OUT 200 FT ON HIGH GROUND & 500 FT IN LOW L	VING ADEAS					
DOI 200 FI ON HIGH GROUND & DOO FI IN LOW L	IING ARLAS.					

A/C Reg. No. N4967G 5/27/82 File No. - 2885 MILFORD.MI Time (Lc1) - 0155 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - FOG 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 3. LIGHT CONDITION - DARK NIGHT 4. AIRPLANE HANDLING - UNCONTROLLED - PILOT IN COMMAND 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) 2,4,5

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

File No 2956 9/10/82 HOUGH1	TON, MI A/O	Reg. No. N5518Q	Time (Lc)	1) - 2034 EDT
Basic Information Type Operating Certificate-NONE (GENERAL  Type of Operation -PERSONAL	DEST	raft Damage ROYED	Ir Fatal Seriou 1 O	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire On G	GROUND Pass	1 0	
Aircraft Information Make/Model - MOONEY M2OE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	Number Engines -	LYCOMING IO-360-A1A 1 RECIP - FUEL INJECTED 200 HP	Stall Warnir	ed/Activated - YES-UNK/NA ng System - YES ar - NO
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 090/007 KTS Visibility125 SM Cloud Conditions(1st) - 100 FT OVERC Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - DUSK	Itinerary Last Departure Poi BAY CITY,MI Destination HOUGHTON,MI  ATC/Airspace CAST Type of Flight Pla Type of Clearance Type Apch/Lndg	n - IFR - UNK/NR	Runway Surface Runway Status	TRIP  TY MEMORIAL - 31 d - 6500/ 150 e - ASPHALT
	Age - 49 Biennial Flight Review Current - UNK/ Months Since - UNK/ Aircraft Type - UNK/	Fligh NR Total - UN	nt Time (Hours) NK/NR Las NK/NR Las NK/NR Las	L-NO WAIVERS/LIMIT t 24 Hrs - UNK/NR t 30 Days- UNK/NR t 90 Days- UNK/NR prcraft - UNK/NR
Instrument Rating(s) - AIRPLANE				
THE ACFT CRASHED INTO TREES WHILE MAKING AN ILIMC AND AN IFR FLT PLAN HAD BEEN FILED. THE TWO IN THE CRASH AND POST CRASH FIRE. THE FLT ORIGHOUGHTON THE PILOT HAD RECEIVED A WEATHER UPDAAPPROACH HE SAID "I'LL TAKE A LOOK". AND "IF WON HIS FLT PLAN. NO MORE TRANSMISSIONS WERE MAHOUGHTON FSS AND REPORTED HEARING AN ACFT CRAS	WO OCCUPANTS WERE HELD IN BINATED AT BAY CITY, MI A NTE WITH VISIBILITY LESS WE DON'T MAKE IT WE'LL NE NDE AND 6 MINUTES AFTER T	# THE ACFT BY SEAT BEL ABOUT 2 HRS & 15 MIN E THAN 1/4 MILE. WHEN # EED SOME PLACE TO GO".	LTS AND WERE FATAL BEFORE THE CRASH. ASKED IF HE WANTEL NO ALTERNATE HAL	LLY INJURED INBOUND TO D TO TRY AN D BEEN FILED

File No. - 2956 9/10/82 Time (Lc1) - 2034 EDT HOUGHTON, MI A/C Reg. No. N5518Q Occurrence #1 HARD LANDING Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - DESCURATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 7. FLIGHT TO ALTERNATE DESTINATION - NOT SELECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

 $is/are\ finding(s)\ 2,3,4,5,6,7$ 

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

Basic Information Type Operating Certificate-NONE (GENER	DAL AVIATION)	Aircraft Da	ama.ao		Ini	uries	
Type operating certificate-noise (denti	RAL AVIATION)	DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire	Crew				0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	Ó	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Mode1 - BEECH A24R			ING 10-360-A1B			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Er	ngines - 1	- FUEL INJECTED	Stal		System - Y	ES
Max Gross Wt - 2550 No. of Seats - 4	Engine Ty Rated Pow	pe - RECIP ver - 200	- FUEL INJECTE	) Weat	her Radar	- NO	
NO. OF SeatS - 4	kated Pov	er - 200	) HP				
Environment/Operations Information Weather Data	Itinerary			Adunant	Dunis dunidates		
Wx Briefing - NO RECORD OF BRIEFIN		ture Point			Proximity RPORT/STR		
Method - N/A	IONIA, MI			011 A1	Kr OK I / JIK	••	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 240/007 KTS					Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace	) <u></u>			Lth/Wid		
Cloud Conditions(1st) - 1500 FT SC Cloud Conditions(2nd) - NONE					Surface		
Obstructions to Vision- NONE	Type of Ci	earance - No Lndq - No		Runway	Status	- N/A	
Precipitation - NONE	Type Apcily	Lindy - N	UNE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 57 Biennial Flight	Me	dical Certifica	te - VALID	MEDICAL-	WAIVERS/LIM	IT
Certificate(s)/Rating(s)		Review	Fligh	nt Time (H			
PRIVATE	Current	- YES	Total -		Last		1
SE LAND			Make/Model-			30 Days-	2
	Aircraft lyp	e - BE-A24R	Instrument-	2	Last	90 Days-	9
Instrument Rating(s) - NONE							
Narrative							
ESSES OBSERVED THE ACFT FLYING IN AN EAS			SLIGHTLY DESCEM Y & LOUD. THE D				

File No 28	14 10/11/82	LANSING, MI	A/C Reg. No. N24639	Time (Lc1) - 1030 EDT	
Occurrence Phase of Operation	IN FLIGHT COLLIS	ION 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)  $\bf 1$ 

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION) Aircraf	t Damage		Inju	ries	
Type of Operation -PERSONAL	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	_	0	0	1
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Mode1 - LY				Activated -	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engines - 1	CIPROCATING-CARBUR	Stal	l Warning :	System - YE	ES
No. of Seats - 4	Engine Type - RE Rated Power -	160 HP	EIUR Weat	ner kadar	- NU	
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	PONTIAC, MI		AIR PO	RT HOPE		
Wind Dir/Speed- 215/015 KTS					- 18	
Visibility - 12.0 SM	ATC/Airspace				- 2000/	
Cloud Conditions(1st) - NONE	Type of Flight Plan				- GRASS/TUR	₹F
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A	Medical Certifica	VAL TO	MEDICAL -W	ATVEDO / LTM1	
Certificate(s)/Rating(s)	Age - 23 Biennial Flight Review		te - VALID ht Time (H		AIAEK2\ FIMI	
PRIVATE	Current - YES	Total -			4 Hrs -	1
SE LAND	Months Since - 19	Make/Model-	27		Days- UN	c/NR
•=	Aircraft Type - UNK/NR	Instrument-	3	Last 9		7
Instrument Rating(s) - NONE						
Narrative						
PILOT ESTIMATED THAT THE WIND WAS FROM 210	O TO 220 DEG AT 15 KTS HE	REPORTED THAT THE	SRASS RUNW	AV WAS		
AND WET. FOR TAKEOFF ON RUNWAY 18, HE US						
The war for inner of normal 10, 112 Up		ED A SUDDEN GUST O				

A/C Reg. No. N5301D File No. - 2926 11/07/82 PORT HOPE, MI Time (Lc1) - 1530 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - TREE(S) 6. 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) 3

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

File No 2946 11/17/82 NEW H	IUDSON,MI A/C R	Time (Lc1) - 1310 EST							
-Basic Information Type Operating Certificate-NONE (GENERA	•	AVIATION) Aircraft Damage			Injuries				
	NONE		Fatal			None			
Type of Operation -PERSONAL	Fire		0	_	-	1			
Flight Conducted Under -14 CFR 91	NONE	Pass		O <sub>.</sub>	0	3			
Accident Occurred During -TAXI		Other	0	1 	0	0			
-Aircraft Information		(							
Make/Mode1 - PIPER PA-28-151	Eng Make/Mode1 - LY				Activated				
Landing Gear - TRICYCLE-FIXED	Number Engines - 1				System - Y	ES			
Max Gross Wt - 2325	Engine Type - RE		TOR Weat	ther Radar	- NO				
No. of Seats - 4	Rated Power -	150 HP							
-Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	RPORT					
Method - N/A	SAME AS ACC/INC								
Completeness - N/A	Destination		Airport [	Data					
Basic Weather - VMC	LOCAL		NEW HI	JDSON					
Wind Dir/Speed- CALM			Runway	y Ident	- UNK/NR				
Visibility - 7.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- UNK/NR				
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE	Runway	y Surface	- UNK/NR				
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE		y Status					
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE	-		•				
Precipitation - NONE	,, ,								
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 54	Medical Certificat	e - VALI	MEDICAL-	VAIVERS/LIM	ΙT			
<pre>Certificate(s)/Rating(s)</pre>	Age - 54 Biennial Flight Review	Fligh	t Time (F	Hours)					
PRIVATE	Current - YES	Total -	601	Last 2	24 Hrs -	0			
SE LAND	Months Since - 8	Make/Mode1-	547	Last 3	30 Days- UN	K/NR			
	Current - YES Months Since - 8 Aircraft Type - UNK/NR	Instrument-	10	Last 9	0 Days-	14			
Instrument Rating(s) - NONE									
-Narrative									
PILOT WAS GIVING A PLANE RIDE TO HIS BROT	HER. HIS BROTHER'S GRANDSON	AND THE CHILD'S MO	THER. TH	E CHILD'S					
NDMOTHER WANTED TO TAKE PICTURES AND WALKE					3H				
VIEWFINDER, HER DEPTH PERCEPTION WAS AFFE									
NE'S WING. SHE WAS STRUCK BY THE WING TIP									
BROKE HER LEFT CLAVICLE.	• • • • • • • • • • • • • • • • • • • •								
DRUNE HER LEFT CLAVICLE.									

File No. - 2946 11/17/82 NEW HUDSON, MI A/C Reg. No. N7730C Time (Lc1) - 1310 EST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

#### Finding(s)

- 1. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 2. UNSAFE/HAZARDOUS CONDITION NOT IDENTIFIED OTHER PERSON
- 3. OBJECT OTHER PERSON

----Probable Cause----

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

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

### Brief of Accident

-Basic Information	OFNERAL AVIATION'		<b>n</b> '		<b>.</b> .	!	
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft		Foto1	_	uries Minor	None
Type of Operation -TEST		DESTROYE Fire	Cre	Fatal	Serious O	M11101.	0
Flight Conducted Under -14 CFR	91	NONE	Pas		Ö	Ö	Ö
Accident Occurred During -MANEUV	ERING	140142	1 43.		v	· ·	Ū
Make/Model - CGS AVIATION HAWK	Eng Mak	e/Mode1 - CUYU	NA 430R	ELT	Installed,	'Activated	- NO -N/
Landing Gear - TRICYCLE-FIXED		Engines - 1				System - N	10
Max Gross Wt - 495			PROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 1	Rated P	ower -	30 HP				
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - UNK/NR		arture Point		OFF AI	RPORT/STR:	[P	
Method - UNK/NR		S ACC/INC		A 1			
Completeness - UNK/NR Basic Weather - VMC	Destinati	on		Airport D	ата		
Wind Dir/Speed- 130/005 KTS	LOCAL			Bunyay	Ident	- 36	
Visibility - 10.0 SM	ATC/Airspa	60				- 1500/	150
Cloud Conditions(1st) - 12000 F			NONE		Surface		130
Cloud Conditions(2nd) - 25000 F				•	Status	* .	
Obstructions to Vision- NONE	Type Apc		NONE	· · · · · · · · · · · · · · · · · · ·	014140	.,, .,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,					
Condition of Light - DAYLIGH	Т						
-Personnel Information							
Pilot-In-Command	Age - 31		edical Certific			CAL	
Certificate(s)/Rating(s)	Biennial Fligh			ght Time (H			_
PRIVATE	Current	- YES	Total -	57	Last		0
SE LAND	Months Sin	ce - 18 vpe - PA-28	Make/Model- Instrument-	0	Last 3	30 Days-	0
	Aircraft I	ype - PA-28	Instrument-	2	Last 9	O Days-	0
Instrument Rating(s) - NONE							
-Narrative OWNER HAD BEEN CONDUCTING HI-SPEED	TAYI DDACTICE WITH CH	ODT TAKEDEE /I A	NOTING HODS IN T	HE SAME DID	ECTION DI	r was	
BLE TO OBTAIN LIFT-OFF. HE THEN ASKE							
ULTRALIGHT. ON THE 2ND RUN THE ACFT							
D FOLLOWED BY A BOUNCE INTO THE AIR							
ES. THE ACFT THEN LOST ALTITUDE, WOB							
EMPT TO RETURN TO THE FIELD IT WAS O							
A SINGLE-SEAT CGS HAWK DURING THE SU							
ER PILOTS THAT HAD COMPLETED SIMILAR	CHECK DIDEC						

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File No 28	84 12/04/82	DEWITT,MI	A/C Reg. No.	N918JS	Time (Lc1) - 1520 EST
Occurrence #1 Phase of Operation		- IN FLIGHT			
<ol><li>IMPROPER US</li></ol>	E OF EQUIPMENT/AI E OF EQUIPMENT/AI E OF EQUIPMENT/AI	RCRAFT,LACK OF FAMIL RCRAFT,LACK OF TOTAL RCRAFT,LACK OF TOTAL	IARITY WITH AIRCRAFT - EXPERIENCE IN TYPE OF EXPERIENCE - PILOT IN	AIRCRAFT - PILOT	
Occurrence #2 Phase of Operation		SION WITH TERRAIN			
Probable Cause					
The National Transpois/are finding(s) 1.		ard determines that	the Probable Cause(s)	of this accident	

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

-Basic Information					<u>.</u> .		
Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSON	AL.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	Ö	0	O	0
Accident Occurred During -LANDIN	3	,- 					
-Aircraft Information							
Make/Model - COLONIAL C-1		/Mode1 - LYCOMING 0-3					
Landing Gear - AMPHIBIAN		ngines - 1			1 Warning S		ES
Max Gross Wt - 2400		ype - RECIPROCATIN	G-CARBURET	TOR Weat	her Radar -	NO	
No. of Seats - 4	Rated Po	wer - 150 HP					
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		rture Point		OFF AI	RPORT/STRIP	)	
Method - N/A	SOUTH B				_		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC	GRAND H	AVEN,MI			T	81/8	
Wind Dir/Speed- 330/005 KTS Visibility - 5.0 SM	ATC/Airspac	_			Ident - Lth/Wid -	N/A	
Cloud Conditions(1st) - 3000 F					Surface -		
Cloud Conditions(2nd) - NONE		learance - NONE			Status -		
Obstructions to Vision- NONE		/Lndg - VISUAL S	TDATCHT-TR		Status	137 A	
Precipitation - NONE	Type Apcil	/ Ling - VISUAL S	TRAIGIII II	•			
Condition of Light - DAYLIGH	т						
	' 						
-Personnel Information					WED-1041 NO		
Pilot-In-Command	Age - 45				MEDICAL-NO	MAIVERS/	LIM1!
Certificate(s)/Rating(s)	Biennial Flight			t Time (H 240	ours <i>)</i>	Unc -	1
PRIVATE	Current	- YES Total	- Model -	∠4U	Last 24	Dave- III	
SE LAND	MONTHS SINC	e - 10 Make/ pe - C-1 Instr	mode!-	30	Last 30 Last 90	Days- UN	1 IN   NIK
	Aircraft ly	pe - C-1 Instr	umerit-	35	Last st	, Days-	•
Instrument Rating(s) - NONE							
-Narrative			DUDING :		TI 1544 946		
OT LOST OIL PRESSURE AND ELECTED TO		. NUSE GEAR CULLAPSED	DURING LA	ANDING. D	IL LEAK WAS	I HE	
SE OF THE DROP IN QUANTITY AND PRESS	UKE.						

File No. - 2811 12/11/82 KALAMAZOO,MI A/C Reg. No. N256B Time (Lc1) - 1620 EST

Occurrence #1
Phase of Operation

NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. LUBRICATING SYSTEM PRESSURE TOO LOW
- 2. FLUID, OIL LEAK
- 3. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 4. TERRAIN CONDITION SOFT
- 5. LANDING GEAR, NOSE GEAR OVERLOAD
- 6. 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) 1,2

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

File No 2988 12/18/82 GAYLO	RD,MI A/C Re	g. No. N1777E	Time (Lc1) - 1237 EST			
Type of Connection	SUBSTAN	SUBSTANTIAL		Injuries Fatal Serious Minor None		
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0	
Aircraft Information  Make/Model - CESSNA 310R  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 5500  No. of Seats - 6		TINENTAL TSIO-520-8 IP - FUEL INJECTED 285 HP	Stall Warr	lled/Activated ning System - adar - UNK/NR		
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 160/014 KTS Visibility - 1.500 SM Cloud Conditions(1st) - 800 FT OVER Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG Precipitation - FREEZING DRIZ Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	IFR	Runway Surfa Runway Stati	TY t - 27 Wid - 5000/ ace - ASPHALT		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND HELICOPTER	Age - 42 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Total - 9 Make/Model-	: Time (Hours) 9760 La 350 La  413 La	CAL-NO WAIVERS  ast 24 Hrs -  ast 30 Days- (  ast 90 Days-  otorcraft -	3	
Instrument Rating(s) - AIRPLANE						
PRIOR TO A FLIGHT FROM CHARLESTON, WV TO SAUL DURING THE FLIGHT, MIXED AND RIME ICING CONDI SATISFACTORILY. AN UPDATE WEATHER BRIEFING WA AT 7000 FT MSL. ABOUT 22 MIN LATER, HE REQUES WAS CLEAR TO 6000 FT, THEN 5000 FT, BUT WAS SATTEMPTED. THE PILOT THEN DIVERTED TOWARD GAY AN ALTITUDE OF ABOUT 900 FT AGL, BUT WAS UNAED OF ABOUT 50 FT AGL, HE LEVELED THE WINGS AND COLLIDED WITH TREES.	TIONS WERE ENCOUNTERED; HOWE S NOT OBTAINED FOR A RETURN STED A LOWER ALTITUDE BECAUSE STILL IN ICING CONDITIONS. A LORD AND WAS CLEARED TO 3500 SLE TO MANEUVER THE PLANE TO	VER, THE DEICING EG FLIGHT. AFTER TAKED OF HEAVY ICING CON CLIMB TO 9000 WAS T FT. THE PILOT SAW LAND ON A RUNWAY. F	DUIPMENT REMOVE OFF, THE PILOT IDITIONS. THE A THEN UNSUCCESSI THE AIRPORT WE TINALLY, AT AN	ED IT LEVELED AIRCRAFT FULLY HILE AT ALTITUDE		

File No. - 2988 12/18/82 GAYLORD, MI A/C Reg. No. N1777E Time (Lc1) - 1237 EST 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 - ICING CONDITIONS 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. WING - ICE 5. PROPER ALTITUDE - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 8. OBJECT - TREE(S) ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE ((	SENERAL AVIATION)	Aircraft Dam	age		Inju	uries	
		DESTROYED	F	atal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172C			NTAL 0-300-D			'Activated	
Landing Gear - TRICYCLE-FIXED		gines - 1				System - Y	ES
Max Gross Wt - 2200 No. of Seats - 4	Engine Ty Rated Pow		CATING-CARBURETOR	Weath	ner Radar	- NO	
Environment/Operations Information- Weather Data	Itinerary		Δi	rport F	Proximity		
Wx Briefing - FSS	Last Depar	ture Point			RPORT/STR	[P	
Method - TELEPHONE	₩OODRUFF	·					
Completeness - FULL	Destination		Air	port Da	ata		
Basic Weather - IMC Wind Dir/Speed- 280/018 KTS	BENSON, M	N		D	7	- N/A	
Visibility - 6.0 SM	ATC/Airspace				Ident Lth/Wid		
Cloud Conditions(1st) - 800 F1					Surface		
Cloud Conditions(2nd) - NONE		earance - NON		•		- N/A	
Obstructions to Vision- FOG	Type Apch/			······································	514145	.,, .	
Precipitation - NONE	. , , ,		_				
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 32	Medi	cal Certificate -			CAL	
Certificate(s)/Rating(s)	Biennial Flight		Flight T		•	3.4. Um	
PRIVATE SE LAND	Current Months Since	- YES	Total - 12		Last :	24 Hrs -	4 26
SE LAND	Months Since	- 5 e - UNK/NR	Make/Moder- 6 Instrument-			BO Days- BO Days-	26 56
	All Graft Typ	e only nic	instrainerre	•	cust.	o bays	50
Instrument Rating(s) - NONE							
PILOT RECEIVED SEVERAL WEATHER BRIEF						REA	
IS ROUTE. PRIOR TO TAKEOFF, HE WAS A							
RTED THAT HE WAS "TOTALLY OBSCURED."						EADING	
THAT HIS GYRO AND MAGNETIC COMPASSES						LIDE A	
EQUENTLY, THE PLANE CRASHED IN A WOO						UKE. A	
SSEMBLY OF THE DIRECTIONAL GYRO REV	ALED STONS OF WEAD IN	THE HIDDED AND I	NUED CIMBLE DINA				

SUNBURG, MN File No. - 2979 5/10/82 A/C Reg. No. N8432X Time (Lc1) - 2141 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. LIGHT CONDITION - DUSK 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - FOG 5. WEATHER CONDITION - TURBULENCE 6. VFR FLIGHT INTO IMC - CONTINUL - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 8. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - ERRATIC 9. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,9,10

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Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

Basic Information	AL AVIATION)	D		T m d m		
Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTANT		Fatal	Injur Serious	nes 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 - HILLER 12E	Eng Make/Model - LYCO		ELT 1	installed/A	ctivated	- NO -N/
Landing Gear - SKID	Number Engines - 1		Stall	Warning S	ystem - N	10
Max Gross Wt - 3100	Engine Type - RECI		OR Weath	ner Radar -	NO	
No. of Seats - 4	Rated Power - 3	105 HP				
Environment/Operations Information						
Weather Data	Itinerary			roximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF AIR	RPORT/STRIP		
Method - N/A	WILLMAR, MN	_		_		
Completeness - N/A	Destination	<i>p</i>	irport Da	ata		
Basic Weather - IMC	BENSON, MN		D	T-1	11/4	
Wind Dir/Speed- 070/020 KTS	ATO/Admonage			Ident - Lth/Wid -		
Visibility - 3.000 SM	ATC/Airspace	NONE		Surface -		
Cloud Conditions(1st) - 300 FT OVE Cloud Conditions(2nd) - UNK/NR	Type of Clearance -	NONE		Status -		
Obstructions to Vision- NONE		NONE	Runway	Status -	N/ A	
Precipitation - RAIN SHOWER	Type Apch/Lndg -	NUNE				
Condition of Light - DAYLIGHT						
Personnel Information	4 40 N	ledical Certificate	VALTO	MEDICAL -WA	TVEDE /I TI	47.7
Pilot-In-Command Certificate(s)/Rating(s)	Age - 49 Biennial Flight Review	Flight			IVERS/LI	111
COMMERCIAL, CFI	Current - YES	Total - 13			Hrs -	14
SE LAND, SE SEA, ME LAND	Months Since - 2	Make/Model -	325	Last 30		
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK	/NR	Last 90	Days-	40
1122331 7217	ATT OF CITY OF CHAPTER	Make/Model- Instrument- UNK Multi-Eng - 3	040	Rotorcr	aft -	1030
Instrument Rating(s) - AIRPLANE						
Narrative						
LICOPTER FLYING AT 250 FEET TO STAY BELOW	CLOUDS HAD ENGINE FAILURE LAN	IDED DOWNWIND IN ML	DDY FIEL	). RIGHT		

File No 28	09 5/12/82 BENSON,MN	A/C Reg. No. N4030C	Time (Lc1) - 1530 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	OTHER GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
• -			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that t	he Probable Cause(s) of this accide	ent

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

SUBSTANTIAL   Fatal   Serious   Minor   No	<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GE</li> </ul>	NERAL AVIATION)	Aircraft Damage			Injur	ies	
Fiight Conducted Under	type operating out the roate mana (as	NENGE AVERTERN,			Fatal	•		None
Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 100 HP  -Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO No. of Seats - 2 Rated Power - 100 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 320/010 KTS Visibility - 10.0 SM ATC/Airspace Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Cloud Conditions(2nd) - 3000 FT BROKEN Obstructions to Vision- NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Accident - LYCOMING 0-235-L2C ELT Installed/Activated - YES Stall Warning System - YES Stall Warnin				Crew	0	0		1
-Aircraft Information  Make/Model - CESSNA 152		1	NONE	Pass	0	0	0	1
Make/Model - CESSNA 152	Accident Occurred During -LANDING							
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670  No. of Seats - 2  Engine Type - RECIPROCATING-CARBURETOR  Rated Power - 100 HP  Environment/Operations Information  Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed - 320/010 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR  Cloud Conditions(2nd) - 3000 FT BROKEN  Cloud Condition to Vision- NONE  Condition of Light - DAYLIGHT  Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  Current - YES  Mated Power - 100 HP  Number Engines - 1  Engine Type - RECIPROCATING-CARBURETOR  Weather Radar - NO  Weather Radar - NO  Weather Radar - NO  Airport Proximity  ON AIRPORT  Airport Data  Airport Data  Stall Warning System - YES  Weather Radar - NO  Weather Radar - NO  Airport Data  Airport Data  Airport Data  ST. CLOUD  Runway Ident - 24R  Runway Lth/Wid - 5200/ 100  Runway Ident - 5200/ 100  Runway Status - 5200/ 100  Runway Status - DRY  Obstructions to Vision- NONE  Type of Clearance - NONE  Condition of Light - DAYLIGHT  -Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  Biennial Flight Review  Flight Time (Hours)  Current - YES  Total - 120  Last 24 Hrs - 1  Months Since - 21  Make/Model - 107  Last 30 Days - 0  Aircraft Type - UNK/NR  Instrument Rating(s) - NONE								
Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 100 HP  -Environment/Operations Information Weather Data Weather Data Weather Data Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 320/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Max Gross W - 1670 Rated Power - 100 HP  Loud Power - 100 HP  Itinerary Last Departure Point Last Departure Point Ob Airport Data ST. CLOUD ST. CLOUD Airport Data Airp				85-L2C				
No. of Seats - 2  Rated Power - 100 HP  -Environment/Operations Information Weather Data  Same As acc/INC Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 2000 FT SCATTERED Cloud Conditions(2nd) - 3000 FT BROKEN Precipitation Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Rated Power - 100 HP  Airport Proximity ON AIRPORT ON AIRPOR ON AIRPORT ON AIRP								ES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Cloud Conditions(2nd) - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Itinerary Airport Proximity ON AIRPORT ON AIR				-CARBURE	TOR Weat	ner Radar -	- NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/010 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 2000 FT SCATTERED Cloud Conditions(2nd) - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current - YES FE LAND  Itinerary Last Departure Point SAME AS ACC/INC Destination Destination Airport Droximity ON AIRPORT ON	No. of Seats - 2	Rated Powe	r - 100 HP					
Wx Briefing - NO RECORD OF BRIEFING								
Method - N/A								
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 320/010 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR  Cloud Conditions(2nd) - 3000 FT BROKEN  Cloud Conditions to Vision-  Precipitation  Condition of Light - DAYLIGHT Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Destination  LOCAL  ST. CLOUD  Runway Ident - 24R  Runway Status - 5200/ 100  Runway Status - DRY  ONNE  Runway Status - DRY  ONNE  Type Apch/Lndg - UNK/NR  Precipitation  Age - 33  Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT (Hours)  Flight Time (Hours)  Current - YES  Total - 120  Last 24 Hrs - 1  Months Since - 21  Months Since - 21  Make/Model - 107  Last 30 Days - 0  Aircraft Type - UNK/NR  Instrument - 1  Last 90 Days - 2					ON AIR	PORT		
Basic Weather - VMC	· · · · · · · · · · · · · · · · · · ·		CC/INC			_ 4 _		
Wind Dir/Speed- 320/010 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 24R Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 5200/ 100 Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - 3000 FT BROKEN Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE				•				
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 5200/ 100 Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - 3000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR  Precipitation - NONE Type Apch/Lndg - UNK/NR  Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model- 107 Last 30 Days- 0 Aircraft Type - UNK/NR Instrument- 1 Last 90 Days- 2		LUCAL					- 24D	
Cloud Conditions(1st) - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - ASPHALT Cloud Conditions(2nd) - 3000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR  Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 Months Since - 21 Make/Model- 107 Last 30 Days- 0 Aircraft Type - UNK/NR Instrument- 1 Last 90 Days- 2  Instrument Rating(s) - NONE		ATC/Airspace						100
Cloud Conditions(2nd) - 3000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE			ght Plan - VFR					
Precipitation - NONE Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE								
Condition of Light - DAYLIGHT  -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE	Obstructions to Vision- NONE	Type Apch/L	ndg - UNK/NR		-			
-Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE	Precipitation - NONE		_					
Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s)  Biennial Flight Review Flight Time (Hours)  PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE	-Personnel Information							
PRIVATE Current - YES Total - 120 Last 24 Hrs - 1 SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE							) WAIVERS,	LIMIT
SE LAND Months Since - 21 Make/Model - 107 Last 30 Days - 0 Aircraft Type - UNK/NR Instrument - 1 Last 90 Days - 2  Instrument Rating(s) - NONE				_				
Aircraft Type - UNK/NR Instrument- 1 Last 90 Days- 2 Instrument Rating(s) - NONE								
Instrument Rating(s) - NONE	SE LAND							
		ATTCTATE Type	- UNK/NK INSTITUTE	illeri C	•	Last st	Days	~
-Narrative	Instrument Rating(s) - NONE				_			
*NACCATIVE****	Manadina							
LE PERFORMING A TOUCH-AND-GO LANDING, THE PILOT USED A HIGHER THAN NORMAL SPEED. AFTER TOUCHING DOWN, THE		THE DILOT HOED A HISONE	D THAN MODWAL COEFS	ACTED TO	HICHTNC D	OWN THE		

File No. - 2975 10/10/82 ST. CLOUD, MN A/C Reg. No. N6332P Time (Lc1) - 1430 CDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. FLARE - IMPROPER - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) A	ircraft Damage			Iniu	ries	
Type speciality out the route want (aging)		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL	F	ire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	1	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - PIPER PA-28-181		1 - LYCOMING 0-36	50			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engine					System - Y	ES
Max Gross Wt - 2550		- RECIPROCATING	3-CARBURET	OR Weath	er Radar	- UNK/NR	
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - FSS	Last Departure	Point		OFF AIR	PORT/STRI	P	
Method - TELEPHONE	MARSHALL, MN						
Completeness - FULL	Destination		,	lirport Da			
Basic Weather - IMC	MOOSE LAKE,M	N		RYAN FI			
Wind Dir/Speed- 310/004 KTS						- 30	
Visibility - 1.000 SM		·				- 4850/	100
Cloud Conditions(1st) - UNK/NR	Type of Flight					- ASPHALT	
Cloud Conditions(2nd) - UNK/NR	- Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - NIGHT (DARK)							
Personnel Information							
Pilot-In-Command	Age - 20					O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			Time (Ho		A 11	_
PRIVATE	Current -	YES (otal		156	Last 2	4 Hrs -	0
SE LAND	Months Since -	20 Make/N	10ae i -	1/		O Days- UN	•
	Aircraft Type -	UNK/NR Instru	iment-	0	Last 9	O Days-	28
Instrument Rating(s) - NONE							
Narrative							
NG A PREFLIGHT WEATHER BRIEFING, THE PIL	OT WAS WARNED THAT VFR	FLIGHT WAS NOT F	RECOMMENDE	D. ALSO,	A FIXED		
OPERATOR WARNED HIM OF THE WEATHER (THE	RE WERE PATCHES OF GRO	UND FOG). AFTER 1	TAKEOFF, F	OG WAS EN	COUNTERED		
BOUT 200 TO 500 FT AGL. DURING A DESCEND	THE TURN BACK TOWARD T	HE ATRPORT THE S	TIGHT WING	CONTACTE	D THE		

File No. - 2938 11/01/82 MARSHALL,MN A/C Reg. No. N6246U Time (Lc1) - 0445 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION FOG
- 3. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND

Occurrence #2 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) 3

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

-Basic Information Type Operating Certificate-NONE  Type of Operation -TEST Flight Conducted Under -14 CFF Accident Occurred During -LANDI		Aircraft Damag SUBSTANTIAL			Inju	undoó	
Type of Operation -TEST Flight Conducted Under -14 CFF		SUBSTANTIAL			Into	un i oo	
Flight Conducted Under -14 CFF							N1
Flight Conducted Under -14 CFF				Fatal O	Serious O		None 1
		Fire NONE	Crew Pass	0	_		0
		NONE	Pass	U	U	U	
-Aircraft Information							
Make/Model - QUICKIE	Eng Make/M	lodel - ONAN 22 Jines - 1		ELI	installed,	/Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIX	KED Number Eng	ines - 1	***** ******	Stai	warning	System - NO	ט
Max Gross Wt - 1850		e - RECIPROCA	I ING-CARBURE	TOR Weat	ner Radar	- NO	
No. of Seats - 1	Rated Powe	er - 225 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF B	RIEFING Last Depart	ure Point		OFF AI	RPORT/STR:	IP	
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- VARIABLE/003 KT	rs			Runway	Ident	- N/A	
Visibility - 12.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - NONE	Type of Fli	ght Plan - NONE		Runway	Surface	- N/A	
Cloud Conditions(2nd) - NONE	Type of Cle	arance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/L	.ndg - NONE					
Precipitation - NONE		_					
Condition of Light - DAYLIGH							
-Personnel Information							
Pilot-In-Command	Age - 50	Medica	1 Certificate	e - VALID	MEDICAL-	WAIVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight R	leview	Fligh	t Time (H	ours)		
COMMERCIAL	Current		tal -	221	Last :	24 Hrs -	0
SE LAND	Months Since	- 3 Ma	ke/Model-	0	Last 3	30 Days- UN	K/NR
	Aircraft Type	- 3 Ma - UNK/NR In	ke/Model- strument-	18	Last 9	90 Days-	· 1
			ilti-Eng - UN			•	
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE							

11/16/82 File No. - 2952 RED WING, MN A/C Reg. No. N69HD Time (Lc1) - 1130 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK Occurrence #4 OTHER GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

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-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating out the foate none (denem	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model - PIPER PA-32RT	Eng Make/Model - LYCO	MING TIO-540-S1AD		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		/ES
Max Gross Wt - 3600	Engine Type - RECI		Weat	her Radar -	NO	
No. of Seats - 7	Rated Power - 3	800 HP				
-Environment/Operations Information						
. Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PURI		
Method - N/A	SAME AS ACC/INC Destination		Airport D	-+-		
Completeness - N/A Basic Weather - VMC	LOCAL		•	ata AN MEM		
Wind Dir/Speed- 300/015 KTS	LOCAL				24	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		45
Cloud Conditions(1st) - 1800 FT BROK		NONE			ASPHALT	
Cloud Conditions(2nd) - NONE	Type of Clearance -				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	VISUAL FULL CIRCL	IIT			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	9	ledical Certificat			) WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (F			
ATP		Total -		Last 24		1
SE LAND, ME LAND	Months Since - 5 Aircraft Type - PA-32RT	Make/Model- Instrument-	1103	Last 90	Days-	12 38
	Aircrait Type - FA-32RT	Multi-Eng -	22	Last 50	Days	38
Instrument Rating(s) - AIRPLANE						
			<b></b>			
· · · · · · · · · · · · · · ·	RIGHT MAIN LANDING GEAR. AS					

File No. - 2868

12/19/82

SULLIVAN, MO

A/C Reg. No. N39487

Time (Lc1) - 1030 CST

Occurrence #1

UNDERSHOOT

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

#### Finding(s)

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

Occurrence #2

COMPLETE GEAR COLLAPSED

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

#### Finding(s)

- 3. TERRAIN CONDITION HIGH VEGETATION
- 4. LANDING GEAR, MAIN GEAR OVERLOAD
- 5. LANDING GEAR, MAIN GEAR FAILURE, TOTAL
- 6. LANDING GEAR, NOSE GEAR OVERLOAD
- 7. 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) 1,2

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

Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL	Fat	ı tal Serio	njuries us Minor	None
Type of Operation -INSTRUCTIONA			Crew	0 0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NE !	Pass	0 0	-	0
Aircraft Information					•	_
Make/Model - PIPER PA-20		- LYCOMING 0-290-D			ed/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warni	ng System -	NO
Max Gross Wt - 1950 No. of Seats - 4		- RECIPROCATING-CAR - 135 HP	RROKETOR	weather kad	ar - NU	
Environment/Operations Information						
Weather Data	Itinerary	- 4 4		ort Proximi	ty	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P		Ur	N AIRPORT		
Completeness - N/A	Destination	C	Ainne	ort Data		
Basic Weather - VMC	LOCAL			ACOMAS-LEES	SUMMIT MUNI	
Wind Dir/Speed- VARIABLE	LOOAL			unway Ident	- 18	
Visibility - 10.0 SM	ATC/Airspace			unway Lth/Wi		60
Cloud Conditions(1st) - NONE	Type of Flight P	lan - NONE		unway Surfac		
Cloud Conditions(2nd) - NONE	Type of Clearanc			unway Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL FULL (	CIRCUIT	-		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certi	ficate - \	ALID MEDICA	L-WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review			me (Hours)		
STUDENT	Current - N/				t 24 Hrs -	2
	Months Since - N/				t 30 Days- U	•
	Aircraft Type - N/	A Instrumen	t- 0	Las	t 90 Days-	45
Instrument Rating(s) - NONE						
Narrative						
STUDENT PILOT WAS ON A SUPERVISED SOLO FL	IGHT IN A TAIL WHEEL EO	HITDDEN ATROPART TH	HE INSTRU	TOR PILOT W	Δς	
RVING FROM ABOUT 300 FT FROM THE TOUCHDOW						

File No 28	98 12/22/82	LEE'S SUMMIT,MO	A/C Reg. No. N1961A	Time (Lc1) - 1005 CST
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. LEVEL OFF - IMP 2. IMPROPER US			ERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
4. DIRECTIONAL CON	TROL - NOT MAINTAI	MPROPER - PILOT IN COMM NED - PILOT IN COMMAND - PILOT IN COMMAND	AND	
Occurrence #3 Phase of Operation		PSED		
Finding(s) 6. TERRAIN CONDITI 7. LANDING GEAR,MA	IN GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the	Probable Cause(s) of this accide	ent ·

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

File No 2993 12/26/82 E	BATES CITY,MO	A/C Reg.	No. N2941Q	Ti	me (Lc1)	- 1935 CS	r
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dai	nage		Inju	ries	
		DESTROYED	_	Fata1	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	1	. 0	0	. 0
Flight Conducted Under -14 CFR 9		NONE	Pass	0	. 0	0	0
Accident Occurred During -MANEUVER	RING						
Aircraft Information							
Make/Model - PIPER PA-28R-201T	Eng Make/	Model - CONTIN	ENTAL TSID-360-	F ELT I	nstalled/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABL		gines - 1			Warning !		
Max Gross Wt - 2900	Engine Ty		- FUEL INJECTED		er Radar		•
No. of Seats - 4	Rated Pow						
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIE		tura Point			PORT/STRI	ь	
Method - N/A	GRAIN VA			011 71	FORT/ STREET	r	
Completeness - N/A	Destination			Airport Da	4-0		
Basic Weather - IMC				A II POI C Da	ita		
Wind Dir/Speed- 090/005 KTS	KANSAS C	III, MU		D	7	N1 / A	
	470/415					- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 600 FT					Surface		
Cloud Conditions(2nd) - UNK/NR		earance - NOI		Runway	Status	- N/A	
Obstructions to Vision- FOG	Type Apch/	'Lndg - NOI	NE				
Precipitation - NONE							
Condition of Light - NIGHT (DA	ARK)						
Personnel Information							
Pilot-In-Command	Age - 29	Med	ical Certificat	te - VALID	MEDICAL-WA	AIVERS/LI	VIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F1 iat	nt Time (Ho	urs)		
PRIVATE	Current	- YES				4 Hrs - Ul	VK/NR
SE LAND	Months Since	- YES : - 8	Make/Model-	86	Last 30	0 Days- Ul	NK/NR
	Aircraft Typ	e - C-152		4			
	Anciaiciyp	G 0 132	Tristi dilicit	~	Edot 3	o bayo	40
Instrument Rating(s) - NONE							
							,
Narrative HE AIRCRAFT CRASHED ABOUT 8 MI EAST OF T DARK NIGHT WITH FOG AND A LOW CEILING. SIBILITY 6 MI WITH FOG. ANOTHER PILOT E	THE WEATHER AT THE NE	AREST REPORTING	G STATION WAS 1 D 1000 FT AND 1	N PART: 60 THE VISIBIL	O FT OVER		
TO 4 MI. AN EXAMINATION OF THE WRECKAGE WITNESS NEAR THE ACCIDENT SITE HEARD WH AT THESE SOUNDS WERE FOLLOWED BY A "BAC	HAT SOUNDED TO HIM LIK					ED	

File No 29	93 12/26/82	BATES CITY,MO	A/C Reg. No. N2941Q	Time (Lcl) - 1935 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
<ol><li>5. IMPROPER US</li></ol>	ON - LOW CEILING ON - FOG IMC - INADVERTENT E OF EQUIPMENT/AIR		INSTRUMENT TIME - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		- IN FLIGHT		
		O - PILOT IN COMMAND CRAFT,SPATIAL DISORI	ENTATION - PILOT IN COMMAND	
Occurrence #3 Phase of Operation		NT/SYSTEM FAILURE/MA	LFUNCTION	
9. WING - OVERLOAD 10. WING - SEPARATI 11. FLIGHT CONTROL, 12. FLIGHT CONTROL,	ON STABILATOR - OVERLO STABILATOR - SEPAR	ATION		
Occurrence #4 Phase of Operation	IN FLIGHT COLLIS: DESCENT - UNCONT	ON WITH TERRAIN		
Probable Cause				
The National Transpois/are finding(s) 4,		rd determines that t	he Probable Cause(s) of this accide	ent

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

File No 2807 8/22/82 GREEN	WOOD, MS A/C Re	g. No. N67JH	T	ime (Lc1) -	1930 CD	T
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	DESTROY		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROL	IND Pass	0	1	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - AERONCA 7AC	Eng Make/Model - CON		ELT	Installed/A	ctivated	I - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stal	1 Warning S	ystem -	UNK/NR
Max Gross Wt - 1220	Engine Type - REC		TOR Weat	her Radar -	NO	
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP	)	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 10.0 SM	ATC/Airspace	11015		Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Plan - Type of Clearance -			Surface - Status -	N/A	
Obstructions to Vision- NONE		NONE	Runway	Status -	N/A	
Precipitation - NONE	Type Apch/Lndg	NONE				
Condition of Light - DAYLIGHT						
Personnel Information	4	M	_			
Pilot-In-Command	Age - 24 Biennial Flight Review	Medical Certificat	e - t Time (H	oune)		
Certificate(s)/Rating(s) COMMERCIAL	•	Total -			Hrs - U	IAIL /AID
SE LAND			70	Last 24	Dave- I	INIK /NID
SE LAND	Months Since - 18 Aircraft Type - UNK/NR	Make/Model- Instrument~ UN	r/ND	last of	Days U	INIK /ND
	ATTCIATE Type - ONN/IN	Multi-Eng - UN	K/ND	Rotorce	aft - U	INK/NR
		Marci Eng Oil	N/ IVIN	1010101	u	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Instrument Rating(s) - AIRPLANE						
Narrative						
LOT WAS FLYING TO SPOT DEER. WHEN DEER WERE	SPOTTED PILOT RANKED STEED!	Y TO GET RETTER IO	OK. STALL	ED AND ONLY	,	
D TIME TO LEVEL WINGS BEFORE GROUND IMPACT.	SPOTTED FILL BANKED STEEPE	GET BETTER EO	ON, SIALL	LU AND UNE		
, it is the winds before andone in Act.						

File No. - 2807 8/22/82 A/C Reg. No. N67JH Time (Lc1) - 1930 CDT GREENWOOD, MS LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 3. STALL - UNCONTROLLED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 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

. AVIATION) Aircraf	t Damage		Inju	ries	
SUBSTA	NTIAL	Fata	l Serious	Minor	None
Fire		-	-	0	1
ON GRO	IUND P	ass 0	0	0	2
				•	_
Number Engines - 1					ES
		BURETOR We	eather Radar	- NO	
Rated Power -	230 HP				
Itinerary					
	•	OFF	AIRPORT/STRI	P	
		•			
LUCAL				04	
ATC/Ainenese					75
	- NONE				75
		Kuin	way status	DKI	
Type Apolly Enag	HONE				
Age - 58	Medical Certif	1cate - NO	MEDICAL		
Biennial Flight Review					
Current - UNK/NR	! Total		Last 2	4 Hrs -	0
Months Since - UNK/NR	Make/Model	- 400	Last 3	O Days- UN	IK/NR
	! Instrument	- UNK/NR	Last 9	O Days-	3
	Multi-Eng	- 502			
	Eng Make/Model - CO  Mumber Engines - 1  Engine Type - RE  Rated Power -  Itinerary  Last Departure Point  SAME AS ACC/INC  Destination  LOCAL  ATC/Airspace  Type of Flight Plan  Type of Clearance  Type Apch/Lndg  Age - 58  Biennial Flight Review  Current - UNK/NR  Months Since - UNK/NR	Fire C ON GROUND P  Eng Make/Model - CONTINENTAL 0-470 Number Engines - 1 Engine Type - RECIPROCATING-CAR Rated Power - 230 HP  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 58 Medical Certif Biennial Flight Review Current - UNK/NR Total Months Since - UNK/NR Make/Model Aircraft Type - UNK/NR Instrument	Fire Crew O ON GROUND Pass O ON GROUND Pass O  Eng Make/Model - CONTINENTAL 0-470-R Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR WE Rated Power - 230 HP  Itinerary Airpor Last Departure Point OFF SAME AS ACC/INC Destination Airpor LOCAL PANC ATC/Airspace Runc Type of Flight Plan - NONE Runc Type of Clearance - NONE Runc Type Apch/Lndg - NONE  Age - 58 Medical Certificate - NO Biennial Flight Review Flight Time Current - UNK/NR Total - 2045 Months Since - UNK/NR Make/Model - 400 Aircraft Type - UNK/NR Instrument - UNK/NR	Fire Crew 0 0 ON GROUND Pass 0 0  Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/ Number Engines - 1 Stall Warning Engine Type - RECIPROCATING-CARBURETOR Weather Radar Rated Power - 230 HP  Itinerary	Fire Crew 0 0 0 0 ON GROUND Pass 0 0 0 0 ON GROUND Pass 0 0 0 0  Eng Make/Model - CONTINENTAL 0-470-R ELT Installed/Activated Stall Warning System - Yengine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 230 HP  Itinerary Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination Airport Data PANOLA COUNTY Runway Ident - 01 ATC/Airspace Runway Ident - 01 ATC/Airspace Runway Surface - ASPHALT Type of Clearance - NONE Runway Surface - ASPHALT Type Apch/Lndg - NONE  Age - 58 Medical Certificate - NO MEDICAL Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 2045 Last 24 Hrs - Months Since - UNK/NR Make/Model - 400 Last 30 Days - UN Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Make/Model - 400 Last 30 Days - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Last 90 Days - UNK/NR Make/Model - 400 Last 30 Days - UNK/NR Instrument - UNK/NR Last 90 Days - UNK/NR Last 90 Days - UNK/NR - Make/Model - 400 Last 30 Days - UNK/NR - Make/Model - 400 Last 30 Days - UNK/NR - Make/Model - 400 Last 90 Days

FITE NO 20	61 12/30/82	BATESVILLE, MS	A/C Reg. No. N7228Q	Time (Lc1) - 1540 CST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL L CLIMB		
	UIPMENT, INADEQUATE	DESIGN(STANDARD/REQUI	REMENT),AIRFRAME - MANUFACTURER	
3. FLUID, FUEL - WA				
3. FLUID, FUEL - WA Cocurrence #2 Phase of Operation	FORCED LANDING			

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

Basic Information				_			•	
Type Operating Certificat	e-AIR CARRIER	R TAXI	Aircraft [	Damage	Fatal	Injur Sertous		None
Type of Operation Flight Conducted Under	-NON SCHED, DO	MESTIC, PASSENGER	Fire	Cre Pas:	w 2		0	0
Flight Conducted Under	-14 CFR 135		NONE	Pas	s 0	0	0	O
Accident Occurred During								
Aircraft Information								
Make/Model - CESSNA 21	_			INENTAL IO-470S		Installed/		•
Landing Gear - TRICYCLE-	RETRACTABLE	Number Eng	gines - 1	P - FUEL INJECT	Stal	1 Warning S	System - Y	ES
Max Gross Wt - 3000 No. of Seats - 4			se - RECIP		EU Weat	ner kadar -	- NU	
140. Of SeatS - 4		Rated Powe	31 56					
Environment/Operations Info		<b>7.4.1</b>						
Weather Data		Itinerary Last Depart	time Dedma			Proximity RPORT/STRIF	,	
Weather Data Wx Briefing - FSS Method - TELEPHO	NE	SAME AS A	CC/INC		OFF AI	KPUKI/SIKI	•	
Completeness - FULL	145	Destination	ICC/ INC		Airport D	a + a		
Basic Weather - VMC		BILLINGS.	MT		A II por C D	ata		
Wind Dir/Speed- CALM		D1221.100			Runway	Ident -	- N/A	
Visibility - 20.0	SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) -		Type of F1	ight Plan - \	<b>VFR</b>	Runway	Surface -	- N/A	
Cloud Conditions(2nd) -	UNK/NR	Type of Cle	earance - M	NONE	Runway	Status ·	- N/A	
Obstructions to Vision-		Type Apch/l	.ndg - f	NONE				
Precipitation -	NONE							
Condition of Light -	NIGHT (DARK)							
Personnel Information								
Pilot-In-Command		Age - 29	Me	edical Certific			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight F	Review	Filit	ght Time (H	ours)	4 11	•
ATP		Current	- UNK/NR	lotal -	5131	Last 24	Hrs -	2 K /ND
SE LAND, ME LAND		Months Since	- UNK/NR	Make/Model-	22	Last 30	Days- UN	240
		Aircraft Type	= - UNK/NK	Make/Model- Instrument- Multi-Eng -	1 INIX / NID	Potorci	Days-	K/NR
				Marti Lig	ONN/ NIC	KO CO. C.	a. c	147 1414
Instrument Rating(s)	- AIRPLANE							
Narrative								
AIRCRAFT CRASHED INTO A MOU	NTAIN AT THE Q	300 FOOT LEVEL 1	THE PILOT WAS	S ON COURSE FOR	HIS DESTIN	ATTON. THE	MINIMUM	
ACLE CLEARANCE ALTITUDE FOR								
NG HOURS OF DARKNESS. THE A					<b>_001</b>			

File No. - 2931 1/07/82 HELENA,MT A/C Reg. No. N9763X Time (Lc1) - 0015 MST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

#### Finding(s)

- 1. LIGHT CONDITION NIGHT
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. TERRAIN CONDITION SNOW COVERED
- 4. TERRAIN CONDITION HIGH TERRAIN
- 5. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 6. TERRAIN CONDITION RISING

----Probable Cause----

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

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

File No 2929 5/20/82 DIL	LON, MT	A/C Reg. No. N1	18120	Т	ime (Lc1)	- 1140 M	DT
Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage				ries	
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NAL - SOLO Fi	SUBSTANTIAL re SONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines	- CONTINENTAL - 1 - - RECIPROCATIN - 100 HP		Stal	l Warning	System -	d - UNK/NF YES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFI 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 - UNK/NR Condition of Light - DAYLIGHT	Itinerary NG Last Departure SAME AS ACC/I Destination LOCAL  ATC/Airspace Type of Flight Type of Clearan Type Apch/Lndg	NC Plan - NONE Ice - NONE		ON AIRI irport Da DILLON Runway Runway Runway	ata Ident Lth/Wid Surface	- 16 - 4000/ - ASPHAL - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 38 Biennial Flight Revie Current - N Months Since - N Aircraft Type - N	w I/A Total I/A Make/	Certificate Flight - 'Model- cument-	Time (He 22 22	ours) Last 2 Last 3	O WAIVER 4 Hrs - O Days- O Days-	UNK/NR O
Instrument Rating(s) - NONE							

File No 29	29 5/20/82 	DILLON,MT	A/C Reg.	No. N18120	Time (Lc1) - 1140 MDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN			
Finding(s) 1. FLARE - IMPROPE 2. RECOVERY FROM BO		-			
Occurrence #2 Phase of Operation					
Finding(s) 3. FLIGHT CONTROLS 4. IMPROPER US			D NCE IN TYPE OPERATIO	N - PILOT IN CO	DMMAND
Occurrence #3 Phase of Operation	LANDING - ROLL				
Probable Cause					
The National Transpois/are finding(s) 1,3		rd determines that	the Probable Cause	s) of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 4			

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-Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION) Aircraf	t Damage		Inju	ries	
,, , , , , , , , , , , , , , , , , , , ,	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	σ	0	4
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-32-260	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning	System - U	NK/NR
Max Gross Wt - 3400	Engine Type - RE		TOR Weat	her Radar	- NO	
No. of Seats - 6	Rated Power -	260 HP	. <b></b>			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		ON AIR	PORT		
Method - N/A	LAUREL, MT			_		
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	BROADUS, MT		BROADU		40	
Wind Dir/Speed- UNK/NR	470 /41				- 12	
Visibility - 15.0 SM	ATC/Airspace	110115		Lth/Wid		50
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface		
Cloud Conditions(2nd) - NONE	Type of Clearance			Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- VISUAL FULL CIRCU	111			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 49	Medical Certificat			AIVERS/LIM	11 1
Certificate(s)/Rating(s)	Biennial Flight Review Current - NO		it Time (ት 100		4 Hrs -	2
PRIVATE SE LAND	Current - NO Months Since - UNK/NR	Total - ! Make/Model-	12	Last 2	4 mrs - O Dave- UN	IV /ND
SE LAND	Aircraft Type - UNK/NR		0	Last 3	O Days- UN	46
	ATTCTATE Type - DIAK/INK	Multi-Eng -		Last	O Days	70
		Marticing	10			
Instrument Rating(s) - NONE						
-Narrative						
ING A LANDING THE AIRCRAFT COLLIDED WITH B						

File No 294	3 7/05/82	BROADUS, MT	A/C Reg. No. N3670W	Time (Lc1) - 1200 MDT
Occurrence #1 Phase of Operation		ON WITH OBJECT		
Finding(s) 1. PROPER ALIGNMENT 2. IMPROPER USE			IN TYPE OF AIRCRAFT - PILOT IN C	OMMAND
Occurrence #2 Phase of Operation		ED		
Finding(s) 3. LANDING GEAR,MAI	N GEAR - OVERLOAD			
Probable Cause	-			
The National Transporis/are finding(s) 1	tation Safety Boar	d determines that the	e Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is/	are finding(s) 2		

-Basic Information Type Operating Certificate-NONE (GENE			F-4-1	Injur		<b>.</b>
Type of Operation -PERSONAL	SUBSTAN Fire	Crew	Fatal O	Serious O	Minor	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	ŏ	0	1
Accident Occurred During -TAKEOFF	NONE	rass	O	U	Ū	
-Aircraft Information						
Make/Model - BEECH G35	Eng Make/Model - COM	TINENTAL E-225-8		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			1 Warning S		YES
Max Gross Wt - 2775		IP - FUEL INJECTE	) Weat	her Radar -	· NO	
No. of Seats - 4	Rated Power -	225 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - IN PERSON	SAME AS ACC/INC			- •		
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	LETHBRIDGE ALBERTA,	CD		NK MUNICIPA		
Wind Dir/Speed- 270/020 KTS	ATO / A / mana = -		•		31	450
Visibility - 40.0 SM Cloud Conditions(ist) - 4000 FT	ATC/Airspace Type of Flight Plan -	VED		Lth/Wid -		
Cloud Conditions(1st) - 4000 FI	Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE		NONE	Kuriway	, status -	UKT	
Precipitation - NONE	Type Apcily Ling	NOINE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 45	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1 igi	nt Time (H	lours)		
PRIVATE	Current - YES	Total -		Last 24		7
SE LAND, SE SEA	Months Since - 21	Make/Mode1-		Last 30		7
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	) Days-	7
Instrument Rating(s) - NONE						
-Narrative						
PILOT STARTED TO TAKEOFF ON RUNWAY 31 V						
CRAFT VEERED AND WENT OFF THE LEFT SIDE						
EOFF ROLL, THE "PLANE VEERED RIGHT AND L						
TAKEOFF ROLL, HE FELT THE AIRPLANE "SKIN REJECTED THE TAKEOFF, THE RIGHT MAIN O						
WAY. THE BRAZE ASSEMBLY ROD ON THE RIGHT	ICAR CULLAFIED, IME AIKCKAFI WE 'Mata cead was enimb to de dem	MIMERYANED INIU II It edom a side ove	JE WIND V M	ECHANIC	ITIE	
		II ERUM A SIVE UVEI	LUAU. A M	LUITAINIU		

File No. - 2910 11/06/82 CUT BANK, MT A/C Reg. No. N4253D Time (Lc1) - 0839 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - HIGH WIND 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENER</li> </ul>	AL AVIATION)	Aircraft	Damage		Inju	ries	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTAN		Fatal	Serious		None
Type of Operation -TEST		Fire	Cre		o	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s 0	0	0	0
-Aircraft Information		<b>.</b>					
Make/Model - CESSNA T188C Landing Gear - TAILWHEEL-ALL FIXED			TINENTAL TSIO-520		Installed/ 1 Warning		
Max Gross Wt - 4400	Number E	ngines - 1	IP - FUEL INJECT	IBJC +coW O	her Radar		E 2
No. of Seats - 1	Rated Po	wer -	310 HP				
	***********			Admmort	Daniel militer		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	rture Point		ON AIR	Proximity		
Method - N/A		ACC/INC		ON AIR	PORT		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			SANTA	RITA	•	
Wind Dir/Speed- 340/012 KTS					Ident	- 34	
Visibility - 7.0 SM	ATC/Airspace		NONE		Lth/Wid		40
Cloud Conditions(1st) - 3000 FT SCA Cloud Conditions(2nd) - 6000 FT BRO		light Plan - learance -			Surface Status		
Obstructions to Vision- NONE			VISUAL STRAIGHT		Status	DKI	
Precipitation - NONE	· ) po Apoi	,g					
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 22		Medical Certific		MEDICAL -N	IN WATVERS	/: TMTT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H		O WAITERS,	LIMI
COMMERCIAL	Current	- YES	Total -	•		4 Hrs -	2
SE LAND	Months Since			7	Last 3		4
	Aircraft Ty	pe - C-172	Instrument-	53	Last 9	O Days-	9
Instrument Rating(s) - AIRPLANE							
Namakka							
-Narrative CRAFT NOSED OVER DURING LANDING. AIRCRAFT CRAFT NOSED OVER.	WAS SWERVING LEF	T AFTER BRAK	E APPLICATION. M	DRE BRAKING	WAS USED	AND	

File No 28	12/01/82	SANTA RITA,MT	A/C Reg. No. N2066J	Time (Lc1) - 1000 MST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
Finding(s) 1. BRAKES(NORMAL)	- IMPROPER USE OF	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL				
Probable Cause					

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

<ul> <li>Basic Information</li> <li>Type Operating Certificat</li> </ul>	e-AIR CARRIER		Aircraft Da	mage		Injur	ies	
Type specialting continuous	COMMUTER		SUBSTANTIA		Fatal			None
Type of Operation	-SCHEDULED, DOM	ESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135		NONE	Pass	0	0	0	4
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Mode1 - CESSNA 31	T			ENTAL IO-520-M		Installed/A		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engi				l Warning S		YES
Max Gross Wt - 5200				- FUEL INJECTE	D Weat	her Radar -	NO	
No. of Seats - 6		Rated Power	· - 285	HP 				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHO	ME	Last Departu	ire Point		ON AIR	PORT		
Method - TELEPHO Completeness - FULL	NE	SIDNEY,MT Destination			Airport Da	- <del>-</del> -		
Basic Weather - IMC		MILES CITY	MT			CITY MUNICI	DAI	
Wind Dir/Speed- 030/015	KIS	MILES CITY	, M )				04	
Visibility - 1.00		ATC/Airspace				Lth/Wid -		150
Cloud Conditions(1st) -			ht Plan - IF	R		Surface -		
Cloud Conditions(2nd) -	NONE	Type of Clea	rance - RA	DAR ADVISORIES	Runway		WET	
Obstructions to Vision-	UNK/NR	Type Apch/Lr	ndg - V0	RTAC	•			
Precipitation -	FREEZING RAIN							
Condition of Light -	NIGHT (DARK)							
Personnel Information								
Pilot-In-Command		Age - 27	Med	ical Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	l	Biennial Flight Re	eview	Flig	ht Time (H			
ATP, CFI		Current	Med eview - YES - 3	Total -	2450 510	Last 24	Hrs -	4 INIV /NID
SE LAND, ME LAND		Months Since Aircraft Type			510 40 <i>4</i>	Last 30	Days- C	124
		Aircraft Type	- UNK/INK	Instrument- Multi-Eng -	972	Potorcr	uays- aft -	124
				Marti-Eng -	312	KO LOI CI	art	•
Instrument Rating(s)	- AIRPLANE							
		<b></b>				<b></b>		<del></del>
Mai I at IVE				ICE. AN APPRO				

File No. - 2866 12/01/82 MILES CITY,MT A/C Reg. No. N3ORA Time (Lc1) - 2045 MST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION ICING CONDITIONS
- 4. WING ICE
- 5. AIRSPEED NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2865 12/17/82	BILLINGS, MT	A/C Reg. No. N	Time (Lc1) - 1600 MST				
-Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fata!	Serious	Minor	None
Type of Operation -PERSON		fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	3
Accident Occurred During -LANDIN	IG .						
-Aircraft Information							
Make/Model - CESSNA TR182	Eng Make	/Model - LYCOMING 0-	540-L365D	ELT	Installed/A	ctivated	- YES/YI
Landing Gear - TRICYCLE-RETRACTA		ngines - 1					
Max Gross Wt - 3100		ype - RECIPROCATI					
No. of Seats - 4	Rated Po						
-Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR		rture Point			RPORT/STRIP		
Method - N/A		KE CITY,UT		011 71	Kroki/ Sikir	,	
Completeness - N/A	Destinatio		,	Airport D	2+2		
Basic Weather - VMC	BILLING		•	in por c b	ata		
Wind Dir/Speed- 270/016 KTS	01661140	J, M1		Dunway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspac	•			Lth/Wid -		
Cloud Conditions(1st) - 5000 F					Surface -		
Cloud Conditions(2nd) - 10000 F	T SCATTERED Type of C	leanance - MONE			Status -		
Obstructions to Vision- NONE		/Lndg - NONE		Kuliway	Status	14/ A	
Precipitation - NONE	Type Apcil	/ Lindy - NOINE					
Condition of Light - DAYLIGH	т						
-Personnel Information Pilot-In-Command	Age - 42	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight	Review		Time (H			
PRIVATE	Current	- YES Tota	1 -			Hrs -	3
SE LAND					Last 30		
- · · · <del>-</del> · · · · · · · · · · · · · · · · · · ·	Aircraft Tv	e - 14 Make pe - UNK/NR Inst	rument-	62	Last 90	Davs-	8
	•					•	
Instrument Rating(s) - AIRPL	ANE						
Manaakira							
-Narrative							
ER POWER FAILURE PILOT LANDED ON A H	IIGHWAY AND COLLIDED WI	IN AN AUTO NO EVIDE	NCF DE EUFL	WAS FOII	NI) IN THE A	INCDAFT	

File No. - 2865 12/17/82 BILLINGS, MT A/C Reg. No. N756AX Time (Lc1) - 1600 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - VEHICLE ----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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type operating our trivoute none (acr	DESTROY	DESTROYED		Serious		None	
Type of Operation -PERSONAL	fire	crew	2	0	0	0	
Flight Conducted Under -14 CFR 9		Pass	2	Ö	0	0	
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - CESSNA 210-5 Eng Make/M		del - CONTINENTAL IO-470-S			- YES/N		
Landing Gear - TRICYCLE-FIXED Number Eng			Stall Warning System - YES				
Max Gross Wt - 3300 Engine Typ		IP - FUEL INJECTE	Stall Warning System - YES P - FUEL INJECTED Weather Radar - NO				
No. of Seats - 6	Rated Power -	260 HP					
Environment/Operations Information	· • • • • • • • • • • • • • • • • • • •						
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS Last Depart			OFF AIRPORT/STRIP				
Method - TELEPHONE	RICHMOND, VA						
Completeness - FULL	Destination		Airport D	ata			
Basic Weather - IMC ASHEVILL			ASHEVILLE REGIONAL				
Wind Dir/Speed- 160/003 KTS				Ident	- 34		
	ATC/Airspace			Lth/Wid		150	
Cloud Conditions(1st) - 2500 FT (				Surface			
Cloud Conditions(2nd) - NONE	Type of Clearance -		Runway	Status	- N/A		
Obstructions to Vision- FOG	Type Apch/Lndg -	ILS - COMPLETE					
Precipitation - NONE	<b>&gt;</b>						
Condition of Light - NIGHT (DAI	?K) 						
Personnel Information							
Pilot-In-Command	Age - 56 Biennial Flight Review	Medical Certificate - VALID MEDICAL-WAIVERS/LIMI				MIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	Flight Time (Hours)				
COMMERCIAL	Current - YES	Total -	1123	Last 2	24 Hrs -	5	
SE LAND	Current - YES Months Since - 23 Aircraft Type - PA28200	Make/Model-	205	Last	30 Days-	11	
	Aircraft Type - PA28200	) Instrument-	169	Last 9	0 Days-	16	
Instrument Rating(s) - AIRPLAN	i e						
 Narrative							
AIRCRAFT CRASHED ON TREE COVERED/RISI	IC TEDDATN AFTED THE DILOT WAS C	LEADED FOR A NIGH	T TIS APPE	DACH TO PL	INWAY 34		
HE ASHEVILLE REGIONAL AIRPORT. THE CRA							
RAFT WAS ON AN OUTBOUND HEADING. THE							
H SITE WAS 2700 FT MSL. NO PREIMPACT	MALFUNCTION OF THE EQUIPMENT WAS	FOUND. THE PILOT	HAD FLOWN	ABOUT 4 H	IRS AND		

File No. - 2999 4/16/82 HENDERSONVILLE,NC A/C Reg. No. N8113Z Time (Lc1) - 0140 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

#### Finding(s)

- 1. LIGHT CONDITION DARK NIGHT
- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION FOG
- 4. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 5. TERRAIN CONDITION HIGH TERRAIN
- 6. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- 7. TERRAIN CONDITION RISING
- 8. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, FATIGUE PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

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

File No 2847 7/18/82 EASTO	VER,NC A/C	Reg. No. N42098 		ime (Lc1) - 2	2015 EDI	
-Basic Information Type Operating Certificate-NONE (GENERAL	•	ft Damage	F-1-1	Injurie		
Type of Operation -PERSONAL	SUBSI. Fire	ANTIAL Crew	Fata1 O	Serious 1	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	i	0	0
Accident Occurred During -MANEUVERING	IAOIAE	rass	O	•	U	U
-Aircraft Information						
Make/Model - PIPER J3C-65	Eng Make/Model - C	ONTINENTAL 0-85	ELT	Installed/Act	tivated	- UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	Stal	1 Warning Sys	stem - N	
Max Gross Wt - 1220 No. of Seats - 2	Engine Type - R Rated Power -	ECIPROCATING-CARBURE 85 HP	TOR Weat	her Radar - N	10	
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t		RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		AG-STR	IP		
Wind Dir/Speed- 200/002 KTS			Runway	Ident -	19	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	1500/	150
Cloud Conditions(1st) - 10000 FT BROKI	EN Type of Flight Plan	- NONE	Runway	Surface - 0	GRASS/TU	RF
Cloud Conditions(2nd) - NONE	Type of Clearance	- NONE	Runway	Status - [	ORY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certificat			/ERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H			
COMMERCIAL	Current - YES					
SE LAND, ME LAND	Months Since - 22	Make/Model-	300	Last 30	Days- UN	K/NR
	Aircraft Type - C-172		K/NR	Last 90 [	Days-	20
		Multi-Eng -	150	Rotorcraf	ft - UNI	K/NR
Instrument Rating(s) - UNK/NR						
-Narrative						
ABOUT 60 FT AGL THE ENG QUIT. WATER & RUST	SEDIMENT WERE FOUND IN TH	E GASCOLATOR & CARBU	RETOR.			

File No 284	7/18/82	EASTOVER, NC	A/C Reg.	No. N42098	Time (Lc1) - 2015 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. FLUID,FUEL - CON 2. FLUID,FUEL - WAT 3. AIRCRAFT PREFL	TER	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation		RN TO REVERSE DIRECTION	l		
Occurrence #3 Phase of Operation		· IN FLIGHT N TO REVERSE DIRECTION	ı		
Finding(s) 4. AIRSPEED - NOT N 5. STALL - INADVERT					

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

----Probable Cause----

#### Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/	L AVIATION)	Aircraft Damage			Injui	ries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	o	o ·	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	<b>O</b>	• 0	2
Aircraft Information							
Make/Model - GRUMMAN AA-5B		el - LYCOMING 0-36	60-A4K		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin				1 Warning S		YES
Max Gross Wt - 2400 No. of Seats - 4	Rated Power	- RECIPROCATING - 180 HP	G-CARBURE	IUR Weat	ner kadar ·	- NU	
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departur ATLANTA.GA	e Point		OFF AI	RPORT/STRI	•	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	GREENSBORO,	NC		All policib	atu		
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 3.000 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - NONE		t Plan - VFR			•	- N/A	
Cloud Conditions(2nd) - NONE	Type of Clear			Runway	Status	- N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/Lnd	g - NONE					
Precipitation - NONE Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 31	Medical Co	ertificat	e - VALTO	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			it Time (H			-,
PRIVATE		YES Total		766	Last 2	4 Hrs -	0
SE LAND	Months Since -		Mode 1 -		Last 30		
	Aircraft Type -	AA-5B Instru	ument-	154	Last 90	Days-	124
Instrument Rating(s) - AIRPLANE					-		

WHILE CRUISING AT 3500 FT MSL, THE PILOT HEARD A LOUD NOISE (LIKE AN EXPLOSION) AND SAW THE ENGINE COWLING COME OPEN. SIMULTANEOUSLY, THE ENGINE LOST POWER AND WOULD NOT RESPOND TO THROTTLE MOVEMENT. DURING A FORCED LANDING IN A PASTURE, THE AIRCRAFT COLLIDED WITH A FENCE, AND AT THAT TIME, THE ENGINE SEPARATED FROM THE AIRCRAFT. WITNESSES, WHO SAW THE PLANE LAND, STATED THAT THE ENGINE WAS JUST HANGING ON AND DROPPING DOWN DURING THE APPROACH. AN INVESTIGATION REVEALED THAT I BLADE OF THE MCCAULEY, 1A170 PROPELLER HAD FAILED AND SEPARATED IN FLIGHT. A A METALLURGICAL EXAMINATION REVEALED THE BLADE HAD FAILED FROM HIGH CYCLE, LOW STRESS FATIGUE CRACKING. THE CRACK INITIATED FROM AN AREA ADJACENT TO AN ATTACHMENT BOLT HOLE. AD 80-04-05 HAD PREVIOUSLY IDENTIFIED A CRACKING PROBLEM ON THIS MODEL/PROPELLER. IT CALLED FOR A ONE TIME DYE PENETRANT INSPECTION WHICH HAD BEEN ACCOMPLISHED ON THE FAILED PROPELLER. AFTER THIS ACCIDENT, AD 82-27-01 WAS ISSUED TO INSPECT THIS MAKE AND MODEL EVERY 200 HRS.

File No 29	82 10/03/82	DENVER, NC	A/C Reg.	No. N28820	Time (Lc1) - 1845 EDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN CRUISE - NORMAL	NT/SYSTEM FAILURE/	MALFUNCTION		
Finding(s) 1. PROPELLER SYSTE 2. PROPELLER SYSTE 3. ENGINE ASSEMBLY 4. ENGINE ASSEMBLY	M/ACCESSORIES,BLADE - VIBRATION				
Occurrence #2 Phase of Operation		COUCHDOWN			
Finding(s) 5. TERRAIN CONDITE	ON - OPEN FIELD				
Occurrence #3 Phase of Operation		ON WITH OBJECT			
Finding(s) 6. OBJECT - FENCE					
Probable Cause					
The National Transpois/are finding(s) 1,	•	rd determines that	the Probable Cause	(s) of this acci	dent
Factor(s) relating to	this accident is/	are finding(s) 6			

File No 2996 12/06/82 SNO	HILL,NC	A/C Reg. No. N	I19488	T1	me (Lc1) -	2115 EST	
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED			Serious		
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		UNK/NR		_	_	-	1
-Aircraft Information							
Make/Model - CESSNA 150L		del - CONTINENTAL	. 0-200-A				
Landing Gear - TRICYCLE-FIXED	Number Engi				Warning S		ES
Max Gross Wt - 1600		- RECIPROCATI	NG-CARBURE	TOR Weath	er Radar -	NO	
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary		•	Airport P			
Wx Briefing - FSS	Last Departu			OFF AIR	PORT/STRIP		
Method - TELEPHONE	SALISBURY,	NC			_		
Completeness - UNK/NR	Destination			Airport Da	ta		
Basic Weather - VMC	KINSTON, NO			_	<b>.</b>		
Wind Dir/Speed- 260/018 KTS						N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -	•	
Cloud Conditions(ist) - NONE		ht Plan - NONE			Surface -		
Cloud Conditions(2nd) - NONE	Type of Clea	rance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE					
Precipitation - NONE							
Condition of Light - NIGHT (DARK	) 						
-Personnel Information		44-114	<b>.</b>	- 2441.75			
Pilot-In-Command	Age - 45 Biennial Flight Re	Medical	Certificat		MEDICAL-WA	IAEK2\LIW	11
Certificate(s)/Rating(s)	Biennial Flight Re	View	Filgn	t Time (Ho	urs)	11	•
PRIVATE		- UNK/NR Tota	· /** 1	826	Last 24	Hrs -	0
SE LAND	Months Since	- UNK/NR Make	/Model-	226	Last 24 Last 30 Last 90	Days-	0
	Aircraft Type	- UNK/NK INST	rument-	U	Last 90	Days-	10
Instrument Rating(s) - NONE							
-Narrative							
PILOT STATED THAT THE AIRCRAFT WAS DESC							
LED. SUBSEQUENTLY, THE PLANE COLLIDED WI				N REVEALED	THAT THE		
CK DRAIN OIL PLUG HAD FAILED INTERNALLY	AND ALLOWED DIL TO ES	CAPE FROM THE ENG	INE.				

12/06/82 A/C Reg. No. N19488 Time (Lc1) - 2115 EST File No. - 2996 SNOW HILL, NC Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM - FAILURE, TOTAL 2. FLUID, OIL - LEAK 3. FLUID, OIL - EXHAUSTION Occurrence #2 FORCED LANDING LANDING - FLARE/TOUCHDOWN Phase of Operation Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. TERRAIN CONDITION - DITCH ----Probable Cause----

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

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

Basic Information	M. AVIATION)	4 Damasa		<b>7</b>		
Type Operating Certificate-NONE (CENER)		t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire		0	0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320-H2AD	ELT :	Installed/	Activated	d - YES/\
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	I Warning :	System -	YES
Max Gross Wt - 2300	Engine Type - RE		ETOR Weat	ner Radar ·	- NO	
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information	• • • • • • • • • • • • • • • • • • • •					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRI	,	
Method - N/A	SAME AS ACC/INC		UFF AI	KPUKI/SIKII	•	
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	BISMARCK, ND		BEULAH			
Wind Dir/Speed- UNK/NR	· · · ·			Ident	- 28	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid		
Cloud Conditions(1st) - NONE	Type of Flight Plan			Surface		Т
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 - 51	Medical Certifica	te - VALID	MEDICAL-NO	WAIVER	s/LIMIT
Certificate(s)/Rating(s)	Riennial Flight Review	Fligi	ht Time (H	ours)		•
PRIVATE	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total -	750	Last 24	4 Hrs -	2
SE LAND	Months Since - 4	Make/Mode1-	750	Last 30	Days-	0
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	110
Instrument Rating(s) - NONE						
·Narrative						
narrative OT SAID HE EXPERIENCED POWER LOSS DURING '	TAKENEE USEN CARRUPETOD HEA	T RUT IT SEEMED TO	GET WORSE	HE LANDE	)	
SOFT FIELD TO RIGHT OF RUNWAY. WING HIT					•	

File No 28	08 11/10/82 BEULAH,ND	A/C Reg. No. N739FZ	Time (Lc1) - 1553 MST
Occurrence #1 Phase of Operation	LOSS OF POWER Takeoff - initial climb		
Finding(s) 1. UNDETERMINED			
Occurrence #2	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that t	he Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

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Type Operating Certificate-NONE (GEN		Aircraft Damag	8		Injur	'1 <b>e</b> s	
		SUBSTANTIAL		Fata1	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	• 0	0	0	• 1
Flight Conducted Under -14 CFR 91		NONE	Pass	၁	. 0	0	0
Accident Occurred During -TAKEOFF							
ircraft Information							
Make/Model - CESSNA 195B		ode1 - JACOBS R-	755-A2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng			Stal	Warning S	ystem - Y	'ES
Max Gross Wt - 3150	Engine Type		TING-CARBURE	TOR Weat	her Radar -	NO	
No. of Seats - 5	Rated Power	- 245 HP					
nvironment/Operations Information							
leather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP	,	
Method - N/A	SAME AS AG	CC/INC			_ • _		
Completeness - N/A	Destination	A1F		Airport D	ata LL PRIVATE		
Basic Weather - VMC Wind Dir/Speed- 020/008 KTS	LEXINGTON	NE			Ident -	. 22	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		500
Cloud Conditions(1st) - 5500 FT S		tht Plan - NONE			Surface -		
Cloud Conditions(2nd) - 25000 FT B						DRY	
Obstructions to Vision- NONE	Type Apch/Li						•
Precipitation - NONE							
Condition of Light - DAYLIGHT						•	
ersonnel Information							
Pilot-In-Command	Age - 55	Medica	1 Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	AIT .
Certificate(s)/Rating(s)	Biennial Flight Ro			t Time (H		-•	
PRIVATE	Current	- YES To	tal -		Last 24	Hrs -	0
SE LAND	Months Since		ke/Mode1-	54	Last 30		19
	Aircraft Type	- UNK/NR In	strument-	75	Last 90	Days-	38
Instrument Rating(s) - AIRPLANE							

File No. - 2830 12/08/82 LEWELLEN, NE A/C Reg. No. N3091B Time (Lc1) - 0905 MST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DIRT BANK 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD 5. 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) 2.3

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

File No 2832 12/09/82	ALLIANCE, NE	A/C Reg. No. N	89838	Т	ime (Lc1)	- 1000 MST	
-Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage			Inju	ırtes	
		SUBSTANTIAL		Fatal	Serious	Minor	None
<b>71</b>	SONAL	Fire	Crew	o	0	O	1
Flight Conducted Under -14 (		NONE	Pass	0	0	0	0
Accident Occurred During -LAN	DING						
-Aircraft Information							
Make/Model - CESSNA 140	Eng Mak	e/Model - CONTINENTAL	C-85-12	ELT	Installed/	Activated	- YES/N
Landing Gear - TAILWHEEL-ALL	FIXED Number	Engines - 1				System - N	0
Max Gross Wt - 1500	Engine	Type - RECIPROCATII	NG-CARBURETO	R Weat	her Radar	- NO	
No. of Seats - 2	Rated P	ower - 85 HP					
-Environment/Operations Information							
Weather Data	Itinerary			irport	Proximity		
Wx Briefing - FSS		arture Point		ON AIR	PORT		
Method - RADIO	SAME A	S ACC/INC					
Completeness - FULL	Destinati	•	A	rport D	ata		
Basic Weather - VMC	LOCAL			HASHAG	EN RANCH		
Wind Dir/Speed- UNK/NR				Runway	Ídent	- 18	
Visibility - 15.0 SM	ATC/Airspa	ce		Runway	Lth/Wid	- UNK/NR	
Cloud Conditions(1st) - NONE		Flight Plan - NONE		Runway	Surface	- GRASS/TU	RF
Cloud Conditions(2nd) - NONE		Clearance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE			FULL CIRCUIT				
Precipitation - NONE	. 3	, 2.1.2	,				
Condition of Light - DAYL	IGHT						
-Personnel Information Pilot-In-Command	Age - 28	Modical	Certificate	- VALTO	MEDICAL -N	IN WATVEDS /	ITMIT
Certificate(s)/Rating(s)	Biennial Fligh			Time (H		WAITENS/	
PRIVATE	Current	- YES Tota		142		4 Hrs -	0
SE LAND	Months Sin			39		O Days-	ŏ
SE EMIND			rument-			O Days	3
	Anciart	ype C 140 Inst	dilett	•	Last	o bays	Ū
Instrument Rating(s) - NO	NE						
- Alomo 6 duo							
-Narrative	ANDTHO A HOLE WAS FOUR	D DDILLED TUDOUS! 075	UT THE 1101 7	- 1440 510	T CHOMN OF	DARTE	
HT LANDING GEAR COLLAPSED DURING   Alog.	LANUING. A HULE WAS FOUN	D DRIFTED IHKOOGH SIKI	UI. IHE HULE	WAS NU	I SHOMM ON	PAKIS	

File No. - 2832 12/09/82 ALLIANCE, NE A/C Reg. No. N89838 Time (Lc1) - 1000 MST

Occurrence #1 MAIN GEAR COLLAPSED

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL

Phase of Operation LANDING - ROLL

2. MAINTENANCE, MODIFICATION - IMPROPER - OTHER PERSON

----Probable Cause----

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

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Type Operating Certificate-AIR CARR ON-DEMAN  Type of Operation -NON SCHEI Flight Conducted Under -14 CFR 1: Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	D AIR TAXI SUBSTA D,DOMESTIC,PASSENGER Fire 35 NONE  Eng Make/Model - LY Number Engines - 1 Engine Type - RE	Crew Pass COMING IO-540		Injur Serious 0 0		None 1 4
Type of Operation -NON SCHEI Flight Conducted Under -14 CFR 1: Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	D AIR TAXI SUBSTA D,DOMESTIC,PASSENGER Fire NONE  Eng Make/Model - LY Number Engines - 1 Engine Type - RE	NTIAL Crew Pass COMING 10-540	O O ELT I	Serious O O	Minor O	1
Flight Conducted Under -14 CFR 1: Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - LY Number Engines - 1 Engine Type - RE	Pass	O  ELT Ir	0	0	
Flight Conducted Under -14 CFR 1: Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - LY Number Engines - 1 Engine Type - RE		ELT I		0	
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - LY E Number Engines - 1 Engine Type - RE					
Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLI Max Gross Wt - 3600 No. of Seats - 6	Number Engines - 1 Engine Type - RE					
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Number Engines - 1 Engine Type - RE					
Max Gross Wt - 3600 No. of Seats - 6					ctivated	- YES/YE
No. of Seats - 6			Stall	Warning S	ystem - Y	/ES
		CIP - FUEL INJECTED	Weath	r Radar -	NO	
Environment/Operations Information	Rated Fower -	300 HP				
	-					
Weather Data	Itinerary		Airport Pr	oximity		
Wx Briefing - FSS	Last Départure Point			ORT/STRIP		
Method - IN PERSON	DODGE CITY,KS			·		
Completeness - FULL	Destination		Airport Dat	a		
Basic Weather - IMC	OMAHA.NE	·		-		
Wind Dir/Speed- CALM			Runway 1	dent -	N/A	
Visibility - 1.000 SM	ATC/Airspace			th/Wid -		
Cloud Conditions(1st) - 1000 FT	Type of Flight Plan	- TED		Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance			itatus -		
Obstructions to Vision- FOG	Type Of Creat ance		Kullway .	latus	14/ A	
	Type Apcil/ Ling	- MOINE				
Precipitation - NONE	DIA)					
Condition of Light - NIGHT (DAI	KK <i>)</i> 					
Personnel Information				·55.5644 446	WATERS (	/
Pilot-In-Command	Age - 26	Medical Certificate			MAINEK2/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligh	t Time (Hou			_
COMMERCIAL,CFI	Current - YES	Total -	1238	Last 24	Hrs -	.5
SE LAND, ME LAND	Months Since - 3	Make/Model-	240	Last 30	Days-	43
	Months Since - 3 Aircraft Type - C-411	Instrument-		Last 90	Days-	165
		Multi-Eng -	204			
Instrument Pating(s) - AIRDIANI	=					
Thistrument Rating(s) - AIRPLAN	<u> </u>					
Instrument Rating(s) - AIRPLANI	E 					

File No. - 2857 12/16/82 DEWITT, NE A/C Reg. No. N6855F Time (Lc1) - 2020 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ALTERNATOR - WORN 2. ELECTRICAL SYSTEM, ALTERNATOR - CONTAMINATION 3. ELECTRICAL SYSTEM, ALTERNATOR - SHORTED 4. ELECTRICAL SYSTEM - FAILURE, TOTAL 5. LANDING GEAR, NOSE GEAR - UNLOCKED 6. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LIGHT CONDITION - DARK NIGHT 9. COMM/NAV EQUIPMENT - INOPERATIVE 10. FLUID.FUEL - INADEQUATE 11. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 12. LANDING GEAR - OVERLOAD 13. LANDING GEAR - FAILURE, TOTAL

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 8,9,10,11

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	A. Damaga		Tmiss		
Type operating certificate-none (GENERA	L AVIATION) ATCCOME SUBSTA	t Damage NTIAL	Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Narning S		ES
Max Gross Wt - 2300	Engine Type - RE		OR Wea	ther Radar -	NO	
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AI	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		irport ( MUNIC			
Wind Dir/Speed- 270/010 KTS	LUCAL				18	
Visibility - UNK/NR	ATC/Airspace			v Lth/Wid -	. –	150
Cloud Conditions(1st) - NONE	Type of Flight Plan	- NONE			CONCRETE	
Cloud Conditions(2nd) - NONE	Type of Clearance				ICE	•
Obstructions to Vision- NONE		- NONE		,		
Precipitation - NONE						
Condition of Light - DUSK						
-Personnel Information						
Pilot-In-Command	Age - 25	Medical Certificate	- VALI	D MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1 igh:	t Time (			
PRIVATE	Current - YES	Total -	54	Last 24		. 1
SE LAND	Months Since - 6	Make/Model-	15		Days- UN	•
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	Days-	8
Instrument Rating(s) - NONE						
-Narrative						
OT LANDED ON ICY RUNWAY AND STARTED TO SWE	RVE. GO-AROUND WAS INITIATE	D. BEFORE AIRCRAFT	COULD TAI	KEOFF IT COL	LIDED	
A SNOW BANK.	23 mieens mie altalania	ar all one memorial i				

A/C Reg. No. N6532F

Time (Lc1) - 1750 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - ICY

File No. - 2845

- 2. WEATHER CONDITION CROSSWIND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

12/31/82

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

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

Finding(s)

- 5. ABORTED LANDING PERFORMED PILOT IN COMMAND
- 6. GO-AROUND INITIATED PILOT IN COMMAND
- 7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOWBANK

----Probable Cause----

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

KEARNEY, NE

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

File No 2959 11/19/82 NEA	R SHAFTER, NV	A/C Reg. No.	N8606Z	Т	ime (Lc1) -	- 2000 PST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	)	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	1 4 1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	4	ŏ	ŏ	ŏ
Aircraft Information							
Make/Model - CESSNA P206B	Eng Make/	Model - CONTINENTA	L IO-520-A	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning S		
Max Gross Wt - 3600	Engine Ty		IEL INJECTED		her Radar -		
No. of Seats - 6	Rated Pov						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS Method - TELEPHONE		ture Point (E CITY,UT		OFF AI	RPORT/STRIF	•	
Completeness - FULL	Destination	•	Δ	irport D	ata		
Basic Weather - VMC	WENDOVER		•	por c b			
Wind Dir/Speed- 250/004 KTS		••••		Runway	Ident -	- 03	
Visibility - 8.0 SM	ATC/Airspace	<b>a</b>			Lth/Wid -		150
Cloud Conditions(1st) - UNK/NR		ight Plan - NONE		Runway	Surface -	- CONCRETE	
Cloud Conditions(2nd) - UNK/NR		earance - TOWER				- DRY	
Obstructions to Vision- NONE	Type Apch/		)	Ranway	Julia	DIC!	
Precipitation - NONE	Type Apelly	Ling Only in	•				
Condition of Light - NIGHT (DARK	9						
	· /						
Personnel Information Pilot-In-Command	Age - 45	Modical	Certificate	- NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight			Time (H			
NONE	Current	- N/A Tot	AIAII - IA	/AID	lact 2/	Hee - IIN	W/ND
NOINE	Months Since	- N/A IOL	al - UNK e/Model- UNK	/ ND	Last 24	Dave- UN	K/NK K/ND
	Aircraft Typ	e - N/A Mar	strument- UNK	\ND	Last 90	Days- UN	M/NR
	ATTCTATE TYP		ti-Eng - UNK	/NK		raft - UN	
		MQ I	CIPEING - UNK	/ NR	ROTOFCI	art - UN	K/ NK
Instrument Rating(s) - NONE							
Manadara							
Narrative PILOT FLEW INTO THE GROUND TURNING ON FINAL WAS DARK AND TERRAIN LACKED LIGHTS. THE RUN DCCUPANTS ON BOARD HAD A PILOT CERTIFICATE MAINTAINING DIRECTIONAL CONTROL WHEN HE TOO A PASSENGER OF THE PREVIOUS FLIGHT STATED T	WAY WAS LIGHTED. THOOR AN AVIATION MEDING OFF ON A PREVIOUS	HERE WERE NO KNOWN CCAL CERTIFICATE. R FLIGHT, THEN MADE	MALFUNCTIONS REPORTEDLY, T SEVERAL SEV	TO EQUI HE PILOT ERE BOUN	PMENT. NONE HAD DIFFIC ICES WHEN HE	OF THE CULTY E LANDED.	
OR SUBSEQUENT FLIGHTS.		,	, <u>-</u>	= - • •			
,,							

File No. - 2959 11/19/82 NEAR SHAFTER, NV A/C Reg. No. N8606Z Time (Lc1) - 2000 PST

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

### Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. IMPROPER DECISION, QUALIFICATION PILOT IN COMMAND
- INADEQUATE SURVEILLANCE OF OPERATION COMPANY/OPERATOR MGMT
- 4. LIGHT CONDITION DARK NIGHT
- 5. PLANNED APPROACH IMPROPER PILOT IN COMMAND
- 6. 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) 1,2,5,6

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

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Type operating certificate NONE (		t Damage		Injur		
	SUBSTA		Fatal			None
Type of Operation -PERSON Flight Conducted Under -14 CFR		Crew Pass	0	0	1	0
Accident Occurred During -LANDIN		Pass	O	U	'	O
Aircraft Information						
Make/Model - BEECH B23	Eng Make/Mode1 - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			1 Warning S		/ES
Max Gross Wt - 2400 No. of Seats - 4	Engine Type - RE Rated Power -	180 HP	IUR Weat	ner Radar -	NU	
Environment/Operations Information-						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A	RIEFING Last Departure Point BRIDGEPORT.CT		OFF A	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	)a+a		
Basic Weather - VMC	LOCAL		•	HESTER COUNT	Y	
Wind Dir/Speed- 230/008 KTS	200//2				16	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		150
	T SCATTERED Type of Flight Plan			/ Surface -		
Cloud Conditions(2nd) - NONE	Type of Clearance		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Dunal distant						
Precipitation - NONE Condition of Light - DAYLIGH	JT					
Condition of Light - DAYLIGH	HT 					
Condition of Light - DAYLIGH	Age - 18				WAIVERS/	LIMIT
Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 18 Biennial Flight Review	Fligh	t Time (F	lours)		LIMIT
Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 18 Biennial Flight Review Current - YES	Fligh Total -	t Time (F	lours) Last 24	Hrs -	2
Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 18 Biennial Flight Review Current - YES Months Since - UNK/NF	Fligh Total - Make/Model-	it Time (F 97 44	lours) Last 24 Last 30	Hrs - Days- UN	2 IK/NR
Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 18 Biennial Flight Review Current - YES	Fligh Total - Make/Model-	it Time (F 97 44	lours) Last 24 Last 30	Hrs - Days- UN	2
Condition of Light - DAYLIGH Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Age - 18 Biennial Flight Review Current - YES Months Since - UNK/NF	Fligh Total - Make/Model-	it Time (F 97 44	lours) Last 24 Last 30	Hrs - Days- UN	2 IK/NR
Condition of Light - DAYLIGH  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 18 Biennial Flight Review Current - YES Months Since - UNK/NF	Fligh Total - Make/Model-	it Time (F 97 44	lours) Last 24 Last 30	Hrs - Days- UN	2 IK/NR
Condition of Light - DAYLIGHT  Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 18 Biennial Flight Review Current - YES Months Since - UNK/NF Aircraft Type - UNK/NF	Fligh Total - ! Make/Model- ! Instrument-	t Time (F 97 44 0	dours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	2 IK/NR

File No. - 2888 7/05/82 Time (Lc1) - 0930 EDT NORTH CASTLE, NY A/C Reg. No. N9133T Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE 2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL Occurrence #2 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

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

-Basic Information Type Operating Certificate-NONE (GENER.	AL AVIATION) Aircra	ft Damage		Iniu	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -INSTRUCTION			ew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pa	ss 0	0	0	1
Aircraft Information						
Make/Model - CESSNA T303	Eng Make/Model - C			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			1 Warning		'ES
Max Gross Wt - 2100 No. of Seats - 4	Engine Type - Ri Rated Power -	ECIP - FUEL INJEC 250 HP	TED Weat	her Radar	- NO	
-Environment/Operations Information						
Weather Data	Itinerary	•		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Point WHITE PLAINS.NY	•	ON AIF	RPORT		
Completeness - N/A	Destination		Airport D	na+a		
Basic Weather - VMC	NEWBURGH.NY		STEWAR			
Wind Dir/Speed- 260/006 KTS					- 27	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid	- 12000/	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 Pilot-In-Command	Age - 64	Medical Certifi			AIVERS/LIM	TIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight_Time (F			
COMMERCIAL Se Land.me Land	Current - YES	Total -			4 Hrs -	1
SE LAND, ME LAND	Months Since - 2 Aircraft Type - UNK/Ni	Make/Model- - Instrument			O Days- UN O Davs-	83
·	All Clart Type Onkylin	Multi-Eng -		Last 3	O Days	65
Instrument Rating(s) - AIRPLANE			·			
-Narrative						
ULATED ENGINE-OUT EMERGENCIES WERE BEING	PRACTICED. DURING TAKEOFF TH	HE CFI FAILED THE	RIGHT ENG.	THE STUDEN	Т	
ITATED & THE ACFT SWERVED TO THE RIGHT. T						

File No 2843 12/11/82 NEWBURGH,NY	A/C Reg. No. N9742T	Time (Lc1) - 1515 EDT
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN		
Finding(s)  1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)  2. REMEDIAL ACTION - DELAYED - DUAL STUDENT  3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)		
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 6. TERRAIN CONDITION - DITCH		
Probable Cause		
The National Transportation Safety Board determines that the Prois/are finding(s) $2,3,4$	bable Cause(s) of this accident	
Factor(s) relating to this accident is/are finding(s) 1		

Basic Information Type Operating Certificate-NONE (GENERA							
	L AVIATION)	Aircraft [ SUBSTANT]		Fatal		iuries 6 Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	-	rew 0 ass 0	0	0 0.	0
Aircraft Information Make/Model - PETER CLARK SUPER ACRO	CUR Fng Make/M	Model - LYCOM	MING IO-320-E	2Δ EL	T Installed	d/Activated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng					y System - M	
Max Gross Wt - 1750	Engine Tyr	e - RECIF	- FUEL INJE	CTED We	ather Radar	- NO	
No. of Seats - 2	Rated Powe	er - 15	50 HP				
Environment/Operations Information							
Weather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart PLAIN CIT			OFF	AIRPORT/STR	RIP	
Completeness - N/A	Destination	•		Airport	Data		
Basic Weather - VMC Wind Dir/Speed- 190/014 KTS	RADNOR, OF	1		Dunw	av Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				ay Lth/Wid		
Cloud Conditions(1st) - 4500 FT BROK			NONE		ay Surface		
Cloud Conditions(2nd) - 12000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		earance - M			ay Status		
Personnel Information Pilot-In-Command	Age - 29	84	edical Certif	:40040 - VAI	TO MEDICAL -	NO WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight I	Paviaw	-	light Time		NO WAIVERS	CIMI
PRIVATE	Current	- YES	Total		Last	24 Hrs -	3
SE LAND		- 6	Make/Mode1		Last	30 Days- Ul	NK/NR
	Months Since Aircraft Type	e - UNK/NR	Instrument	:- 24	Last	90 Days-	16
Instrument Rating(s) - NONE							
Narrative							
R COMPLETING SEVERAL AEROBATIC FLIGHTS, T E, THE ENGINE LOST ALL POWER AND WOULD NO DING IN A SOYBEAN FIELD. AN EXAMINATION RE	DT RESTART. SUBSEQ	UENTLY, THE	AIRCRAFT WAS	DAMAGED DUR	ING A FORCE		
ID IN THE FUEL SYSTEM. A CHECK OF THE ENGI THE HOME BUILT AIRCRAFT. THE FLAP SYSTEM I	INE REVEALED NO DI IN THE INVERTED FU	SCREPANCIES. EL SYSTEM WA:	AN INVERTED S NOT STICKIN	FUEL SYSTEM NG. THE FUEL	WAS INCORP	PORATED	
ED, BUT THERE WAS A 1/4 INCH VENT LINE FR WAS FOUND OPEN; HOWEVER, THE DRAIN TUBE							

File No. - 2936 6/20/82 DELAWARE, OH A/C Reg. No. N222PC Time (Lc1) - 1530 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, VENT - IMPROPER 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	<b>a</b>		Injur	ies	
Type specially government waste waste		SUBSTANTIAL	-	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Mode1 - CESSNA 172		'Model - LYCOMING (		ELT	Installed/#	ctivated	- YES/
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1		Stal	1 Warning S	System - Y	ES
Max Gross Wt - 2300		pe - RECIPROCA	TING-CARBURE	TOR Weat	her Radar -	· NO	
No. of Seats - 4	Rated Pov	ver - 150 HP					
Environment/Operations Information							
Veather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		ON AIR	PORT		
Method - N/A	SAME AS	•					
Completeness - N/A Basic Weather - VMC	Destination	ו		Airport D			
Wind Dir/Speed- 270/011 KTS	LOCAL				SVILLE Ident -	- 27	
Visibility - 15.0 SM	ATC/Airspace	_			Lth/Wid -		NK /ND
Cloud Conditions(1st) - UNK/NR		ight Plan - NONE			Surface -		1117
Cloud Conditions(2nd) - UNK/NR		learance - NONE			Status -		
Obstructions to Vision- NONE		Lndg - VISUA	L FULL CIRCU		•		
Precipitation - NONE		J					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25		l Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H	ours)		
PRIVATE	Current	- YES To	tal -	109	Last 24	Hrs -	1
SE LAND	Months Since	- YES To e - 2 Mal be - UNK/NR Ins	tal - ke/Model- strument-	50	Last 30	Days- UN	K/NR
	Aircraft lyp	be - UNK/NK In	strument-	O	Last 90	Days-	4
Instrument Rating(s) - NONE							
This in dillerit Rating(s) - Noise							
Narrative							
NG A TOUCH-AND-GO LANDING, THE NOSE GEA							
O OVER INTO TREES. NO MALFUNCTIONS IN T	HE EQUIPMENT WERE F	REPORTED. THE PILO	T REPORTED T	HAT PRIOR	TO IMPACT,	HE WAS	

File No 29	04 8/13/82	STRONGVILLE, OH	A/C Reg. No. N61775	Time (Lc1) - 1358 EDT
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR (	PATTERN - FINAL APPROACH		
Finding(s) 1. DISTANCE - MISU 2. ALTITUDE - MISU	· ·	COMMAND		
Occurrence #2 Phase of Operation		SION WITH OBJECT Pattern - Final Approach	1	
Finding(s) 3. OBJECT - WIRE,T 4. CLEARANCE - M 5. OBJECT - TREE(S	ISJUDGED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	s/are finding(s) 3,5		

### Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da				juries	
		SUBSTANTIA		Fatal			
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	11	NONE	Pass	0	1	0	0
-Aircraft Information							
Make/Model - CESSNA 177			NG 0-360-A1F6				d - YES-UN
Landing Gear - TRICYCLE-FIXED		gines - 1		Stai	1 Warning	g System -	YES
Max Gross Wt - 2500	Engine Ty		OCATING-CARBURE	TOR Weat	her Radaı	r - NO	
No. of Seats - 4	Rated Pow	er - 180	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE				OFF A	RPORT/ST	RIP	
Method - N/A	SAME AS	•					
Completeness - N/A Basic Weather - VMC	Destination		•	Airport [		DUTU	
Wind Dir/Speed- 250/004 KTS	LOCAL				R PORTSMO / Ident	- 18	
Visibility - 10.0 SM	ATC/Airspace					- 5000/	100
Cloud Conditions(1st) - 25000 FT		ight Plan - No	NE			- ASPHAL	
Cloud Conditions(1st) 23000 11	• • • • • • • • • • • • • • • • • • • •	earance - NO			Status		•
Obstructions to Vision- NONE	Type Apch/			Karma	Julius	J. T.	
Precipitation - NONE	Type Apolly	g					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command			ical Certificate			-WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H			
PRIVATE	Current	- YES	Total -			24 Hrs -	0
SE LAND	Months Since	- YES - 2	Make/Mode1-	8		30 Days- 1	•
	Aircraft Type	e - UNK/NR	Instrument-	8	Last	90 Days-	8
Instrument Rating(s) - NUNE							
Instrument Rating(s) - NONE	Aircraft Typ	e - UNK/NR	Instrument-	8	Last	90 Days-	

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File No 29	77 8/19/82	MINFORD,OH	A/C Reg. No. N30845	Time (Lc1) - 1949 EST
Occurrence #1 Phase of Operation			AL	
Finding(s) 1. WEATHER CONDITIO 2. CARBURETOR HEA 3. FUEL SYSTEM,CARE	AT - IMPROPER USE	OF - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/1	rouchdown		
Finding(s) 4. EMERGENCY PROCES	DURE - IMPROPER - F	PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. OBJECT - BUILDIN	NG(NONRESIDENTIAL)			
Probable Cause				
The National Transports/are finding(s) 2,3		rd determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is,	are finding(s) 1,5		

File No 2951 11/07/82 BOSTO	N HEIGHTS, OH A/C R	eg. No. N78309	Time (Lc1)	- 1240 EST	
Basic Information Type Operating Certificate-NONE (GENERA		t Damage NTIAL F	Inju Fatal Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 1 0 0	0	0
Aircraft Information Make/Model - TEMCO GC-1B Landing Gear - TAILWHEEL-ALL FIXED . Max Gross Wt - 1900 No. of Seats - 2	Number Engines - 1 Engine Type - RE	NTINENTAL 0-300-A CIPROCATING-CARBURETOR 145 HP	Stall Warning	System - Uf	
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 240/010 KTS Visibility - 7.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	irport Proximity OFF AIRPORT/STRI Port Data NORTHFIELD Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 19 - 2500/ - Grass/Tur	50 RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 55 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/NR	Medical Certificate - Flight 1 Total - 299 Make/Model- 100 Instrument- UNK/N	ime (Hours)		
Instrument Rating(s) - AIRPLANE					
Narrative THE PILOT REPORTED THAT THE ENGINE LOST POWER FOURING A FORCED LANDING, HE MANEUVERED TO AVOID A TREE AND WAS SUBSTANTIANDED WITH A TREE AND WAS SUBSTANTIANDED WAS FOUND BETWEEN THE "AUXILIARY" AN AN IN THE "MAIN" POSITION. AN EXAMINATION OF	ID HOUSES AND ATTEMPTED TO ITIALLY DAMAGED. DURING AN ID "OFF" POSITIONS. THE PILO	LAND BETWEEN TWO TREES EXAMINATION OF THE AIR OT STATED THAT HE THOUG	3. REPORTEDLY, TH CCRAFT, THE FUEL GHT THE SELECTOR		

File No 29	51 11/07/82	BOSTON HEIGHTS, OH	A/C Reg. No. N78309	Time (Lc1) - 1240 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL		
Finding(s) 1. FUEL TANK SELEC	TOR POSITION - IMP	ROPER - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/			
Occurrence #3 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI 3. MANEUVER - PE 4. OBJECT - TREE(S	RFORMED - PILOT IN )	COMMAND		
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the P	robable Cause(s) of this accid	lent

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Ai	rcraft Damage			Inju	ries	
,,		UBSTANTIAL		Fatal			Non
Type of Operation -PERSONAL	Fi	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 150		- CONTINENTAL O				Activated	
Landing Gear - TRICYCLE-FIXED		- 1				System - Y	ES
Max Gross Wt - 1600 No. of Seats - 2	Rated Power	- RECIPROCATING - 100 HP	-CARBURE	UR Weati	ner kadar	- NU	
NO. 01 Seats - 2	Rated Power	- 100 mp					
Environment/Operations Information							
Weather Data Wx Briefing - BRFG RCVD, SOURCE UNK	Itinerary	Datat		ON AIR	Proximity		
Method - TELEPHONE	Last Departure SAME AS ACC/I			UN AIR	PURI		
Completeness - PARTIAL, LMTD BY PILOT		140	4	Airport Da	ata		
Basic Weather - VMC	LOCAL		•	HOOK			
Wind Dir/Speed- CALM				Runway	Ident	- 23	
Visibility - 10.0 SM	ATC/Airspace					- 6100/	100
Cloud Conditions(1st) - NONE	Type of Flight				Surface		
Cloud Conditions(2nd) - NONE	Type of Clearan			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NUNE					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 26	Medical Ce	rtificate	- VALID	MEDICAL-W	AIVERS/LIM	IIT
Certificate(s)/Rating(s)	Biennial Flight Revie	w	Flight	: Time (Ho	ours)	·	
STUDENT	Current - N	/A Total	-	14	Last 2	4 Hrs -	0
	Months Since - N	/A Total /A Make/M /A Instru	ode1-	14	Last 3	4 Hrs - O Days- UN O Days-	IK/NR
	Aircraft Type - N	/A Instru	ment-	1	Last 9	O Days-	14
Instrument Bating(s) NOME							
Instrument Rating(s) - NONE							
Narrative							
STUDENT PILOT WAS PRACTICING TOUCH-AND-GO							
ER LANDING), THE AIRCRAFT VEERED TO THE L	FT. IT CONTINUED INTO	A MUDDY/SODDED	AREA, STF	RUCK A SHA	ALLOW DITC	Н	

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 1. TOUCH-AND-GO LANDING INITIATED PILOT IN COMMAND
- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 5. ABORTED TAKEOFF INITIATED PILOT IN COMMAND
- 6. TERRAIN CONDITION SOFT
- 7. TERRAIN CONDITION WET
- 8. TERRAIN CONDITION DITCH

----Probable Cause----

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

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

DESTROYED	Type Operating Certificate-NONE (GENERAL AVIATION)	F11e No 2974 12/01/82 MED	INA,OH A/C R	eg. No. N29528	, т	me (Lc1) -	1725 EST	
-PERSONAL -14 CFR 91 -APPROACH  77	Type of Operation	Basic Information Type Operating Certificate-NONE (GENE				•		
-14 CFR 91 -APPROACH  NONE Pass O O O O O O O O O O O O O O O O O O	Fiight Conducted Under		· -					
-APPROACH  TO THE STATE OF THE	Accident Occurred During -APPROACH  -Aircraft Information			- · - · ·		-	_	_
Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 150 HP  Drmation Itinerary DRD OF BRIEFING SAME AS ACC/INC Destination LOCAL Destination Airport Data LOCAL FREEDOM FIELD Runway Ident - 18 Runway Ident - 18 Runway Lth/Wid - 2860/ 50 Runway Lth/Wid - 2860/ 50 Runway Surface - MACADAM NONE NONE Type of Clearance - NONE NONE NONE DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YES Total - 102 Medical 24 Hrs - 2 Months Since - 4 Make/Model - 89 Last 30 Days- UNK/NR	Make/Model - CESSNA 177 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 No. of Seats - 4  Max Gross Wt - 2350 No. of Seats - 4  Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Number - Return Point Reter Power - 150 HP  Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 No. of Seats - 4  Rated Power - 150 HP  LETVIRONMENT/Operations Information Weather Data W. Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - 1MC Wind Dir/Speed- 190/009 KTS Visibility750 SM Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- FOG Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Months Since - 4 Make/Model - LYCOMING 0-320-E2D ELT Installed/Activated - YES/NO Stall Warning System - YES Number - 180 HPP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIRPORT/STRIP  LOCAL FREEDOM FIELD Runway Ident - 18 Runway Lth/Wid - 2860/ 50 Runway Surface - MACADAM Runway Surface - MACADAM Runway Status - UNK/NR ONNE  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model - 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE				0	0	0	0
Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 150 HP  Drmation Itinerary	Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 Mo. of Seats - 4	Aircraft Information						
Engine Type - RECIPROCATING-CARBURETOR Weather Radar - NO Rated Power - 150 HP  Drmation  Itinerary	Max Gross Wt - 2350 No. of Seats - 4 Rated Power - 150 HP  -Environment/Operations Information Weather Data Weather Data Weather On RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - 1MC Wind Dir/Speed- 190/CO9 KTS Visibility750 SM Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions(2nd) - NONE Cloud Conditions to Vision- FOG Operation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Method - N/A Rated Power - 150 HP  Airport Proximity OFF AIRPORT/STRIP  Airport Proximity OFF AIR							
Rated Power - 150 HP  Drmation  Itinerary  RD OF BRIEFING  Last Departure Point SAME AS ACC/INC  Destination LUCAL  B KTS  ATC/Airspace - 400 FT OVERCAST FOG	No. of Seats - 4  Rated Power - 150 HP  -Environment/Operations Information Weather Data  Mx Briefing - NO RECORD OF BRIEFING		Number Engines - 1		Stall	Warning S	ystem - Y	ES
Itinerary	-Environment/Operations Information Weather Data	Max Gross Wt - 2350	Engine Type - RE	CIPROCATING-CARBURE	TOR Weath	er Radar -	NO NO	
Itinerary  Last Departure Point  SAME AS ACC/INC  Destination  LOCAL  Airport Data  LOCAL  FREEDOM FIELD  Runway Ident - 18  Runway Lth/Wid - 2860/ 50  AOO FT OVERCAST Type of Flight Plan - NONE NONE FOG FOG NONE FOG NONE FOG NONE  DUSK  Age - 53  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review Current - YES Months Since - 4  Make/Model - 89  Last 30 Days- UNK/NR	Weather Data We Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 190/009 KTS Visibility750 SM Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Certificate(s)/Rating(s) PRIVATE Current - YES SE LAND  Airport Proximity OFF AIRPORT/STRIP SAME AS ACC/INC Destination LOCAL FREEDOM FIELD Runway Ident - 18 Runway Ident - 18 Runway Lth/Wid - 2860/ 50 Runway Status - UNK/NR Runway Status - UNK/NR Type of Clearance - NONE Type Apch/Lndg - N	No. of Seats - 4	Rated Power -	150 HP				
DRD OF BRIEFING  Last Departure Point  SAME AS ACC/INC  Destination  LOCAL  Destination  LOCAL  FREEDOM FIELD  Runway Ident - 18  Runway Lth/Wid - 2860/ 50  ATC/Airspace  ATC/Airspace  ATC/Airspace  AUTOME  NONE  NONE  FOG  Type of Clearance - NONE  NONE  NONE  NONE  DUSK   Age - 53  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review  Current  Age - YES  Total  Make/Model-  Make/Model-  Make/Model-  Mirport Data  Airport Data  Anderical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Airport Data  Airport Data	Wx Briefing - ND RECORD OF BRIEFING	Environment/Operations Information						
SAME AS ACC/INC  Destination LOCAL Airport Data LOCAL FREEDOM FIELD Runway Ident - 18 Runway Lth/Wid - 2860/ 50 - 400 FT OVERCAST Type of Flight Plan - NONE NONE FOG Type of Clearance - NONE FOG Type Apch/Lndg - NONE NONE DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YES Months Since - 4 Make/Model - 89 Last 24 Hrs - 2 Make/Model - 89 Last 30 Days - UNK/NR	Method - N/A Destination Airport Data Basic Weather - IMC LOCAL FREEDOM FIELD Wind Dir/Speed 190/009 KTS ATC/Airspace Runway Ident - 18 Visibility750 SM ATC/Airspace Runway Lth/Wid - 2860/ 50 Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - NONE Runway Surface - MACADAM Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument 4 Last 90 Days- 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT							
Destination LOCAL FREEDOM FIELD Runway Ident - 18 Runway Lth/Wid - 2860/ 50 - 400 FT OVERCAST Type of Flight Plan - NONE NONE FOG Type of Clearance - NONE FOG NONE NONE OUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YES Months Since - 4 Make/Model- Rinport Data FREEDOM FIELD Runway Ident - 18 Runway Startus - 2 Runway Startus - UNK/NR Runway Startus - UNK/NR FREEDOM FIELD Runway Ident - 18 Runway Surface - MACADAM Runway Startus - UNK/NR Runway Startus - UNK/NR	Completeness - N/A  Basic Weather - IMC  Wind Dir/Speed- 190/009 KTS  Visibility750 SM  ATC/Airspace  Cloud Conditions(ist) - 400 FT OVERCAST  Type of Flight Plan - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- FOG  Precipitation - NONE  Condition of Light - DUSK Personnel Information  Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Age - 53  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Current - YES  Make/Model - 89  Last 30 Days- UNK/NR  Aircraft Type - C-177  Instrument Rating(s) - NONE Narrative  ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	Wx Briefing - NO RECORD OF BRIEFI	NG Last Departure Point		OFF AIR	PORT/STRIP	•	
LOCAL  FREEDOM FIELD Runway Ident - 18 Runway Ident - 18 Runway Lth/Wid - 2860/ 50 ATC/Airspace AOO FT OVERCAST Type of Flight Plan - NONE NONE NONE FOG Type of Clearance - NONE NONE NONE NONE DUSK  Age - 53  Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YES Months Since - 4  Make/Model - 89  Last 24 Hrs - 2  Months Since - 4  Make/Model - 89  Last 30 Days - UNK/NR	Basic Weather - IMC	Method - N/A	SAME AS ACC/INC					
Runway Ident - 18  ATC/Airspace Runway Lth/Wid - 2860/ 50  - 400 FT OVERCAST Type of Flight Plan - NONE Runway Surface - MACADAM  - NONE Type of Clearance - NONE Runway Status - UNK/NR  - FOG Type Apch/Lndg - NONE  - NONE  - DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review Flight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Wind Dir/Speed- 190/009 KTS Visibility750 SM OCIOUD Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DUSK	Completeness - N/A	Destination		Airport Da	ıta		
Age - 53  Age - 53  Biennial Flight Review Current - YES  Months Since - 400 FT OVERCAST Type of Flight Plan - NONE  Runway Surface - MACADAM Runway Status - UNK/NR  Runway Lth/Wid - 2860/ 50  Runway Status - UNK/NR  Plight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Make/Model - 89  Last 30 Days - UNK/NR	Visibility750 SM ATC/Airspace Runway Lth/Wid - 2860/ 50 Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - NONE Runway Surface - MACADAM Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument- 4 Last 90 Days- 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	Basic Weather - IMC	LOCAL		FREEDOM	FIELD		
- 400 FT OVERCAST Type of Flight Plan - NONE Runway Surface - MACADAM - NONE Type of Clearance - NONE Runway Status - UNK/NR - FOG Type Apch/Lndg - NONE - NONE - DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR	Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - NONE Runway Surface - MACADAM Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	Wind Dir/Speed- 190/009 KTS			Runway	Ident -	18	
NONE Type of Clearance - NONE Runway Status - UNK/NR FOG Type Apch/Lndg - NONE NONE DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days- 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	Visibility750 SM	ATC/Airspace		Runway	Lth/Wid -	2860/	50
NONE Type of Clearance - NONE Runway Status - UNK/NR FOG Type Apch/Lndg - NONE NONE DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Cloud Conditions(2nd) - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model - 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	Cloud Conditions(ist) - 400 FT OV	ERCAST Type of Flight Plan	- NONE	Runway	Surface -	MACADAM	
- FOG Type Apch/Lndg - NONE - NONE - DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review Flight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DUSK		Type of Clearance	- NONE	Runway	Status -	UNK/NR	
NONE DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Precipitation - NONE Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT	· · ·	Type Apch/Lndg	- NONE	•		•	
- DUSK  - DUSK  Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review Flight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Condition of Light - DUSK  -Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days- 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  Biennial Flight Review Flight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR	Personnel Information Pilot-In-Command Age - 53 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 102 Last 24 Hrs - 2 SE LAND Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT							
Biennial Flight Review Flight Time (Hours) Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR	Pilot-In-Command  Certificate(s)/Rating(s)  PRIVATE  SE LAND  Instrument Rating(s) - NONE  -Narrative  ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT							
Biennial Flight Review Flight Time (Hours)  Current - YES Total - 102 Last 24 Hrs - 2  Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR	Certificate(s)/Rating(s)  PRIVATE  Current - YES Total - 102 Last 24 Hrs - 2 SE LAND  Months Since - 4 Make/Model - 89 Last 30 Days - UNK/NR Aircraft Type - C-177 Instrument - 4 Last 90 Days - 23  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT		Age - 53	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Current - YES Total - 102 Last 24 Hrs - 2 Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR	PRIVATE SE LAND  Months Since - 4  Aircraft Type - C-177  Instrument Rating(s) - NONE  -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT		Biennial Flight Review					
Months Since - 4 Make/Model- 89 Last 30 Davs- UNK/NR	SE LAND Months Since - 4 Make/Model- 89 Last 30 Days- UNK/NR Aircraft Type - C-177 Instrument- 4 Last 90 Days- 23  Instrument Rating(s) - NONE						Hrs -	2
Aircraft Type - C-177 Instrument- 4 Last 90 Days- 23	Instrument Rating(s) - NONE -Narrative ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT		Months Since - 4	Make/Model-	89	Last 30	Davs- UN	K/NR
		<b>51 5 </b>	Aircraft Type - C-177	Instrument-	4	Last 90	Days-	23
- NONE		Instrument Pating(s) - NONF						
	ABOUT 1430 EST, THE PILOT TOOK OFF FROM FREEDOM FIELD, MEDINA, OH IN VFR CONDITIONS. WHEN HE RETURNED ABOUT							
- NONE		Instrument Rating(s) - NONE Narrative	Aircraft Type - C-177				Days-	
R WAS ESTIMATED TO BE: 400 FT OVERCAST, 3/4 MI VISIBILITY WITH FOG. A FLIGHT OVER THE AIRPORT JUST PRIOR TO THE ACCIDENT. HE HEARD A CONTINUOUS SOUND FROM THE ABOUT 3/4 MI EAST OF THE AIRPORT IN A WOODED AREA. INITIAL IMPACT OCCURRED WITH ON A HEADING OF APRX 220 DEG. THE AIRCRAFT REMAINED AIRBORNE FOR ABOUT ANOTHER TREE AND THE RIGHT WING SEPARATED. THE MAIN WRECKAGE CAME TO REST 458 FT FROM THE NCE WAS FOUND OF A WEATHER BRIEFING PRIOR TO THE FLIGHT.								

12/01/82 File No. - 2974 MEDINA.OH A/C Reg. No. N29528 Time (Lc1) - 1725 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH Finding(s) 6. LIGHT CONDITION - DUSK 7. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
.,,p= =p======= (u=========================		SUBSTANTIAL		Fatal		Mino	r Non
Type of Operation -INSTRUCTIO	NAL - SOLO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
dircraft Information							
Make/Model - CESSNA A150	•	'Model - CONTINENTA			installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		ngines - 1			Warning !		- YES
No. of Seats - 2	Engine Ty Rated Pow		ING-CARBURE IU	k weati	ier kadar	- NU	
nvironment/Operations Information					·		
leather Data	Itinerary		A	irport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		OFF AIR	RPORT/STRI	•	
Method - N/A	SAME AS						
Completeness - N/A	Destination	ו	Ai	rport Da			
Basic Weather - VMC	LOCAL				A MUNICIPA		
Wind Dir/Speed- 180/016 KTS Visibility - 10.0 SM	ATC /Admonos	_				- N/A	
Cloud Conditions(1st) - 1000 FT BR	ATC/Airspace	e light Plan - NONE		-	Lth/Wid Surface	•	
Cloud Conditions(2nd) - 2200 FT 0V					Status		
Obstructions to Vision- NONE	Type Apch/			Kullway	Julus	.,, ,	
Precipitation - NONE	. ype Apeny	110.12					
Condition of Light - DAYLIGHT					•		
Personnel Information							
Pilot-In-Command	Age - 39		Certificate			) WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flight				_
STUDENT	Current		al - e/Model-		Last 24		
	Aircraft Typ	e - N/A Mak	trument-	30 0	Last 30	) Days-	12
	All Clart Typ	)e 14/ A 1113	ti dilerit	Ū	Last st	Days	12
Instrument Rating(s) - NONE		·					
larrative							
STUDENT PILOT WAS PRACTICING GROUND REF	ERENCE MANEUVERS WH	EN HE EXPERIENCED	A POWER FATILI	RE. A FO	RCED LAND	ING WAS	
IN AN OPEN PLOWED FIELD. THE AIRCRAFT							

File No. - 2971 12/05/82 FOSTORIA.OH A/C Reg. No. N7399A Time (Lc1) - 1336 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. REFUELING - NOT PERFORMED - PILOT IN COMMAND IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - OPEN FIELD Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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) 6.7

Type of Operation -NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS, 0	NONE  del - CONTIN nes - 1 - RECIP - 300	Crew	ELT: Stal D Weath	0 0 Installed/ I Warning ner Radar	Minor 0 0 Activated System - \ - NO	0 0 
ON-DEMAND AIR TAXI Type of Operation -NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS, 0	DESTROYED Fire NONE  del - CONTIN nes - 1 - RECIP - 300	Crew Pass 	f f f f f f f f f f f f f f f f f f f	Serious 0 0 Installed/ Warning ner Radar	Minor 0 0 Activated System - \ - NO	0 0 
Type of Operation -NON SCHED, DOMESTIC, PASSENGER Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS, 0	Fire NONE  del - CONTIN nes - 1 - RECIP - 300	Crew Pass  NENTAL TSIO-520 - FUEL INJECTE	f f f f f f f f f f f f f f f f f f f	0 0 Installed/ I Warning ner Radar	O O 	0 0 
Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0	NONE  del - CONTIN nes - 1 - RECIP - 300	Pass  NENTAL TSIO-520 - FUEL INJECTE	ELT : Stal D Weath	Installed/ I Warning ner Radar	O Activated System - N	O  - YES/N
Accident Occurred During -APPROACH Aircraft Information Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0	del - CONTIN nes - 1 - RECIP - 300	NENTAL TSIO-520	ELT : Stal D Weath	Installed/ I Warning ner Radar	Activated System - N	- YES/N
Make/Model - CESSNA T210 Eng Make/Mo Landing Gear - TRICYCLE-RETRACTABLE Number Engi Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0	nes - 1 - RECIP - 300 	- FUEL INJECTE	Stal D Weath	Marning ner Radar	System - \ - NO	
Landing Gear - TRICYCLE-RETRACTABLE Number Engine Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power	nes - 1 - RECIP - 300 	- FUEL INJECTE	Stal D Weath	Marning ner Radar	System - \ - NO	
Max Gross Wt - 3800 Engine Type No. of Seats - 2 Rated Power	- RECIP - 300 	- FUEL INJECTE	D Weath	ner Radar	- NO	/ES
Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0	re Point	- FUEL INJECTED HP	Airport F			
Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0	re Point	) HP 	Airport F			
Weather Data Itinerary Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0			Airport F			
Wx Briefing - FSS Last Departu Method - TELEPHONE COLUMBUS,0				Provimity		
	L		OFF AIR	RPORT/STRI	P	
O1-4 FIII   D4141	П					
Completeness - FULL Destination			Airport Da			
Basic Weather - IMC DEFIANCE, O	Н			CE MEMORIA		
Wind Dir/Speed- 060/005 KTS					- 12	
Visibility - 1.000 SM ATC/Airspace					- 4196/	72
Cloud Conditions(1st) - 300 FT INDEFINITE Type of Flig	ht Plan - IF	R		Surface		
Cloud Conditions(1st) - 300 FT INDEFINITE Type of Flig Cloud Conditions(2nd) - UNK/NR Type of Clea Obstructions to Vision- FOG Type Apch/Ln	rance - UN	NK/NR	Runway	Status	- WEI	
	iag - NU	)B				
Precipitation - RAIN Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command Age - 64		dical Certifica			AIAEK2/ LIM	NT I
Certificate(s)/Rating(s) Biennial Flight Re	V16W	Total -	ht Time (Ho	ours)	4 Una -	5
	- YES	Make/Model-	14000	Last 2	4 mrs -	29
		Instrument-	1200	Last 3	O Days-	78
Africiant Type	3 1210	Multi-Eng -		Lasts	Juja	, 0
Instrument Rating(s) - AIRPLANE						
Narrative RCRAFT CRASHED DURING NON-PRECISION APPROACH IN WEATHER THAT W						

File No. - 2846

12/15/82

DEFIANCE, OH

A/C Reg. No. N297EB

Time (Lc1) - 1840 EST

Occurrence Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

APPROACH

#### Finding(s)

- 1. WEATHER CONDITION LOW CEILING
- 2. WEATHER CONDITION FOG
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION BELOW APPROACH MINIMUMS
- 5. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 6. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- 7. MINIMUM DESCENT 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) 6,7

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

Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage				ries	
	·	SUBSTANTIAL			Serious		
Type of Operation -PERSON	AL	Fire NONE	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR Accident Occurred During -APPROA	СН		Pass				3
Aircraft Information							
Make/Model - CESSNA 177	Eng Make/Mo	del - LYCOMING 0-3	20	ELT I	nstalled/	Activate	d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		Stall	Warning		
Max Gross Wt - 2350	Engine Type	- RECIPROCATIN	G-CARBURETO	R Weath			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information-							
Weather Data	Itinerary		A		roximity	_	
Wx Briefing - FSS	Last Departu	re Point		OFF AIR	PORT/STRI	Р	
Method - TELEPHONE	ELYRIA, OH						
Completeness - FULL	Destination		Aii	rport Da	ta		
Basic Weather - IMC	HAMILTON, O	-1		_			
Wind Dir/Speed- 190/014 KTS Visibility - 5.0 SM	/					- N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - 800 F	I BRUKEN Type of Flig	nt Plan - IFR			Surface		
Cloud Conditions(2nd) - 1900 F	T DVERCAST Type of Clear	rance - IFR		Runway	Status	- N/A	
ubstructions to vision- rug	Type Apch/Ln	dg - VISUAL S	IRAIGHI-IN				
Precipitation - RAIN Condition of Light - DAYLIGH	<b></b>						
Condition of Light - DATLIGH	'' 						
Personnel Information Pilot-In-Command	Ace - 22	Modical C	ontificate	- VALTO	MEDICAL -W	IATVEDS/I	TMIT
Certificate(s)/Rating(s)	Age - 32 Biennial Flight Re	view	Flight	Time (Ho	urs)	ALVENS, E	
PRIVATE	Current	- VES Total	- 2	( 58	last 2	4 Hrs -	4
SE LAND	Months Since	- 1 Make/	Model - 19	93	Last 3	O Days-	UNK/NR
or chib	Aircraft Type	- YES Total - 1 Make/ - UNK/NR Instr	ument-	54	Last 9	O Days-	20
	o. a. c . , , po				2500	, -	
Instrument Rating(s) - AIRPL	ANE						
	DC OF FUEL ON DOADD MITT	F EN DOUTE LIE ENG	OUNITEDED !!E	ADWINDS	THAT WEST		
Narrative		E EN KUUIE. HE ENC					
PILOT TOOK OFF WITH AN ESTIMATE 4 H							
	RS AND 48 MIN OF FLIGHT,	HE WAS STILL ABOUT					

	92 12/25/82 	DAYTON, OH	A/C Reg. No. N3136T	Time (Lc1) - 1637 EST
Occurrence #1 Phase of Operation		R WITH WEATHER		
Finding(s) 1. WEATHER CONDITI	ON - UNFAVORABLE WIN			
Occurrence #2 Phase of Operation		L) - NON-MECHANICAL		
3. FLUID, FUEL - EX				
Occurrence #3 Phase of Operation	APPROACH			
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION	N WITH OBJECT TERN - FINAL APPROACH		
Finding(s) 5. OBJECT - TREE(S				
Occurrence #5 Phase of Operation				

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

Type Operating Certificate-NONE (GENERAL	L AVIATION) Aircr	aft Damage		Injur	ies	
	DES1	ROYED	Fata1	Serious	Minor	None
Type of Operation -BUSINESS	Fire		Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON G	GROUND F	ass 2	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BELL 222	Eng Make/Model -			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			11 Warning S		0
Max Gross Wt - 7850	Engine Type -		Wea	ther Radar -	NO	
No. of Seats - 6	Rated Power -	615 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF #	IRPORT/STRIP		
Method - N/A	OKLAHOMA CITY, OK	<b>(</b> ·				
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	ELK CITY,OK		_	<b>.</b>		
Wind Dir/Speed- 270/015 KTS	ATO / A 1			•	N/A	
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid -		
Cloud Conditions(1st) - UNK/NR	Type of Flight Pla			y Surface -		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE	Type of Clearance		Runwa	y Status -	N/A	
Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 40	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	<del>-</del>	light Time (			_
ATP, CFI			- 8126		Hrs -	2
SE LAND,ME LAND HELICOPTER	Months Since - 2 Aircraft Type - UNK/	Make/Mode	224	Last 30 Last 90	Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK	Multi-Eng	- 345 - 105			
		Multi-Eng	- 195	ROTORCE	aft -	1253
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
-Narrative						
COPTER BROKE UP IN FLIGHT AND FELL IN PIE	DEC IN AN ODEN SIGN	THER WAS VINC AND	TT WAS DAVI 1	CUT ALL O		

File No. - 2813 4/16/82 HINTON, OK A/C Reg. No. N2152J Time (Lc1) - 0812 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ROTORCRAFT FLIGHT CONTROL, CYCLIC CONTROL - FAILURE, TOTAL 2. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL - FAILURE, TOTAL 3. ROTOR DRIVE SYSTEM - FATIGUE 4. ROTOR DRIVE SYSTEM - FAILURE, TOTAL 5. ROTOR SYSTEM - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - OPEN FIELD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

# Brief of Accident

File No 2919 6/15/82 HARTS	HORNE,OK A/C Reg	j. No. N8442T	Time (Lc)	) - 1620 CDT
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraft DESTROYE Fire NONE		Ir Fatal Seriou 1 0 2 0	0 0
Aircraft Information  Make/Model - PIPER PA-32R-301  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 3600  No. of Seats - 6	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power - 3	P - FUEL INJECTED	Stall Warnir	ed/Activated - YES/YES ng System - YES ar - YES
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 240/008 KTS , Visibility - 75.0 SM Cloud Conditions(1st) - 800 FT OBSO Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation - RAIN SHOWER Condition of Light - DAYLIGHT	Itinerary Last Departure Point TYLER,TX Destination TULSA,OK ATC/Airspace	VFR VFR FLT FOLLOWING	Airport Proximit OFF AIRPORT/SI irport Data Runway Ident Runway Lth/Wid Runway Surface Runway Status	- N/A d - N/A e - N/A
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) CDMMERCIAL SE LAND,ME LAND	Age - 43 # Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - 2	Time (Hours) 500 Last 119 Last /NR Last	-NO WAIVERS/LIMIT t 24 Hrs - UNK/NR t 30 Days- UNK/NR t 90 Days- UNK/NR
Instrument Rating(s) - NONE				
WHILE ON A CROSS-COUNTRY FLIGHT, THE PILOT WA HIS ROUTE. AT 1613 CDT, HE WAS ADVISED OF A L LIKE A SOFT SPOT THROUGH THERE, JUST TO THE N DECLARED AN EMERGENCY. HE REPORTED THAT HE HA AIRCRAFT WAS DOWN TO 5000 FT. (THE AIRCRAFT H PLANE WAS HARD TO CONTROL, HE WAS AT 2500 FT WRECKAGE INDICATED THE PLANE HAD IMPACTED IN OUTER WING PANEL (FORWARD OF THE MAIN SPAR) H	INE OF RADAR RETURNS ABOUT 10 ORTH OF OUR POSITION" AND COM D LOST THE ENGINE (ENGINE QUI IAD BEEN AT 10,500 FT.) ABOUT AND DESCENDING AND HE HAD LOS A FLAT SPIN. THE EMPENNAGE, F	O MILES AHEAD. HE R NTINUED. AT ABOUT 1 (T) AND AN AILERON, 25 SECONDS LATER, ST HIS RIGHT WING. RIGHT AILERON AND A	EPLIED THAT IT ' 621 CDT, THE PIL AND THAT THE HE STATED THAT I AN EXAMINATION (	'LOOKS LOT THE

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File No. - 2919 6/15/82 HARTSHORNE.OK A/C Reg. No. N8442T Time (Lc1) - 1620 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 3. WEATHER CONDITION - THUNDERSTORM 4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT Finding(s) 5. WING - OVERLOAD 6. WING - SEPARATION 7. STABILIZER - OVERLOAD 8. WING - SEPARATION Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT 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) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,8

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Basic Information Type Operating Certificate-NONE (GENERA				njuries	
	SUBSTANT		Fatal Seriou		None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	•	0
-Aircraft Information					
Make/Model - STINSON 108-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2078 No. of Seats - 4	Eng Make/Model - FRAN Number Engines - 1 Engine Type - RECI Rated Power - 1		Stall Warnir	ng System - l	
-Environment/Operations Information					
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC	A	irport Proximit OFF AIRPORT/ST		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS	Destination CHEHALEM, OR	, A 1	rport Data HOOD RIVER Runway Ident	- 25	
Visibility - 30.0 SM Cloud Conditions(1st) - 3500 FT	ATC/Airspace Type of Flight Plan -		Runway Lth/Wic Runway Surface	d - 3040/ e - ASPHALT	
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway Status	- DRY	
-Personnel Information					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 N Biennial Flight Review	ledical Certificate	- VALID MEDICAL Time (Hours)	NO WAIVERS,	/LIMIT
PRIVATE	Current - YES	Total - 3	50 Las	t 24 Hrs - UI	NK/NR
SE LAND	Months Since - 3 Aircraft Type - UNK/NR	Total - 3 Make/Model- UNK/ Instrument- UNK/	NR Las	t 30 Days- Ul t 90 Days- Ul orcraft -	NK/NR
Instrument Rating(s) - NONE					
-Narrative					
AIRCRAFT WAS HEAVILY LOADED AND TOOK LONG RUNWAY, WHEN THE PILOT PULLED UP OVER THE	WIRES, THE AIRSPEED DECAYED.	THE PILOT MANEUVER	ED TO AVOID HOL	JSES AND	
GE TREES AND FLEW INTO SMALL TREES WHEN THE 1/78. THE AIRCRAFT PREVIOUSLY ENCOUNTERED F					

File No. - 2902 12/01/82 HOOD RIVER,OR A/C Reg. No. N9415K Time (Lc1) - 0830 PST

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

- 1. MAINTENANCE, ANNUAL INSPECTION NOT PERFORMED COMPANY/OPERATOR MGMT
- 2. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 4. MANEUVER PERFORMED PILOT IN COMMAND
- 5. AIRSPEED NOT MAINTAINED -
- 6. STALL/MUSH INADVERTENT PILOT IN COMMAND
- 7. 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) 3,7

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	ane		Injur	ies	
Type operating our trivoate none (a	THERE AVIATION,	SUBSTANTIAL		Fatal		Minor	None
Type of Operation -FERRY		Fire	Crev	, 0	0	1	0
Flight Conducted Under -14 CFR		NONE	Pass	. 0	0	1	0
Accident Occurred During -MANEUVE	RING						
Aircraft Information							
Make/Model - HUGHES 369HS		Model - ALLISON	250-C18		Installed/A		
Landing Gear - SKID		gines - 1			1 Warning S		0
Max Gross Wt - 2550		pe - TURBOSH		Weat	her Radar -	NO	
No. of Seats - 4	Rated Pow	er - 278	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NWS		ture Point		OFF AI	RPORT/STRIP		
Method - IN PERSON		FALLS,OR					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC Wind Dir/Speed- 180/020 KTS	TROUTDAL	E,UK		Bunyay	Ident -	N/A	
Visibility250 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 200 FT					Surface -		
Cloud Conditions(2nd) - UNK/NR	Type of C1					N/A	
Obstructions to Vision- BLOWING	SNOW Type Apch/	Lnda - NON	E		•		
Precipitation - SNOW	· · · · ·						
Condition of Light - DAYLIGHT			•				
Personnel Information							
Pilot-In-Command	Age - 31	Medi	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Flig	ght Time (H	lours)		
COMMERCIAL	Current		Total -		Last 24		1
SE LAND	Months Since	- 9	Make/Mode1-	674	Last 30 Last 90	Days- UN	K/NR
HELICOPTER	Aircraft Typ	e - UNK/NR	Instrument- l	JNK/NR			
					Rotorcra	aft -	1786
Instrument Rating(s) - HELICO	PTER						
FLT ENCOUNTERED HEAVY SNOW ENROUTE &	THE ENG QUIT DUPING	THE AUTOROTATIO	N THE PLT MAN	IFUVERED TO	AVOID HITT	TNG A	
LEROAD SIGNAL TRESTLE BUT STRUCK SEVER							
PARATOR, NOR WAS THE INSTALLED INLET S							
H AN AUTO-RELITE SYSTEM. THE AFM PROH			411TO DEL TEE	CVCTEM THE	TALLED		

File No. - 2842 12/15/82 CHEMULT, OR A/C Reg. No. N90876 Time (Lc1) - 1130 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - SNOW 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 3. FUEL SYSTEM, RAM AIR - ICE Occurrence #3 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH OBJECT 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) 2,3 Factor(s) relating to this accident is/are finding(s) 1

2 0 0 0 0 0  ELT Installed/Activated - NC Stall Warning System - NO Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	None O O NO -N
2 0 0 0 0 0  ELT Installed/Activated - NC Stall Warning System - NO Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	0
O O O  ELT Installed/Activated - NC Stall Warning System - NO Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	Ŏ 
Stall Warning System - NO Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	NO -N
Stall Warning System - NO Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	NO -N
Weather Radar - NO  port Proximity FF AIRPORT/STRIP  ort Data  unway Ident - N/A	
port Proximity FF AIRPORT/STRIP ort Data unway Ident - N/A	
FF AIRPORT/STRIP ort Data unway Ident - N/A	
FF AIRPORT/STRIP ort Data unway Ident - N/A	
FF AIRPORT/STRIP ort Data unway Ident - N/A	
ort Data unway Ident - N/A	
unway Ident - N/A	
unway Lth/Wid - N/A unway Surface - N/A	
unway Status - N/A	
ullway Status - N/A	
NON-VALID MEDICAL	
me (Hours)	
Last 24 Hrs - (	0
Last 30 Days-	2
Last 90 Days-	3
Rotorcraft - 313	313
 , OR. ERLY	Last 30 Days- Last 90 Days-

File No 28	60 12/17/82	NORTH PLAINS, OR	A/C Reg. No. N5686Z	Time (Lc1) - 0545 PST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
Finding(s) 1. PREFLIGHT PLANN 2. LIGHT CONDITION 3. WEATHER CONDITI 4. WEATHER CONDITI 5. WEATHER CONDITI 6. WEATHER CONDITI 7. VFR FLIGHT INTO	- DARK NIGHT DN - LOW CEILING DN - FOG DN - RAIN DN - TURBULENCE	INADEQUATE - PILOT IN C		
	IN FLIGHT COLLIS			
Finding(s) 8. OBJECT - TREE(S	•			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpois/are finding(s) 7	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) 1,2,3,4	,5,6,8	

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Type Operating Certificate-NONE (GENER		ft Damage	F-4-1	Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	ANTIAL Crew Pass		Serious 0 0	Minor O O	None 1 1
-Aircraft Information Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engi <b>nes -</b> Engine Type - R	ONTINENTAL 0-200-A 1 ECIPROCATING-CARBUR 100 HP	Stall	installed/A Warning S er Radar -	System - U	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 280/005 KTS Visibility - 40.0 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 LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Airport Da SCAPPOO Runway Runway Runway	RPORT/STRIF Lta OSE INDUSTF	RIAL - 33 - 4000/ - ASPHALT	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - 30 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - L Make/Model- L Instrument- U	ht Time (Ho NK/NR NK/NR	ours) Last 24	Days- UN	K/NR
Instrument Rating(s) - NONE						

File No. - 2824 12/26/82 SCAPPOOSE, OR A/C Reg. No. N2239J Time (Lc1) - 1550 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION

2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

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

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraft Damage DESTROYED Fire NONE	Fatal Serious Minor M Crew 1 O O Pass 3 O O	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew 1 0 0 Pass 3 0 0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass 3 0 0	
Accident Occurred During -DESCENT			õ
Make/Model - CESSNA 177RG			,
	Eng Make/Model - LYCOMING IO-	360-A1B6D ELT Installed/Activated - YE	:S/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		
Max Gross Wt - 2800	Engine Type - RECIPROCATIN	IG-CARBURETOR Weather Radar - NO	
No. of Seats - 4	Rated Power - 200 HP		
Environment/Operations Information			
Weather Data	Itinerary	Airport Proximity	
Wx Briefing - NO RECORD OF BRIEFING	·	OFF AIRPORT/STRIP	
Method - N/A	WELLSVILLE, NY		
Completeness - N/A	Destination	Airport Data	
Basic Weather - IMC	CHAMBERSBURG, PA		
Wind Dir/Speed- UNK/NR		Runway Ident - N/A	
Visibility - UNK/NR	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- HAZE	Type Apch/Lndg - NONE		
Precipitation - RAIN SHOWER			
Condition of Light - DUSK			
Personnel Information Pilot-In-Command	Ago - 44 Nodioni (	Contificato - VALID MEDICAL-NO WAIVEDS/LIMI	
Certificate(s)/Rating(s)	Richmini Flight Bouley	certificate - VALID MEDICAL-NO WAIVERS/LIMI Flight Time (Hours)	. 1
PRIVATE	Current - UNK/NR Total	- 220 Last 24 Hrs - UNK/NR	,
SE LAND	Months Since - UNIX/NR Moke	Madel - 220 Last 24 Hrs - UNK/NR	•
SE LAND	Months Since - UNK/NR Make, Aircraft Type - UNK/NR Instr	/Model- 220 Last 30 Days- UNK/NR rument- UNK/NR Last 90 Days- 25	: =
	Aircraft Type - UNK/NK Instr	Rotorcraft - UNK/NR Rotorcraft - UNK/NR	
		ROLOPCI AT C - DINNINK	
Instrument Rating(s) - NONE			
Narrative 132 THE PLT CONTACTED FSS REPORTING HIS P	OCTION LIGHTNING TO LIFE FACT & DEGL	HECTED WY ADOLLAR DISCITTON HE WAS	· <b>-</b>
SED OF THUNDERSTORM ACTIVITY, DETERIORATI RSE COURSE. AT 2145 THE ACFT IMPACTED A	NG CONDITIONS & THAT VFR FLT WAS NOT	RECOMMENDED. HE WAS ALSO ADVISED TO	
ENT OVER NORTH CENTRAL PENNSYLVANIA. A CE			
T & CROSS FORK, PA. THE INCREASING LEVEL			
MUM TOPS RECORDED WAS 37,000 FT.	INITIASTIT OF THE CELL OCCURRED OVER	THE SOUTHERN FORTION OF THE ROUTE.	
MOM TOTS RECORDED WAS ST, COU FT.			

A/C Reg. No. N7584V File No. - 2823 7/14/82 CROSS FORK, PA Time (Lc1) - 2145 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - DOWNDRAFT 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) 5. WEATHER CONDITION - THUNDERSTORM 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL 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) 1.6

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

_ AVIATION) Aire	craft Damage			Inju	ırtes	
SUE						None
	<b>a</b>	Crew	0	0	0	1
NOI	1E	Pass	0	0	0	0
			ELT I	nstalled/	Activated	- YES/N
Number Engines	- 1		Stall	Warning	System - Y	ES
Engine_Type	- RECIPROCATING-	-CARBURE	TOR Weath	ner Radar	- NO	
Rated Power	- 180 HP					
			•	•		
	oint		ON AIRP	יסאי		
LUCAL					- LINK/ND	
ATC/Airspace						
	lan - NONE		Runway	Surface	- UNK/NR	
			•		·	
Age - 23	Medical Cer	rtificat	e - VALID	MEDICAL-N	O WAIVERS/	_IMIT
Current - IN	K/NR Total	- 1 1gn	130	last 2	4 Hrs -	0
Months Since - UNI	K/NR Make/Mc	ode1-	130	Last 3	O Davs- UN	
Aircraft Type - UN	K/NR Instrum	ment-	3	Last 9	O Davs-	4
	Eng Make/Model - Number Engines - Engine Type - Rated Power -  Itinerary Last Departure Po WARRINGTON,PA Destination LOCAL  ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg  Age - 23 Biennial Flight Review Current - UNk	SUBSTANTIAL Fire NONE  Eng Make/Model - LYCOMING 0-360 Number Engines - 1 Engine Type - RECIPROCATING- Rated Power - 180 HP  Itinerary Last Departure Point WARRINGTON, PA Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 23 Medical Cer Biennial Flight Review Current - UNK/NR Total	SUBSTANTIAL Fire Crew NONE Pass  Eng Make/Model - LYCOMING 0-360-A3A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 180 HP  Itinerary Last Departure Point WARRINGTON,PA Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 23 Medical Certificat Biennial Flight Review Flight Current - UNK/NR Total -	SUBSTANTIAL Fire Crew O NONE Pass O  Eng Make/Model - LYCOMING 0-360-A3A ELT I Number Engines - 1 Stall Engine Type - RECIPROCATING-CARBURETOR Weath Rated Power - 180 HP  Itinerary Airport F Last Departure Point ON AIRF WARRINGTON, PA Destination Airport Da LOCAL WARRING ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE  Age - 23 Medical Certificate - VALID Biennial Flight Review Flight Time (Ho	SUBSTANTIAL Fire Crew O O O NONE Pass O O O  Eng Make/Model - LYCOMING 0-360-A3A ELT Installed/ Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Last Departure Point WARRINGTON,PA Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE  Age - 23 Medical Certificate - VALID MEDICAL-N Biennial Flight Review Current - UNK/NR Total - 130 Last 2	SUBSTANTIAL Fire Crew O O O NONE Pass O O O O NONE  Eng Make/Model - LYCOMING D-360-A3A  Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP  Itinerary Last Departure Point WARRINGTON, PA Destination LOCAL  Airport Proximity ON AIRPORT WARRINGTON Runway Ident - UNK/NR ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE  Runway Status - UNK/NR Type Apch/Lndg - NONE

File No. - 2876 10/27/82 A/C Reg. No. N4956L Time (Lc1) - 1600 EDT BUCKINGHAM, PA

Occurrence Phase of Operation IN FLIGHT COLLISION WITH TERRAIN

MANEUVERING

Finding(s)

- 1. OBJECT TREE(S)
- 2. BUZZING PERFORMED PILOT IN COMMAND
- 3. ALTITUDE MISJUDGED PILOT IN COMMAND
- 4. DISTANCE MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (G		rcraft Damage	-		•	ries	Mana
Type of Operation -PERSONAL		SUBSTANTIAL re	Crew	atal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9		IONE	Pass	ŏ	ŏ	ŏ	· i
Accident Occurred During -LANDING							
Aircraft Information	_						
Make/Model - CESSNA 172H		- CONTINENTAL	0-300-D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines		NO CARRURETOR		Warning		YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATI - 145 HP	NG-CARBURE I UN	weati	ner kadar	- NU	
Environment/Operations Information	·						
Weather Data	Itinerary		Ai	rport F	Proximity		
Wx Briefing - UNK/NR	Last Departure			OFF AIR	RPORT/STRI	P	
Method - UNK/NR	SAME AS ACC/I	INC					
Completeness - UNK/NR	Destination		Air	port Da	ata		
Basic Weather - VMC	LOCAL			<b>5</b>	• 4		
Wind Dir/Speed- UNK/NR Visibility - UNK/NR	ATO /Admonosos				Ident Lth/Wid	- N/A	
Cloud Conditions(1st) - UNK/NR	ATC/Airspace Type of Flight	Dian - NONE				- N/A - N/A	
Cloud Conditions(1st) - UNK/NR	Type of Clearar					- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			na.may	514145	14, 7	
Precipitation - NONE	Type Apolly Endg	110112				•	
Condition of Light - DAYLIGHT							
Personnel Information	_						
Pilot-In-Command	Age - UNK/NR		Certificate			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight 1				AUZ /AUD
COMMERCIAL SE LAND.ME LAND.SE SEA	Current - U Months Since - U		1 - 25 /Model- UNK/N	1D	Last 2 Last 3	A Ars - U	NK/NK Nik/ND
SE LAND, ME LAND, SE SEA	Aircraft Type - I		rument- UNK/N	ID ID	Last 9	O Days- U	NK/NR
	All Clart Type		i-Eng - UNK/N	IR	Last	o bayo o	1417 1418
Instrument Rating(s) - UNK/NR							
Mannata							
-Narrative ER ENGINE OUIT PILOT TRIED TO RETURN <sup>:</sup>	TO ATDRODE BUT CRACUED OFF	ATDDOOT THE A	LIDNI COLLADOTA	IC THE	NOSE GEAD	AND	
AGING THE RIGHT WING. THE FUEL ABOARD							

File No 285	11/06/82	CLARION, PA	A/C Reg.	No. N2649L	Time (Lc1) - 1500 EST
Occurrence #1 Phase of Operation			CAL		
Finding(s)  1. FLUID,FUEL - EXH  2. FUEL SUPPLY -		IN COMMAND		·	
Occurrence #2 Phase of Operation		TOUCHDOWN			
Occurrence #3 Phase of Operation					
Probable Cause	·				

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

is/are finding(s) 1,2

Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft D	amage		Inju	ries	
		SUBSTANTI		Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0 0		0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	0
Accident Occurred During -LANDING							
Aircraft Information		•					
Make/Model - CESSNA 172M			ING 0-320-E2D				
Landing Gear - TRICYCLE-FIXED	Number 6	Engines - 1		Stal	1 Warning	System - Y	ES
Max Gross Wt - 2300			ROCATING-CARBURI	ETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Po	ower - 15	O HP				
Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa	arture Point		OFF AI	RPORT/STRI	P	
Method - IN PERSON	WILLIAM	NSPURI, PA					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - UNK/NR	COLUMBI	JS,OH				•	
Wind Dir/Speed- 020/008 KTS						- N/A	
Visibility - 3.000 SM	ATC/Airspac				Lth/Wid		
Cloud Conditions(1st) - 600 FT OVE					Surface		
Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- UNK/NR		Clearance - I		Runway	Status	- N/A	
	Type Apcr	n/Lndg - N	UNE				
Precipitation - NONE Condition of Light - DUSK							
Personnel Information Pilot-In-Command	Age - 19	Me	dical Certifica <sup>.</sup>	to - VALID	MEDICAL -N	n watveds/	LIMIT
Certificate(s)/Rating(s)	Age - 19 Biennial Flight	t Review		nt Time (H			
COMMERCIAL	Current	- YES				4 Hrs -	4
SE LAND, ME LAND		ce - UNK/NR	Make/Model-	375	Last 3	O Davs- UN	K/NR
	Aircraft Ty	/pe - UNK/NR	Make/Model- Instrument-	118	Last 9	O Days-	<sup>2</sup> 45
	·		Multi-Eng -	711		-	
Instrument Rating(s) - AIRPLANE							
Narrative							
AIRCRAFT DEPARTED THE AIRPORT WITH ICE OF	V THE AIRFRAME. T	THE PILOT ENCOU	NTERED MORE ICIA	NG IN FLIG	HT AND DEC	IDED TO	

E/TOUCHDOWN	IN COMMAND	
TIONS THER - INITIATED - PILOT E/TOUCHDOWN ATED	IN COMMAND	
E/TOUCHDOWN		
ISION WITH OBJECT E/Touchdown		
ISION WITH TERRAIN E/TOUCHDOWN		·
E/TOUCHDOWN		
I E	ISION WITH TERRAIN E/TOUCHDOWN E/TOUCHDOWN	E/TOUCHDOWN

Factor(s) relating to this accident is/are finding(s) 2,3,6,7,8

	R RAMEY, PR	A/C Reg. No.	11446 IL	. <b></b> .	······································	1807 AST	
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
Aircraft Information			)				
Make/Model - CESSNA 172		iodel - CONTINENTA			Installed/#		
Landing Gear - TRICYCLE-FIXED		ines - 1		Stal	l Warning S	System - Y	ES
Max Gross Wt - 2300	Engine_Typ		ING-CARBURET	OR Weath	ner Radar -	· NO	
No. of Seats - 4	Rated Powe	er - 145 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		ure Point		OFF AIR	RPORT/STRIF	)	
Method - IN PERSON	SANTO DON	IINGO,DR	_				
Completeness - UNK/NR	Destination		4	Airport Da	ata		
Basic Weather - VMC	SAN JUAN,	PR		5	* -1 1	41/4	
Wind Dir/Speed- 040/007 KTS	470/41					N/A	
Visibility - 10.0 SM	ATC/Airspace	mbt Diam VED			Lth/Wid - Surface -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE		ght Plan - VFR earance - NONE				N/A	
Obstructions to Vision- NONE	Type of Cie			Kuriway	Status	N/A	
Precipitation - NONE	Type Apclift	ing - None					
Condition of Light - DUSK							
Personnel Information Pilot-In-Command	Age - 22	Madical	Certificate	VALTO	MEDICAL -NO	WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight F			: Time (Ho		WAIVER3/	LIMII
PRIVATE	Current		al -			Hrs -	1
SE LAND	Months Since		e/Model-	20	Last 30	Davs- UN	
SE ENIO	Aircraft Type		trument-	7	Last 90	Days-	4
	All of the type	, <b>C</b> ,					
Instrument Rating(s) - NONE							
Narrative							
RING CROSS-COUNTRY VFR DAY FLIGHT PILOT B	ECAME LOST AND WAS F	ECEIVING RADIO HE	LP IN ORIENT	ATION WHI	EN FUEL WAS	5	
HAUSTED AND AIRCRAFT DITCHED ABOUT 68 NMI						<del>.</del>	
INDUITE HIS AIRCRAFT DITORES ASSOT OF MAIL	HOLLING KAMEL, IN						

File No 287	12/17/82	NEAR RAMEY, PR	A/C Reg. No. N4481L	Time (Lc1) - 1807 AST	
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANICAL			
•	SORIENTED - INADV	ERTENT - PILOT IN COMM K OF TOTAL EXPERIENCE	AND IN TYPE OPERATION - PILOT IN COMM	IAND	
Occurrence #2 Phase of Operation	DITCHING LANDING - FLARE/	TOUCHDOWN			
Probable Cause					

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

File No 2822 7/	13/82 CHARLESTO	ON, SC	A/C Re	g. No. N6234L		Т.	ime (Lc1)	- 0707 ED1	r 
-Basic Information Type Operating Certificate	e-NONE (GENERAL AV	VIATION)	Aircraft	Damage			Inju	ries	
			DESTROY	ED	Fa	atal			None
Type of Operation Flight Conducted Under Accident Occurred During		ADVISORY	Fire NONE	C P	rew ass	0	0	0	0
Aircraft Information									
Make/Model - CESSNA 15	2	Eng Make/N	Model - LYC	DMING 0-235-L2	С	ELT 1	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-	FIXED		gines - 1			Stali	Warning :	System - \	/ES
Max Gross Wt - 1670		Engine Typ		IPROCATING-CAR	BURETOR	Weath	ner Radar	- NO	
No. of Seats - 2		Rated Powe	er -	110 HP 					
-Environment/Operations Info	rmation					_			
Weather Data		Itinerary					Proximity		
	RD OF BRIEFING	Last Depart			,	ON AIRF	PORT		
Method - N/A Completeness - N/A		SAME AS A Destination			Ain	oort Da	2+2		
Basic Weather - VMC		LOCAL					STON EXEC		
Wind Dir/Speed- CALM		LOUAL						- 09	
Visibility - 10.0	SM	ATC/Airspace					Lth/Wid	- 5000/	150
Cloud Conditions(1st) -					(	Runway	Surface	- CONCRETE	Ē
Cloud Conditions(2nd) -					١	Runway	Status	- DRY	
Obstructions to Vision-		Type Apch/L	-ndg -	NONE					
Precipitation - Condition of Light -									
-Personnel Information Pilot-In-Command	<b>A</b> ~~	e - 29		Medical Certif		VAL TO	MEDICAL -NO	D WATVEDS	/1 TMTT
Certificate(s)/Rating(s)		ennial Flight R			light T			J WAIVERS/	LIMII
PRIVATE	D I V	Current		Total				4 Hrs - UN	NK/NR
SE LAND		Months Since	- 5	Make/Mode1					
		Aircraft Type			-	1	Last 9	Days-	115
Instrument Rating(s)	- NONE								
-Narrative						<b></b> ·			
MADE STEEP TURN AFTER TAKEO	FF & STALLED. ACF	T CAME TO REST	ON THE ARP	T ABOUT 1500 F	T FROM	THE PO	INT WHERE	THE	
EOFF RUN WAS INITIATED & ABO									
HIM TO MAKE HIS FIRST TRAFF	IC REPORT AT A SPE	ECIFIED LOCATIO	ON BY 0710.						

File No 28	22 7/13/82 	CHARLESTON, SC	A/C Reg. No. N6234L	Time (Lcl) - 0707 EDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - TAKEOFF - INITIAL				
2. AIRSPEED(VS) -	- IMPROPER USE OF NOT MAINTAINED - PI E OF EQUIPMENT/AIRC	LOT IN COMMAND	RESSURE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI TAKEOFF - INITIAL	•			
Probable Cause					

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

Basic Information Type Operating Cert		NDALE, SC	A/C Reg.	No. N958MC	Т	ime (LCI)	- 1320 EDT	
Type of Operation			Aircraft Da	mage		Inju	ries	
Type of Operation	ON-DEMAND A	IR TAXI	SUBSTANTIA	L	Fatal	Serious	Minor	None
	-NON SCHED, D	OMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Un		•	NONE	Pass	. 0	0	0	1
Accident Occurred D	uring -LANDING							
Aircraft Information-								
Make/Model - BEE		Eng Make/Mo	del - CONTIN	ENTAL 10-520-0		Installed/		
Landing Gear - TRI		Number Engi				1 Warning S		'ES
Max Gross Wt - 5	400	Engine Type	- RECIP	- FUEL INJECTE	D Weat	her Radar ·	- YES	
No. of Seats -	6	Rated Power	- 285	HP				
Environment/Operation	s Information							
Weather Data	_	Itinerary				Proximity		
-	NK/NR	Last Departu			ON AIR	PORT		
	NK/NR	NORTH MYRT	LE BEACH, SC					
Completeness - U		Destination			Airport D			
Basic Weather - V		DESTIN, FL			ALLEND	ALE COUNTY		
Wind Dir/Speed- 1					Runway	Ident ·	- 17	
Visibility -		ATC/Airspace				Lth/Wid		75
Cloud Conditions(	1st) - 3100 FT SCA	TTERED Type of Flig	ht Plan - NO	NE	Runway	Surface ·	- ASPHALT	
Cloud Conditions(	2nd) - 10000 FT 0VE	RCAST Type of Clea		NE	Runway	Status ·	- DRY	
Obstructions to V	ision- NONE	Type Apch/Lr	ndg - NO	NE				
Precipitation	- NONE							
Condition of Ligh	t - DAYLIGHT							
Personnel Information	<b> </b>							
Pilot-In-Command		Age - 33	Med	lical Certifica	te - VALID	MEDICAL-W	AIVERS/LIN	/IT
Certificate(s)/Rat	ing(s)	Biennial Flight Re	view	Flig	ht Time (H	ours)		
COMMERCIAL		Current	- YES .	Total -	2262		4 Hrs -	2
SE LAND, ME LAND	r	Months Since	- 4	Make/Mode1-	175	Last 30	Days- UN	NK/NR
		Aircraft Type	- B-58	Instrument-		Last 90	Days-	11
				Multi-Eng -	1762		-	
	ng(s) - AIRPLANE							
Certificate(s)/Rat COMMERCIAL	,	Biennial Flight Re Current Months Since	eview - YES - 4	Flig Total - Make/Model-	ght Time (H 2262 175 558	ours) Last 24 Last 30	4 Hrs - Days- UN	NK/

10/08/82 File No. - 2849 A/C Reg. No. N958MC Time (Lc1) - 1320 EDT ALLENDALE.SC AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM. BATTERY - INADEQUATE 2. ELECTRICAL SYSTEM, BATTERY - DETERIORATED 3. ELECTRICAL SYSTEM, ALTERNATOR - INOPERATIVE 4. ELECTRICAL SYSTEM - OUTPUT LOW 5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 6. ELECTRICAL SYSTEM - FAILURE, TOTAL 7. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 8. ELECTRICAL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 10. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING (EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND 12. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9,10,11

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

Beele Information	KINGSTON, TN	A/C Reg. No.	N5750V 	Time (	Lc1) -	- 1545 I	EDT 
Basic Information Type Operating Certificate-NOM	NE (GENERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -PE	RSONAL	SUBSTANTIAL Fire	Crew	fatal Ser O	ious 0	Minor	
Flight Conducted Under -14		UNK/NR	Pass	0	0	0	
Accident Occurred During -LAN		OI4N/ I4N			U		· ·
Aircraft Information							
Make/Model - BEECH A23-24		Model - LYCOMING I					ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		Stall War	ning S	System ·	- YES
Max Gross Wt - 2550		e - RECIP - FU	EL INJECTED	Weather R	adar -	- NO	
No. of Seats - 4	Rated Powe	er - 200 HP					
Environment/Operations Informat							
Weather Data	Itinerary		A	rport Proxi	. •	_	
Wx Briefing - NO RECORD OF				OFF AIRPORT	/STRIF	•	
Method - N/A	KINGSTON,						
Completeness - N/A	Destination		A1	port Data			
Basic Weather - VMC	LOCAL			MEADOW LAKE		<u>.</u>	
Wind Dir/Speed- CALM	ATO / A I mama and			Runway Iden		- 04	N1 / A
Visibility - 7.0 SM Cloud Conditions(1st) - NONE				Runway Lth/			
Cloud Conditions(1st) - NONE		lght Plan - NONE earance - NONE		Runway Surf		- GRAVEI - DRY	-
Obstructions to Vision- NONE		ndo - NONE		Runway Stat	us -	- UK1	
Precipitation - NONE		riag - Noine					
Condition of Light - DAYL							
Personnel Information	4.00	44111	0	WALTE MEET	OAL 144	TVEDC /	- MTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 42 Biennial Flight F	Medical Peview	Certificate			41 AFK2\	TIMII
PRIVATE	Bienniai Flight F	eview	al - 42	ime (Hours)		Luna -	UNIV /NID
SE LAND	Months Since			66 L			
SE LAND	Aincraft Type	- 11 mak - A23/24 Ins	tnument-	50 L	asi 30	Days"	16
	All Clait Type	#20/24 IIIS	ci dilleric .	,,,	ast st	Juays	10

5/10/82	KINGSTON, TN	A/C Reg. No. N5750V	Time (Lcl) - 1545 EDT
	CLIMB		
CONTROL - UNDETER	MINED	- <u>`</u>	
	DUCHDOWN		
	DUCHDOWN	•	
	LOSS OF POWER TAKEOFF - INITIAL  CONTROL - UNDETERI  FORCED LANDING LANDING - FLARE/TO	TAKEOFF - INITIAL CLIMB  CONTROL - UNDETERMINED  FORCED LANDING LANDING - FLARE/TOUCHDOWN	LOSS OF POWER TAKEOFF - INITIAL CLIMB  CONTROL - UNDETERMINED  FORCED LANDING LANDING - FLARE/TOUCHDOWN  DITCHING

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is/are finding(s) 1

File No 2840 12/11/82 NASHV	ILLE, TN A/C	Reg. No. N90773	Т	ime (Lc1) -	1130 CS1	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST/ L - DUAL Fire NONE		3 0	0	Minor O O	None 2 0
Aircraft Information Make/Model - ROBINSON R-22 Landing Gear - SKID Max Gross Wt - 1300 No. of Seats - 2	Eng Make/Model - L Number Engines -	COMING 0-320 CIPROCATING-CARBUR	ELT : Stal	Installed/Ac 1 Warning Sy	tivated	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC Wind Dir/Speed- 010/010 KTS Visibility - 7.0 SM Cloud Conditions(1st) - 1300 FT OVER Cloud Conditions(2nd) - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL  ATC/Airspace CAST Type of Flight Plan Type of Clearance	- NONE	OFF AII Airport Di NASHVI Runway Runway Runway	LLE METRO AI	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP.CFI SE LAND, ME LAND HELICOPTER  Instrument Rating(s) - AIRPLANE, HENarrative DURING AN AUTOROTATION AT ABOUT 125 FT AGL TH PRESSURE LIGHT WAS ILLUMINATED & THE ENG HAD	E STUDENT ATTEMPTED TO APPI	Total - Make/Model- Dinstrument- Multi-Eng -  Y POWER FOR A RECO	ght Time (H 3180 430 266 200	ours) Last 24 Last 30 Last 90 Rotorcra	Hrs - Days- UN Days- ft -	0
MANEUVERED TO AVOID POWER LINES & MADE A RUNN THROUGH A FENCE. THE TEMP/DEW POINT WAS 44/39	ING LANDING ON ABOUT A 2-DI	G SLOPE. THE ACFT				

File No 28	40 12/11/82	NASHVILLE, TN	A/C Reg.	No. N90773	Time (Lc1) - 1130 CST	
Occurrence #1 Phase of Operation	LOSS OF POWER(TO	TAL) - NON-MECHANIC	CAL			
3. FUEL SYSTEM, CAR	THER AVOIDANCE ASS BURETOR - ICE	ING CONDITIONS ISTANCE - PERFORMED OF - PILOT IN COMMA	AND(CFI)			
Occurrence #2 Phase of Operation		TOUCHDOWN				
Finding(s) 5. AUTOROTATION -	CONTINUED - PILOT					
Occurrence #3 Phase of Operation	_	ION WITH OBJECT				
Finding(s) 6. OBJECT - FENCE				•		
Probable Cause						
The National Transpois/are finding(s) 3,		rd determines that	the Probable Cause	(s) of this acc	ident	
Factor(s) relating t	o this accident is	/are finding(s) 1,2	2,5,6			

Type of Operation -EXECUTIVE Fire Crew 2 O Accident Occurred During -MANEUVERING	ıries
Accident Occurred During -MANEUVERING  -Aircraft Information Make/Model - PIPER PA-31-350	Minor Non
Accident Occurred During -MANEUVERING  Aircraft Information Make/Model - PIPER PA-31-350	0 0
Aircraft Information Make/Model - PIPER PA-31-350	0 0
Make/Model - PIPER PA-31-350 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 No. of Seats - 8 Rated Power - 350 HP  Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 080/005 KTS Visibility - 1.000 SM Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions to Vision- FOG Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command  Age - 38 Medical Certificate - VALID MEDICAL-NC	
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7000 Engine Type - RECIP - FUEL INJECTED Weather Radar - No. of Seats - 8 Rated Power - 350 HP  Environment/Operations Information Weather Data Itinerary Airport Proximity OFF AIRPORT/STRIF Method - TELEPHONE SAME AS ACC/INC Completeness - FULL Destination Airport Data Basic Weather - IMC Mind Dir/Speed- 080/005 KTS Visibility - 1.000 SM ATC/Airspace Runway Ident Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - RADAR ADVISORIES Runway Status - Obstructions to Vision- FOG Type Apch/Lndg - NONE  Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC (Mount)	
No. of Seats - 8  Rated Power - 350 HP  Environment/Operations Information Weather Data  Wx Briefing - FSS  Last Departure Point  Method - TELEPHONE  Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM  Cloud Conditions(1st) - 400 FT OVERCAST  Cloud Conditions(2nd) - UNK/NR  Destination  ATC/Airspace  Cloud Conditions(2nd) - UNK/NR  Type of Flight Plan - IFR  Runway Surface - RADAR ADVISORIES  Runway Status - Obstructions to Vision- FOG  Precipitation  Personnel Information  Pilot-In-Command  Age - 38  Medical Certificate - VALID MEDICAL-NC	Activated - YES/
No. of Seats - 8  Rated Power - 350 HP  Environment/Operations Information Weather Data  Wx Briefing - FSS  Last Departure Point  SAME AS ACC/INC  Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 080/005 KTS  Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM  Cloud Conditions(ist) - 400 FT OVERCAST  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation - DRIZZLE  Condition of Light - NIGHT (DARK)  Personnel Information  Pilot-In-Command  Age - 38  Rated Power - 350 HP  Airport Proximity  Airport Proximity  OFF AIRPORT/STRIF  Airport Proximity  Airport Proximity  Airport Proximity  OFF AIRPORT/STRIF  Airport Proximity  Airport Proximity  Airport Proximity  Airport Proximity  OFF AIRPORT/STRIF  SAME AS ACC/INC  Destination  Airport Data  SAN ANTONIO INTER  Runway Ident  Runway Lth/Wid - Runway Surface  Runway Surface  - RADAR ADVISORIES  Runway Status  - NONE  Precipitation - DRIZZLE  Condition of Light - NIGHT (DARK)  Personnel Information  Pilot-In-Command  Age - 38  Medical Certificate - VALID MEDICAL-NO	System - YES
Weather Data Weather Data Wethod - TELEPHONE Basic Weather - IMC Wind Dir/Speed- 080/005 KTS Visibility - 1.000 SM Cloud Conditions(1st) - 400 FT OVERCAST Cloud Conditions(2nd) - UNK/NR Obstructions to Vision- FOG Precipitation Personnel Information Pilot-In-Command Pisc Weather Data  Itinerary Airport Proximity OFF AIRPORT/STRIF Airport Data SAME AS ACC/INC Destination MIDLAND,TX SAN ANTONIO INTER Runway Ident Runway Lth/Wide Runway Surface Runway Surface Type of Flight Plan - IFR Runway Surface - RADAR ADVISORIES Runway Status - Type Apch/Lndg NONE Precipitation OBIZZLE Condition of Light - NIGHT (DARK)  Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO	- NO
Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - FULL  Basic Weather - IMC  Visibility - 1.000 SM  Cloud Conditions(1st) - 400 FT OVERCAST  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation  Personnel Information  Pilot-In-Command  Contificate - VALID MEDICAL-NC  Wx Briefing - FSS  Last Departure Point  SAME AS ACC/INC  Destination  Airport Proximity  OFF AIRPORT/STRIF  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT/STRIF  OFF AIRPORT/STRIF  Airport Proximity  OFF AIRPORT	
Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM  Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation  - DRIZZLE  Condition of Light - NIGHT (DARK)  Personnel Information  Pilot-In-Command  Age - 38  Medical Certificate - VALID MEDICAL-NC	
Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 080/005 KTS  Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM  Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation  - DRIZZLE  Condition of Light - NIGHT (DARK)  -Personnel Information  Pilot-In-Command  Age - 38  Medical Certificate - VALID MEDICAL-NC	
Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 080/005 KTS  Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM  Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR  Cloud Conditions(2nd) - UNK/NR  Obstructions to Vision- FOG  Precipitation  - DRIZZLE  Condition of Light - NIGHT (DARK)  Personnel Information  Pilot-In-Command  Age - 38  Medical Certificate - VALID MEDICAL-NC	Ρ .
Basic Weather - IMC MIDLAND,TX SAN ANTONIO INTER Wind Dir/Speed- 080/005 KTS Runway Ident - Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - RADAR ADVISORIES Runway Status - Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO Contificate (s)/Pating(s) Riemain Elight Powdow Flight Time (House)	
Wind Dir/Speed- 080/005 KTS  Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - RADAR ADVISORIES Runway Status - Obstructions to Vision- FOG Type Apch/Lndg - NONE  Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)	DNATIONAL
Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - RADAR ADVISORIES Runway Status - Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO Contificate (S)/Pating(5)	
Cloud Conditions(1st) - 400 FT OVERCAST Type of Flight Plan - IFR Runway Surface - Cloud Conditions(2nd) - UNK/NR Type of Clearance - RADAR ADVISORIES Runway Status - Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO	
Obstructions to Vision- FOG Type Apch/Lndg - NONE  Precipitation - DRIZZLE  Condition of Light - NIGHT (DARK)  -Personnel Information  Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC	
Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - DRIZZLE Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC	
Condition of Light - NIGHT (DARK)  -Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC	
-Personnel Information Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC	
Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NO	
Pilot-In-Command Age - 38 Medical Certificate - VALID MEDICAL-NC Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - UNK/NR Last 24 SE LAND,SE SEA,ME LAND Months Since - 11 Make/Model - UNK/NR Last 30 Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Multi-Eng - UNK/NR Rotorcr	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP,CFI Current - YES Total - UNK/NR Last 24 SE LAND,SE SEA,ME LAND Months Since - 11 Make/Model- UNK/NR Last 30 Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Multi-Eng - UNK/NR Rotorcr	O WAIVERS/LIMIT
SE LAND, SE SEA, ME LAND Months Since - 11 Make/Model - UNK/NR Last 30  Aircraft Type - UNK/NR Instrument - UNK/NR Last 90  Multi-Eng - UNK/NR Rotorcr	4 U.S. UNIX /ND
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90  Multi-Eng - UNK/NR Rotorcr	4 Hrs - UNK/NK
Multi-Eng - UNK/NR Rotorcr	O Days- UNK/NR
	raft - UNK/NR
Instrument Rating(s) - AIRPLANE	
Narrative	
PILOT WAS TRYING TO LAND AFTER BOTH ENGINES FAILED DURING TAKEOFF AFTER THE AIRCRAFT WAS REFUELED WITH JET	FUEL

File No. - 2970 4/18/82 SAN ANTONIO, TX A/C Reg. No. N3580D Time (Lc1) - 2017 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - IMPROPER 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - FBO PERSONNEL IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - COMPANY/OPERATOR MGMT 4. ANNUNCIATOR PANEL LIGHTS - IMPROPER Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 5. LIGHT CONDITION - DARK NIGHT 6. WEATHER CONDITION - LOW CEILING 7. WEATHER CONDITION - FOG 8. OBJECT - TREE(S) 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) 1,2,3,4

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

## Brief of Accident

File No 2972 4/27/82	ROANOKE,TX	A/C Reg. No	. N6502T	Ti	me (Lc1) -	1450 CDT	-
Basic Information Type Operating Certificate-NONE (G	GENERAL AVIATION)	Aircraft Dama; DESTROYED		atal	Injur Serious		None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		Fine NONE	Crew Pass	2	0	0	0
Aircraft Information Make/Model - BEECH B23 Landing Gear - TRICYCLE-FIXED	Number Engi	nes -	0-360-A2C	Stall	nstalled/A Warning S	ystem - Y	
Max Gross Wt - 2450 No. of Seats - 4	Engine Type Rated Power		ATING-CARBURETO	k weatn	er kadar -	NU	
Environment/Operations Information							
Weather Data	Itinerary	no Doint	A		roximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	SAME AS AC			ON AIRP	ואט		
Completeness - N/A	Destination		Aiı	port Da			
Basic Weather - VMC Wind Dir/Speed- 110/009 KTS	LOCAL			AERO VA		17	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		40
Cloud Conditions(1st) - 5000 FT	SCATTERED Type of Flig	ht Plan - NONE		Runway	Surface -	MACADAM	
Cloud Conditions(2nd) - 25000 FT	OVERCAST Type of Clea	rance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Ln	dg - NONE					
Condition of Light - DAYLIGHT	г						
Pilot-In-Command	Age - 24	Medica	1 Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flight 1	Time (Ho	urs)	-•	
COMMERCIAL, CFI	Current	- YES To	otal - 10!	55	Last 24	Hrs -	1
SE LAND, ME LAND		- 17 M:	ake/Model-	3	Last 30	Days-	21
GLIDER	Aircraft Type	- C-172 II	otal - 109 ake/Model- astrument- 1 ulti-Eng - :	『り 35	Rotorcr	Days- aft -	113 2
Instrument Rating(s) - AIRPLA	ANE		J				
Narrative				<b></b>			
	TO TALLEDEE AND OLD			AN 25 1 1 1	UDE OF		
TNESSES REPORTED THAT THE AIRCRAFT APP							
TNESSES REPORTED THAT THE AIRCRAFT APP OUT 100 FT AGL. IT THEN PITCHED UP ABR	RUPTLY TO ABOUT A 70 DEG	NOSE HIGH ATTI	TUDE. AFTER THE	PITCH-U	P, THE		
TNESSES REPORTED THAT THE AIRCRAFT APP	RUPTLY TO ABOUT A 70 DEG AGL, STALLED, ROTATED AB	NOSE HIGH ATTI	TUDE. AFTER THE ING TIP AND ENTI	PITCH-U ERED A S	P, THE PIN. THE	OLS	
TNESSES REPORTED THAT THE AIRCRAFT APP DUT 100 FT AGL. IT THEN PITCHED UP ABP RCRAFT CLIMBED TO ABOUT 175 TO 200 FT ANE ROTATED ABOUT 270 DEG BEFORE CRASH RE FOUND. TWO METALLURGICAL EXAMINATIO	RUPTLY TO ABOUT A 70 DEG AGL, STALLED, ROTATED AB HING. NO PREIMPACT MALFUN DNS OF THE SEAT TRACKS AN	NOSE HIGH ATTI OUT THE LEFT W ICTION OR FAILU ID SEAT LOCKING	TUDE. AFTER THE ING TIP AND ENTI RES OF THE ENGI MECHANISMS WER	PITCH-UERED A S WE OR FL MADE.	P, THE PIN. THE IGHT CONTR REPCRTS	OLS	
TNESSES REPORTED THAT THE AIRCRAFT APP DUT 100 FT AGL. IT THEN PITCHED UP ABP RCRAFT CLIMBED TO ABOUT 175 TO 200 FT ANE ROTATED ABOUT 270 DEG BEFORE CRASH RE FOUND. TWO METALLURGICAL EXAMINATION THESE EXAMINATIONS CONCLUDED THAT THE	RUPTLY TO ABOUT A 70 DEG AGL, STALLED, ROTATED AB HING. NO PREIMPACT MALFUN DNS OF THE SEAT TRACKS AN E LEFT (STUDENT PILOT'S)	NOSE HIGH ATTI OUT THE LEFT W ICTION OR FAILU ID SEAT LOCKING SEAT WAS NOT I	FUDE, AFTER THE ING TIP AND ENTI RES OF THE ENGIN MECHANISMS WERI N A FIXED POSIT	PITCH-UERED A S WE OR FL MADE. TON DURI	P, THE PIN. THE IGHT CONTR REPORTS NG IMPACT.		
TNESSES REPORTED THAT THE AIRCRAFT APP DUT 100 FT AGL. IT THEN PITCHED UP ABP RCRAFT CLIMBED TO ABOUT 175 TO 200 FT ANE ROTATED ABOUT 270 DEG BEFORE CRASH RE FOUND. TWO METALLURGICAL EXAMINATIO	RUPTLY TO ABOUT A 70 DEG AGL, STALLED, ROTATED AB HING. NO PREIMPACT MALFUN DNS OF THE SEAT TRACKS AN E LEFT (STUDENT PILOT'S) TO AN EXTREME AFT POSITI	NOSE HIGH ATTI OUT THE LEFT W ICTION OR FAILU ID SEAT LOCKING SEAT WAS NOT I	FUDE, AFTER THE ING TIP AND ENTI RES OF THE ENGIN MECHANISMS WERI N A FIXED POSIT	PITCH-UERED A S WE OR FL MADE. TON DURI	P, THE PIN. THE IGHT CONTR REPORTS NG IMPACT.		

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File No. - 2972 4/27/82 ROANOKE, TX A/C Reg. No. N6502T Time (Lcl) - 1450 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUSELAGE, SEAT - NOT ENGAGED 2. AIRCRAFT PREFLIGHT - IMPROPER - DUAL STUDENT IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. PULL-UP - INADVERTENT - DUAL STUDENT 5. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT 6. AIRPLANE HANDLING - NOT POSSIBLE - PILOT IN COMMAND(CFI) 7. STALL/SPIN - UNCONTROLLED -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.4.5.7

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

File No 2939 4/29/82 PORTLA	AND,TX A/C R	eg. No. N133TS	T 	ime (Lc1) -	1258 CD	T 
Basic Information Type Operating Certificate-NONE (GENERAL	DESTRO	•	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire ON GRO	UND Pas:		0	0	0
Aircraft Information Make/Model - SMITH AEROSTAR 600 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5500 No. of Seats - 6	Eng Make/Model - LY Number Engines - 2 Engine Type - RE Rated Power -		Stal ED Weat	Installed/Ad 1 Warning S her Radar -	/stem - ' NO	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/018 KTS Visibility - 15.0 SM Cloud Conditions(1st) - 3400 FT SCATT Cloud Conditions(2nd) - 25000 FT OVERO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CAST Type of Clearance	- IFR	Airport ON AIR Airport D HUNT Runway Runway Runway Runway	Proximity PORT	14 2700/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER	Age - 39 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (H 5500 18 1000	ours)	Hrs - Days- UI Days-	1 NK/NR 26
Instrument Rating(s) - AIRPLANE,HE	_ICOPTER					
Narrative HILE DESCENDING NEAR THE DESTINATION, THE LEFE ERE UNSUCCESSFUL. HE FEATHERED AND SECURED THE VISUAL APPROACH WAS MADE TO THE HUNT AIRPORT MAINTAINING AIRSPEED EVEN WITH THE GEAR DOWN MAINTAINING AIRSPEED THAT AS SOON AS HE PUT THAT THE AIRCRAFT TO TAKE ANY ACTION TO PREVENT THE AIRCRAFT THE TO TAKE ANY ACTION TO PREVENT THE AIRCRAFT THE THE END OF THE RUNWAY AND A NEARBY SHOUT ESCAPED WITH ONLY MINOR INJURIES. THE FOUND. REPORTEDLY, THE PLANE HAD NOT BEEN FLOW	HE LEFT ENGINE AND REQUESTE  AT PORTLAND, TX. THE PILO WN UNTIL HE WAS ON FINAL AP THE FLAP HANDLE DOWN, HE RE FT FROM LANDING SHORT. THE DRELINE, TRAVELED UP THE EN IRE DAMAGED LEFT ENGINE WAS	D RADAR VECTORS TO TENT STATED THAT HE VERNEY PROACH. ON SHORT IN ALIZED HE MADE A IN AIRCRAFT TOUCHED IN BANKMENT AND ONTO DISASSEMBLED, BU	D THE NEARE WAS HAVING FINAL, HE E MISTAKE, BU DOWN ON RIS THE RUNWAY I NO PREIMP	ST AIRPORT. NO DIFFICUL XTENDED T IT WAS TO ING TERRAIN , THEN BURN	O ED. THE	

4/29/82 PORTLAND.TX A/C Reg. No. N133TS Time (Lc1) - 1258 CDT File No. - 2939 Occurrence #1 LOSS OF POWER Phase of Operation DESCENT - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 2. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 7. TERRAIN CONDITION - RISING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.5.6

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Factor(s) relating to this accident is/are finding(s) 4.7

Andrew Community (1997年) (1997年) (1997年) 1987年 - January Community (1997年) (

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO		Fatal			None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	3	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28-161	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning S	ystem - Y	'ES
Max Gross Wt - 2325 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBUR 160 HP	ETOR Weat	her Radar -	NO	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point LUBBOCK.TX		UFF AI	RPORT/STRIP		
Completeness - PARTIAL, LMTD BY FCSTR			Airport D	a+a		
Basic Weather - VMC	DUNCAN, OK			K INTL.		
Wind Dir/Speed- 200/016 KTS	bollonit, oil				26	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	8001/	150
Cloud Conditions(1st) - UNK/NR	Type of Flight Plan	- VFR	Runway	Surface -	CONCRETE	
Cloud Conditions(2nd) - UNK/NR	Type of Clearance		Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE				
Precipitation - RAIN						
Condition of Light - NIGHT (DARK)						
Personnel Information Pilot-In-Command	Age - 28	Medical Certifica	+0 - VALTE	MEDICAL -NO	WATVEDS	'I TMTT
Certificate(s)/Rating(s)	Riennial Flight Peview	Flia	ht Time (F		MAIAFKSA	CIMII
PRIVATE	Current - YES	Flig Total -		Last 24	Hrs -	3
SE LAND	Months Since - 21	Make/Model-				3
	Aircraft Type - C-152	Instrument-	2	Last 90	Days-	13
Instrument Rating(s) - NONE						
Namakina	•					
Narrative E-AIRCRAFT CRASHED WHILE THE PILOT WAS TRYI	NO TO DETUDN TO THE DEPARTU	DE ATDONDT AETER A	NICHT TAL	EDEE MADOT	NAI VED	
NDITIONS WERE FORECAST WITH THUNDERSTORMS P						
PROGRESS. HIS COURSE TO THE AIRPORT WAS CO						
RCRAFT ON ONE PREVIOUS OCCASION. HE WAS NOT						

5/12/82 Time (Lc1) - 0507 CDT File No. - 2940 LORENZO, TX A/C Reg. No. N9697C Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - HAIL 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 7. AIRPLANE HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 6,7,8

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

Type Operating Certificate	e-NONE (GENERAL A	VIATION) Aircraft	Damage		Injur	ies	
		DESTROY		Fatai		Minor	None
Type of Operation	-FERRY	Fire	Cre		0	0	0
Flight Conducted Under Accident Occurred During	-14 CFR 91 -LANDING	NONE	Pas	3S 1	0	0	0
Aircraft Information							
Make/Model - BELL 206B		Eng Make/Mode1 - ALL	ISON 250-C20		Installed/A		
Landing Gear - SKID		Number Engines - 1			1 Warning S		כ
Max Gross Wt - 3200			BOSHAFT	Weat	her Radar -	NO	
No. of Seats - 5		Rated Power -	317 HP 				
Environment/Operations Infor	rmation	***		<b>A I A</b>	D 1 1.4		
Weather Data	00 OF BDIFFING	Itinerary			Proximity		
Wx Briefing - NO RECOMMethod - N/A	RD OF BRIEFING	Last Departure Point		UFF AI	RPORT/STRIP		
Completeness - N/A		HUNTSVILLE,TX Destination		Airport D	a+a		
Basic Weather - VMC		GAINESVILLE, TX		ATTPOTE	аца		
Wind Dir/Speed- 340/016	KTS	GATHESVILLE, IX		Runway	Ident -	N/A	
Visibility - 20.0		ATC/Airspace			Lth/Wid -	•	
		ED Type of Flight Plan -	NONE		Surface -		
		ED Type of Clearance -			Status -		
Obstructions to Vision-			NONE		•		
Precipitation -		,, , , , <u>,</u>					
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command			Medical Certific			WAIVERS/	_IMIT
Certificate(s)/Rating(s)		ennial Flight Review		ight Time (H	•		
PRIVATE, COMMERCIAL, CF	Ĺ	Current - YES	Total -	UNK/NR	Last 24	Hrs - UN	K/NR
		Months Since - UNK/NR	Make/Model-	UNK/NR	Last 30	Days- UN	C/NR
SE LAND		Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	UNK/NR	Last 90	Days- UNI	C/NR
SE LAND HELICOPTER			Multi-Eng -	UNK/NR	KOTORCE	art - UN	K/NK
			March Eng	O ,			
	- NONE		March Eng				
HELICOPTER  Instrument Rating(s)  Narrative							
HELICOPTER  Instrument Rating(s)  Narrative IESSES OBSERVED THE HELICOPTE	ER FLYING NORTHBO		LEL AND JUST EA	ST OF A NORT	 H-SOUTH		
HELICOPTER  Instrument Rating(s)  Narrative IESSES OBSERVED THE HELICOPTE IWAY. REPORTEDLY, IT ENTER AR	ER FLYING NORTHBO N AUTOROTATIVE LA	NDING APPROACH, CROSSED O	LEL AND JUST EA	ST OF A NORT	 H-SOUTH D IN AN		
HELICOPTER  Instrument Rating(s)  Narrative IESSES OBSERVED THE HELICOPTE WAY. REPORTEDLY, IT ENTER AN	ER FLYING NORTHBO N AUTOROTATIVE LA G AFTER CLEARING	NDING APPROACH, CROSSED O'POWER LINES, THEN BURNED.	LEL AND JUST EA: VER THE HIGHWAY WITNESSES REPO	ST OF A NORT AND IMPACTE RTED THAT TH	H-SOUTH D IN AN E HELICOPTE		
HELICOPTER  Instrument Rating(s)  Narrative IESSES OBSERVED THE HELICOPTE WAY. REPORTEDLY, IT ENTER AND INCOME. IFIELD ON A WESTERLY HEADING DESCENDING IN ABOUT A 45 DEC	ER FLYING NORTHBO N AUTOROTATIVE LA G AFTER CLEARING G WHEN IT WENT OU	NDING APPROACH, CROSSED O' POWER LINES, THEN BURNED. T OF SIGHT BEHIND TREES.	LEL AND JUST EAS VER THE HIGHWAY WITNESSES REPOI AN INVESTIGATION	ST OF A NORT AND IMPACTE RTED THAT TH N REVEALED T	H-SOUTH D IN AN E HELICOPTE HAT IT IMPA	CTED	
HELICOPTER  Instrument Rating(s)  Narrative ESSES OBSERVED THE HELICOPTE WAY. REPORTEDLY, IT ENTER AN I FIELD ON A WESTERLY HEADING DESCENDING IN ABOUT A 45 DEG	ER FLYING NORTHBO N AUTOROTATIVE LA G AFTER CLEARING G WHEN IT WENT OU OVING TO THE LEFT	NDING APPROACH, CROSSED O' POWER LINES, THEN BURNED. T OF SIGHT BEHIND TREES. THE WIND WAS FROM 340 D	LEL AND JUST EA: VER THE HIGHWAY WITNESSES REPOI AN INVESTIGATION EG AT 16 KTS. A	ST OF A NORT AND IMPACTE RTED THAT TH N REVEALED T FTER IMPACT	H-SOUTH D IN AN E HELICOPTE HAT IT IMPA THE HELICOP	CTED TER	
HELICOPTER  Instrument Rating(s)  Narrative IESSES OBSERVED THE HELICOPTE WAY. REPORTEDLY, IT ENTER AND INCOME. IFIELD ON A WESTERLY HEADING DESCENDING IN ABOUT A 45 DEC	ER FLYING NORTHBO N AUTOROTATIVE LA G AFTER CLEARING G WHEN IT WENT OU OVING TO THE LEFT WAS FOUND OVER A	NDING APPROACH, CROSSED O'POWER LINES, THEN BURNED. T OF SIGHT BEHIND TREES. THE WIND WAS FROM 340 D DISTANCE OF 108 FT. DURI	LEL AND JUST EA: VER THE HIGHWAY WITNESSES REPOI AN INVESTIGATION EG AT 16 KTS. AN NG AN ENGINE TE	ST OF A NORT AND IMPACTE RTED THAT TH N REVEALED T FTER IMPACT ARDOWN, DAMA	H-SOUTH D IN AN E HELICOPTE HAT IT IMPA THE HELICOP GE WAS NOTE	CTED TER D THAT	

File No 29	41 5/31/82 	FAIRFIELD.TX	A/C Reg. No. N1482W	Time (Lc1) - 1630 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. OPERATION WITH 2. UNDETERMINED			ENTIONAL - PILOT IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 3. AUTOROTATION -	PERFORMED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI 5. MANEUVER - PE 6. ROTOR RPM - NOT	RFORMED - PILOT IN MAINTAINED - PILO	COMMAND T IN COMMAND		
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	nt

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

Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	IATION) Aircraft Damage			Injuries			
-		SUBSTANTIA	L	Fatal	Serious	Minor	None	
Type of Operation -TEST		Fire	Crew	_	0	0	2	
Flight Conducted Under -14 CFR		NONĒ	Pass	0	0	0	0	
Accident Occurred During -LANDIN	G 							
Aircraft Information								
Make/Model - PIPER PA-28-236	Eng Make,	'Model - LYCOMI	NG 0-540-J3A5D	ELT	Installed/#	Activated	- UNK/N	
Landing Gear - TRICYCLE-FIXED		ngines - 1			1 Warning S		YES	
Max Gross Wt - 2900		pe - RECIPRO		ETOR Weat	her Radar -	- NO		
No. of Seats - 4	Rated Pov	ver - 235	HP					
Environment/Operations Information-								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BR		ture Point		OFF AI	RPORT/STRIF	•		
Method - N/A	SAME AS							
Completeness - N/A	Destination	1		Airport D				
Basic Weather - VMC	LOCAL				M FIELD			
Wind Dir/Speed- 180/010 KTS	.=0 (					- 17		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -			
Cloud Conditions(1st) - 4000 F Cloud Conditions(2nd) - 15000 F		light Plan - NO Learance - NO				- MACADAN - Dry		
Obstructions to Vision- NONE	Type Apch			Runway	Status -	DKT		
Precipitation - NONE	Type Apcily	ring - 1401	MC					
Condition of Light - DAYLIGH	т							
	·							
Personnel Information Pilot-In-Command	Age - 53	Mod	ical Certifica	+0 - VALTD	MEDICAL -NO	NATVEDS	/I TMTT	
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H		, MWIACK?	)/ LIMII I	
COMMERCIAL	Current	- YES	Total -			4 Hrs - L	INK /NR	
SE LAND			Make/Model-		Last 30			
	Aircraft Tvr	e - 18 oe - UNK/NR	Instrument-	32	Last 90	Davs- U	NK/NR	
		, , , , , , , , , , , , , , , , , , ,	Multi-Eng -			, , , , ,		
Instrument Rating(s) - NONE								
Varrative								
AIRCRAFT CRASHED INTO TREES AFTER E	NOTHE PATILIPE DURING TA	NEGEE A FUEL	I THE WAS I SAVE	NO THE EN	ICTNE HAD BE	EN		

File No 29	83 6/24/82	FORT WORTH,TX	A/C Reg. No. N2114D	Time (Lc1) - 1615 CDT
Occurrence #1 Phase of Operation			MALFUNCTION	
Finding(s) 1. FUEL SYSTEM,LIN 2. MAINTENANCE,I		AFT - INADEQUATE - OT	HER MAINTENANCE PSNL	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	rouchdown		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that th	ne Probable Cause(s) of this accid	ent
Factor(s) relating to	o this accident is,	/are finding(s) 3		

File No 2985 7/04/82	MEXIA,TX	A/C Reg. No	N5762N	T	ime (Lc1) -	1700 CDT	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama	ne		Injur	ies	
, , , , , , , , , , , , , , , , , , ,		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AIR SHO	W/RACING	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							_
Make/Model - GREAT LAKES 2T-1A-		Model - LYCOMING	AEI0-360-BLG6		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXE		igines - 1			l Warning S		)
Max Gross Wt - 1580	Engine Ty		UEL INJECTED	Weat	ner Radar -	NO	
No. of Seats - 2	Rated Pov	rer - 180 H	) 				
Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - NO RECORD OF BRI	•	ture Point		ON AIR	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination	ì	Ai	rport Da			
Basic Weather - VMC	LOCAL				DNE COUNTY		
Wind Dir/Speed- UNK/NR	4					N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 5000 FT					Surface -	DRY	
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of Ci	earance - NONE	AL STRAIGHT-IN	Runway	Status -	URT	
Precipitation - NONE	Type Apchy	Lnag - V150/	AL SIKAIGHI-IN				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - UNK/NR	Manad Jan.	al Certificate	- LINIZ /NI			
Certificate(s)/Rating(s)	Biennial Flight			Time (He			
UNK/NR	Current		otal - UNK/			Hrs - UNK	/NP
OIAK/ IAK	Months Since		ake/Model- UNK/			Days- UN	
	Aircraft Typ		nstrument- UNK/			Days- UNF	
	All Clair Typ		ilti-Eng - UNK/			aft - UNF	
			#1 C1 E.i.g 0.ii.	••••		a	,,
Instrument Rating(s) - UNK/NR							
Narrative							
E AIRCRAFT NOSED OVER DURING A LANDING IT.	ON THE TAXIWAY. THE F	ILOT SAID HE LAN	DED ON THE TAXI	WAY BEC	AUSE HIS EN	GINE	

File No 29	85 7/04/82 MEXIA,TX	A/C Reg. No. N5762N	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation			
Finding(s) 2. BRAKES(NORMAL)	- EXCESSIVE - PILOT IN COMMAND		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accide	ent

Type Operating Certificate-NONE (GENERAL AT Type Operating Certificate-NONE (GENERAL AT Type of Operation -CROP CONTROL REFlight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	ELATED FLIGHT  Eng Make/M Number Eng	SUBSTANT Fire NONE  odel - CONT ines - 1 3 3	INENTAL IO- P - FUEL IN BOO HP	Crew Pass  -520-D NJECTED	Stal Weat		O O Activated System - - NO	
Type of Operation -CROP CONTROL REFlight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	ELATED FLIGHT  Eng Make/M Number Eng Engine Typ Rated Powe  Itinerary Last Depart SAME AS A	SUBSTANT Fire NONE  odel - CONT ines - 1 3 3	INENTAL IO-	Crew Pass  -520-D NJECTED	O O ELT Stall Weat	O O Installed/ Warning her Radar	O O Activated System - - NO	1 0 
Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/M Number Eng Engine Typ Rated Powe Itinerary Last Depart SAME AS A	NONE  Dodel - CONT ines - 1 - RECI 3	P - FUEL IN	Pass 	ELT Stal Weat	O Installed, Warning her Radar Proximity	O Activated System - - NO	0  d - UNK/N
Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Number Eng Engine Typ Rated Powe 	ines - 1 - RECI - 3	P - FUEL IN	NJECTED	Stal Weat	<pre>1 Warning her Radar Proximity</pre>	System - - NO	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Number Eng Engine Typ Rated Powe 	ines - 1 - RECI - 3	P - FUEL IN	NJECTED	Stal Weat	<pre>1 Warning her Radar Proximity</pre>	System - - NO	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAME AS A			Α				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAME AS A			A			(P	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart SAME AS A						P	
Completeness - N/A	Destination	·						
				Αi	rport D	ata		
Basic Weather - VMC	LOCAL				_			
Wind Dir/Speed- UNK/NR	.== /					Ident	- N/A	
Visibility - UNK/NR Cloud Conditions(1st) - UNK/NR	ATC/Airspace Type of Fli	what Dlan	NONE			Lth/Wid Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Cle					Status		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/L				Karmay	Jeacas	Ν, Α	
-Personnel Information								
	ge - UNK/NR		fedical Ceri					
	iennial Flight R	eview			Time (H			10.114 /0.15
UNK/NR	Current Months Since	- UNK/NR	Total	- UNK/	NR ND	Last 2	24 Hrs - l	JNK/NR
	Aircraft Type		Instrume	ent- UNK/	'NR	Last 3 Last 9 Rotoro	90 Days- l	JNK/NR
			Multi-Er	ng - UNK/	'NR	Rotoro	craft - l	JNK/NR
Instrument Rating(s) - UNK/NR								
PILOT STARTED TO TAKEOFF WITH A 145 GAL SPRA	AY LOAD, REPORTE	DIY. THE MA	IN GEAR DU	S INTO TH	IE SURFA	CE OF A		
DWED FIELD DURING THE TAKEOFF ROLL AND COLLAPS		, WA	III GEAR DO	_ 1		- <b></b>		

File No. - 2984 7/22/82 TEXLINE,TX A/C Reg. No. N53309 Time (Lc1) - 2030 CDT Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SOFT 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Basic Information				•	•. •		
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D SUBSTANTI		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire					1
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	Ō	2
Accident Occurred During -LANDING							
Aircraft Information		,					
Make/Model - CESSNA 172	Eng Make/I	Model - LYCOM	IING 0-320-D2J	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		Stal	1 Warning	Syst <b>em -</b>	YES
Max Gross Wt - 2150			ROCATING-CARBU	RETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power	er - 16	O HP				
Environment/Operations Information							
Weather Data	Itinerary	5'- t t			Proximity	•	
Wx Briefing - NO RECORD OF BRIEFI Method - N/A	NG Last Depar			ON AIR	PURI		
Completeness - N/A	Destination			Airport D	2+2		
Basic Weather - VMC	LOCAL			HARBIC			
Wind Dir/Speed- 360/005 KTS	LOCAL				Ident	- 27	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		UNK/NR
Cloud Conditions(1st) - 5000 FT BF	OKEN Type of F1	ight Plan - N	IONE	Runway	Surface		
Cloud Conditions(2nd) - NONE		earance - N			Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - V	ISUAL FULL CIRC	CUIT		SOFT	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43 Biennial Flight (	Me	edical Certifica			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight (	Review	Filig	ght Time (F			
PRIVATE	Current Months Since	- YES	Total -	116	Last 2	4 Hrs -	1
SE LAND	Months Since	- 8	Make/Model- Instrument-	84	Last 3	O Days- U	NK/NR
	Aircraft Type	e - C-172	Instrument-	3	Last 9	O Days-	12
Instrument Rating(s) - NONE							
Managatina							
-Narrative			THE ACFT FLIP				

File No. - 2841 12/12/82 KATY, TX A/C Reg. No. N54667 Time (Lc1) - 1730 CST ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. TERRAIN CONDITION - SOFT 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3

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

Basic Information		•	T 4		
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft DESTROYE	Damage D		uries Minor	None
Type of Operation -PERSONAL	Fire	Crew	1 0		0
Flight Conducted Under -14 CFR 91	NONE		0 0		ŏ
Accident Occurred During -UNKNOWN	HONE	7 233	o o	Ū	
Aircraft Information					
Make/Model - GRUMMAN AA-1	Eng Make/Mode1 - LYCO	MING 0-235-C2C	ELT Installed		
Landing Gear - TRICYCLE-FIXED			Stall Warning	System -	UNK/NR
Max Gross Wt - 1500	Engine Type - RECI	PROCATING-CARBURETOR	Weather Radar	- NO	
No. of Seats - 2	Rated Power - 1	15 HP			
Environment/Operations Information					
Weather Data	Itinerary	Ai	rport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STR	IP	
Method ~ N/A	WOTHAMPTON BEACH, NY				
Completeness - N/A	Destination	Air	port Data		
Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR	UNK/NR			/	
Wind Dir/Speed- UNK/NR	.=- /		Runway Ident		
Visibility - UNK/NR	ATC/Airspace		Runway Lth/Wid		
Cloud Conditions(ist) - UNK/NR	Type of Flight Plan -	UNK/NK	Runway Surface		
Cloud Conditions(2nd) - UNK/NR	Type of Clearance -	UNK/NK	Runway Status	- UNK/NK	
Obstructions to Vision- UNK/NR	Type Apch/Lndg -	UNK/NK			
Precipitation - NONE Condition of Light - DAYLIGHT					
Condition of Light - DAYLIGHT					
Personnel Information	A		VALID MEDICAL	NO WATVER	C / L TMTT
Pilot-In-Command		edical Certificate -		NU WAIVER	2\ FTMT!
Certificate(s)/Rating(s)	Bienniai Filght Review	Flight T	ime (Hours)	0.4 Una - I	IAIL /AID
PRIVATE	Current - YES	Molio (Model 1 HMV /N	D Last	24 Mrs - (	JNK/NK
SE LAND	MORTHS SINCE - IT	Make/Model - UNK/N	IR Last	30 Days- (	JNK/NK
	Current - YES  Months Since - 11  Aircraft Type - UNK/NR	Instrument- UNK/N	IR Last ID Poton	onaft - I	INK/ND
		Marti-Eng - ONK/N	ik KUTUI	Crait " (	SINKY INK
Instrument Rating(s) - NONE					
···Narrative					
NON-INSTRUMENT RATED PILOT CALLED GROUND C AND AN IFR CLEARANCE WAS NEEDED. THE PILOT ARANCE. HE HAD TROUBLE COPYING HIS CLEARANC CLEARED FOR TAKEOFF ON RUNWAY 24, LEFT TUR	FILED AN IFR FLIGHT PLAN AN E AND READ IT BACK 4 OR 5 TI	D ABOUT 15 MIN LATER MES BEFORE GETTING I	CALLED FOR HIS T CORRECT. THE	PILOT	
TROL AFTER TAKEOFF. THE PILOT ACKNOWLEDGED FOR THE SEVEN LIMA, IF THAT AIRCRAFT.	THE INSTRUCTIONS AND CONTACT	ED DEPARTURE CONTROL	. DEPARTURE CON	TROL	

File No. - 2986

7/12/82

MISSING AIRCRAFT, UN

A/C Reg. No. N5637L

Time (Lc?) - UNK/NR

Occurrence
Phase of Operation

GEAR COLLAPSED LANDING - ROLL

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED DUAL STUDENT
- 2. SUPERVISION IMPROPER PILOT IN COMMAND(CFI)
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SOFT
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WET
- 5. 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;

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

Probable Cause charged. Ile AAB 87/02 p. 4-5

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<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENER</li> </ul>	AL AVIATION)	Aircraft Dar	ane		Injuri	ies	
Type operating our trivage none (denti	AL AVIATION,	DESTROYED	lage	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN		NONE	Pass	1	0	0	0
-Aircraft Information							
Make/Model - BEECH 65-B80			IG IGSO-540		installed/Ad		
Landing Gear - TRICYCLE-RETRACTABLE		,	FUEL THUESTED	Stall	Warning Sy	/stem - Y	ES
Max Gross Wt - 8800 No. of Seats - 8		er - RECIP	FUEL INJECTED	Weati	ner Radar -	NU	
	Nated Fowe		·				
-Environment/Operations Information	*******			<b>4</b> 4			
Weather Data . Wx Briefing - FSS	Itinerary	0-1-1		Airport F			
Wx Briefing - FSS Method - TELEPHONE	Last Depart FT. LAUDE			OFF ATE	RPORT/STRIP		
Completeness - FULL	Destination	•		Airport Da	1+2		
Basic Weather - UNK/NR		ISLAND, BH	~	tii poi t be	ita		
Wind Dir/Speed- UNK/NR		. 102410,011		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/W1d -		
Cloud Conditions(1st) - UNK/NR		ght Plan - IF	ł		Surface -		
Cloud Conditions(2nd) - UNK/NR		arance - NO			Status -		
Obstructions to Vision- UNK/NR	Type Apch/L	.ndg - NOI	IE .	•			
Precipitation - UNK/NR		•					
Condition of Light - UNK/NR							
-Personnel Information							
Pilot-In-Command	Age - 31 Biennial Flight R	Med	cal Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	Review	Flight	: Time (Ho	ours)		
COMMERCIAL	Current	- UNK/NR	Total - 1	1395	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model - UNK	(/NR	Last 30	Days- UN	K/NR
	Aircraft Type	e - UNK/NR	Total - 1 Make/Model- UNK Instrument- UNK Multi-Eng - UNK	NR	Last 90	Days- UN	K/NR
			Multi-Eng - UNK	(/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE							
FLT DEPARTED FT. LAUDERDALE AT 1626, & A	T 1654 IN THE VICIN	ITY OF BIMINI	WAS ADVISED TO	CONTACT	ASSAU RADIO	).	
FLT FAILED TO CONTACT NASSAU & THERE WER							
JLTS. IMC PREVAILED ON THE PROPOSED ROUTE							
MI, FL & BIMINI. SIGMET 7 ISSUED AT 1455							

File No. - 2874 11/05/82 MISSING AIRCRAFT,UN A/C Reg. No. N1HQ Time (Lc1) - 1654 EST

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED
2. WEATHER CONDITION - THUNDERSTORM
-----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 2944 7/	28/82 MILCR	EEK CANYON,UT	A/C Reg.	No. N104P		Time (Lc1) -	1550 MDI	
-Basic Information Type Operating Certificat	e-NONE (GENERA	L AVIATION)	Aircraft D			Injuri		
Type of Operation	-PERSONAL		DESTROYED Fire	) Cr:	Fatal	Serious O	Minor O	None 0
Flight Conducted Under			NONE			Ö	Ö	0
Accident Occurred During			,	. 2.		· ·	•	·
-Aircraft Information								
Make/Model - VARIEZE		Eng Make/	Model - CONTI	NENTAL 0-200	ELT			
Landing Gear - UNK/NR		Number En	gines - 1		Sta	11 Warning Sy		0
Max Gross Wt - 900				ROCATING-CARB	JRETOR Wea	ther Radar -	NO	
No. of Seats - 2		Rated Pow	er - 10	O HP				
-Environment/Operations Info	rmation	********			A 1	8		
Weather Data		Itinerary	A Do !!			Proximity		
Wx Briefing - FSS Method - IN PERS		•	ture Point		UFF A	IRPORT/STRIP		
	UN	SALT LAK	•		44	Data		
Completeness - FULL Basic Weather - IMC		Destination OSHKOSH,			Airport	Data		
		USHKUSH,	MI		Dunwa	y Ident -	N/A	
Wind Dir/Speed- UNK/NR Visibility - UNK/NR		ATC/Airspace	•			y Lth/Wid -		
Cloud Conditions(1st) -				IONE		y Surface -		
Cloud Conditions(2nd) -							N/A	
Obstructions to Vision-		Type Or Ci	Lndg - N	IONE	Kariwa	y Status	.,, -	
	RAIN SHOWER	Type Apolly	Liney it	.0,,,,				
Condition of Light -								
Pilot-In-Command		Age - 57	Me	dical Certific	cate - VALI	D MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight	Review		ight Time (			
PRIVATE		Current		Total -	10000	Last 24	Hrs - UN	K/NR
SE LAND			· - UNK/NR	Make/Mode1-	200	Last 30	Days- UN	K/NR
		Aircraft Typ	e - UNK/NR	Instrument-	UNK/NR	Last 30 Last 90 Rotorcra	Days- UN	K/NR
				Multi-Eng -	UNK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s)	- NONE							
-Nonnotivo								
-Narrative AIRCRAFT CRASHED INTO TREES	TN A CANVON A	T AN ELEVATION OF	9300 McI TH	IE MEVIHED MVC	PEPOPTED A	S MARGINAL VE	R NO	
MAINTEN TO TO THE TOTAL TO THE TOTAL TO THE TOTAL TOTAL TO THE TOTAL TOT								
SHT PLAN WAS FILED. VER FLIG								
GHT PLAN WAS FILED. VFR FLIG EL OF 91 MG%: HOWEVER. THE M	EDICAL EXAMINE	K FOUND FAIDENCE	THAT THE ALCU				306	
GHT PLAN WAS FILED. VFR FLIG EL OF 91 MG%; HOWEVER, THE M REFACTION.	EDICAL EXAMINE	R FOUND EVIDENCE	THAT THE ALCU	MICE WAS PRODU	JED 51 1051	MORTEM, 1150	JOE	

File No 29	44 7/28/82 MILCREEK CANYON,UT	A/C Reg. No. N104P	Time (Lcl) - 1550 MDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE		
2. TERRAIN CONDITIONS: WEATHER CONDITIONS			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT MANEUVERING		
Finding(s) 5. OBJECT - TREE(S	) 		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpoi is/are finding(s) 4	rtation Safety Board determines that the P	robable Cause(s) of this accide	ent

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Inj	uries	
		SUBSTANTI	AL	Fata1			None
Type of Operation -PERSONAL		Fire	Crew	0			1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	3
Accident occurred buring -LANDING							
-Aircraft Information							
Make/Mode1 - BEECH V35B			NENTAL 10-520-B			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number E	ngines - 1		Sta1		System - Y	ES
Max Gross Wt - 3400	Engine_T	ype - RECIP	- FUEL INJECTE	D Weat	her Radar	- NO	
No. of Seats - 5	Rated Po	wer - 28	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STR	ΙP	
Method - N/A		KE CITY,UT					
Completeness - N/A	Destination	n		Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- CALM	470/44=====	_				- UNK/NR	
Visibility - 40.0 SM Cloud Conditions(1st) - NONE	ATC/Airspace	e light Plan - N	ONE		Lth/Wid	- UNK/NK - ASPHALT	
Cloud Conditions(2nd) - NONE		learance - N				- DRY	
Obstructions to Vision- NONE		Lndg - N		Kuliway	3 ta tus	- DK1	
Precipitation - NONE	Type Apon	g	5.12				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 23	Me	dical Certifica	te - VALID	MEDICAL-	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligi	ht Time (H	ours)		
COMMERCIAL, CFI	Current	- YES	Total -		Last :		0
SE LAND, SE SEA, ME LAND	Months Since	e - 5	Make/Model-	13	Last :	30 Days-	0
	Aircraft Ty	oe - UNK/NR	Instrument-	85	Last 9	90 Days-	80
			Multi-Eng -	11			
Instrument Rating(s) - AIRPLANE							
Namatica							
-Narrative	UDE 0 4 DDOD 500	or a proince t	D MAKE 4 DDF0411	TTONADY : 4	NDTNO OT		
PLT STATED HE NOTICED A DROP IN OIL PRESS ING THE LANDING THE ACFT STRUCK SEVERAL SI							

File No. - 2825 12/29/82 KAMIS, UT A/C Reg. No. N3803M Time (Lc1) - 1710 MST

Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN

IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

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 2978 1/03/82	ASHLAND, VA	A/C Reg. No.	N2620L	Time (Lc1	) - 1704 EST	-
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damaç DESTROYED	ge Fa	In tal Seriou	juries s Minor	None
Type of Operation -BUSINI Flight Conducted Under -14 CFI Accident Occurred During -APPROA	R 91	Fire ON GROUND		1 0 7 0	0	0
Aircraft Information Make/Model - CESSNA 414A Landing Gear - TRICYCLE-RETRACT/ Max Gross Wt - 6750 No. of Seats - 8			FUEL INJECTED	ELT Installe Stall Warning Weather Rada	g System - Y	
Environment/Operations Information- Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - FULL  Basic Weather - IMC  Wind Dir/Speed- 050/005 KTS  Visibility - 1.000 SM  Cloud Conditions(1st) - 300 I  Cloud Conditions(2nd) - 1600 I  Obstructions to Vision- FOG  Precipitation - RAIN  Condition of Light - DUSK	itinerary Last Depart BOCA RATO Destination ASHLAND,\ ATC/Airspace TO OVERCAST Type of Fig	ON,FL /A ight Plan - IFR earance - IFR	O Airp H R R R R R	port Proximit FF AIRPORT/ST FORT Data MANOVER COUNTY Junway Ident Junway Lth/Wid Junway Surface Junway Status	- 16 - 4650/ - ASPHALT	80
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 55 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR To - UNK/NR Ma - UNK/NR Ir	al Certificate - Flight Ti otal - 1809 ake/Model- 250 nstrument- UNK/NR ulti-Eng - UNK/NR	me (Hours) Last Last Last	24 Hrs - UN 30 Days- UN 90 Days- UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - AIRP	-ANE					
THE PLT RECEIVED 2 WX BRIEFINGS, ONE OF TIME. IFR CONDITIONS WERE FORCASTED AT NOT LIST AN ALTERNATE ARPT. THE ACFT DECOMMUNICATIONS WERE NORMAL. DURING ARRIFOR THE APCH WAS 800 FT MSL (595 FT AGENTAL THEY DESCRIBED THE ACFT AS CROSSIAPRX 150 TO 200 FT AGL, IN & OUT OF THE IT STRUCK AN 80 FT TREE, THEN IMPACTED THE AIRFRAME OR PWRPLNT BFR IMPACT. THE	THE UNCONTROLLED, DESTINE PARTED BOCA ROTON, FL AT IVAL, THE PLT WAS CLEARED.) AND THE MIN VIS WAS 1 ING THE ARPT FROM THE WEST CLDS. REPORTEDLY, THE ATTHE GND IN A STEEP DESCE	NATION ARPT. THE FOLIATION ARPT. THE FOLIATION APPROVED TO THE EARLY THEN CIRCLES FOR THE WAS NOT THE FOLIATION TO THE FOLIATION THERE WAS NOT THE WAS NOT THE WAS NOT THERE WAS NOT THERE WAS NOT THERE WAS NOT THE WAS NOT THERE WAS NOT THE	PLT FILED AN IFR FLT WAS UNEVENTFU CH TO RWY 16. THE GES AT & NEAR THE AST. THOSE WHO SA D & CROSSED THE A D EVIDENCE OF FAI	FLT PLAN, BU L EN ROUTE & MIN DSCNT AL ARPT SAW OR I W IT DESCRIBEI RPT AGAIN. SUI LURE OF MALFUI	T DID ALL T (MDA) HEARD THE D IT TO BE BSEQUENTLY, NCTION OF	

Time (Lc1) - 1704 EST

A/C Reg. No. N2620L File No. - 2978 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - CIRCLING(IFR) Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. WEATHER CONDITION - RAIN 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 6. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND 7. OBJECT - TREE(S) 8. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

1/03/82

----Probable Cause----

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

ASHLAND. VA

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

## Brief of Accident

File No 2899 2	/05/82 LAMB	SBURG, VA	A/C Reg	. No. N75225		Ti	me (Lc1	- 14	412 ES	т
Basic Information Type Operating Certifica	te-AIR CARRIER		Aircraft	Damage			In	urie	s	
	ON-DEMAND A		DESTROYE	D	Fa <sup>-</sup>	tal	Serious	s 1	Minor	None
Type of Operation	-NON SCHED, D	OMESTIC, PASSENGER	Fire	(	Crew	2	0		0	0
Flight Conducted Under	-14 CFR 135	•	ON GROUN	D I	Pass	2	0		0	0
Accident Occurred During				_					_	
Aircraft Information										
Make/Model - PIPER PA	-32R-300	Eng Make/Mo	del - LYCO	MING 10-540-	<1G5D	ELT I	nstalle	1/Act	ivated	- YES/YE
Landing Gear - TRICYCLE	-RETRACTABLE	Number Engi	ines - 1			Stall	Warning	SVS	tem -	YES
Max Gross Wt - 3600		Engine Type	- RECI	P - FUEL INJI	ECTED	Weath	er Radai	- N	כ	
No. of Seats - 7		Rated Power		OO HP						
Environment/Operations Inf	ormation									
Weather Data		Itinerary			Air	ort P	roximity	/		
Wx Briefing - FSS		Last Departu	ıre Point		01	FF AIR	PORT/ST	RIP		
Method - TELEPH	ONE	WINSTON SA	LEM, NC							
Completeness - FULL		Destination			Airpo	ort Da	ta			
Basic Weather - IMC		KNOXVILLE.	TN		•					
Wind Dir/Speed- UNK/NR		_ •			Ru	unwa∨	Ident	- N	/Δ	
Visibility2	50 SM	ATC/Airspace					Lth/Wid			
Cloud Conditions(1st)		Type of Flig	ht Plan -	NONE			Surface			
Cloud Conditions(2nd)		Type of Clea	rance -	NONE			Status			
Obstructions to Vision		Type Apch/Lr	nda -	NONE	•••		0.0.00	,		
Precipitation		1 7 50 7 50 17 21	9	10112						
Condition of Light										
Personnel Information										
Pilot-In-Command		Age - 37	M	edical Certi	ficate - \	VALID	MEDICAL.	NO W	AIVERS	/LIMIT
Certificate(s)/Rating(s	)	Age - 37 Biennial Flight Re	eview	1	Flight Tir					
COMMERCIAL	•	Current Months Since	- YES	Total	- 600			24 H	rs -	7
SE LAND, ME LAND		Months Since	- 1	Make/Mode	1- 65		Last Last	30 Da	avs-	80
		Aircraft Type	- PA-32R	Instrumen	t- 114		Last	90 D	avs- U	
		All Old Citype	, n ozn	Multi-Eng	- 135		2001	00 0.	.,	, 1414
Instrument Rating(s)	- AIRPLANE									
<b>3</b> ,										
Narrative E AIRCRAFT WAS ON AN AIR TAX										
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO	TAKEOFF, THE P	ILOT HAD OBTAINED 12	WEATHER B	RIEFING. IN :	OF THE	BRIEFI	NGS, VF	R FLI		
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT	TAKEOFF, THE P 1338, HE DEPAR	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL	WEATHER B	RIEFING. IN : CONDITIONS OF	OF THE E	BRIEFI F TO K	NGS, VFI NOXVILLI	R FLICE, TN		
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT TNESSES, SOUTH OF THE CRASH	TAKEOFF, THE P 1338, HE DEPAR SITE, REPORTED	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL SEEING THE AIRCRAFT	WEATHER B EM IN VFR HEADING N	RIEFING. IN : CONDITIONS OF ORTH NEAR IN	2 OF THE E N A FLIGHT FERSTATE F	BRIEFI F TO K HIGHWA	NGS, VFI NOXVILLI Y I-77.	FLIG THEY		
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT	TAKEOFF, THE P 1338, HE DEPAR SITE, REPORTED	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL SEEING THE AIRCRAFT	WEATHER B EM IN VFR HEADING N	RIEFING. IN : CONDITIONS OF ORTH NEAR IN	2 OF THE E N A FLIGHT FERSTATE F	BRIEFI F TO K HIGHWA	NGS, VFI NOXVILLI Y I-77.	FLIG THEY		
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT TNESSES, SOUTH OF THE CRASH	TAKEOFF, THE P 1338, HE DEPAR SITE, REPORTED AND LOUD. ONE	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL SEEING THE AIRCRAFT WITNESS STATED THAT	WEATHER B EM IN VFR HEADING N THE PLANE	RIEFING. IN : CONDITIONS OF ORTH NEAR IN WAS FLYING /	2 OF THE E N A FLIGHT FERSTATE H AT ABOUT :	BRIEFI F TO K HIGHWA 200 FT	NGS, VFI NOXVILLI Y I-77. AGL, WI	R FLICE, TN THEY	-	
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT TNESSES, SOUTH OF THE CRASH PORTED THE ENGINE WAS STEADY	TAKEOFF, THE P 1338, HE DEPAR SITE, REPORTED AND LOUD. ONE ORTEDLY, THERE	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL SEEING THE AIRCRAFT WITNESS STATED THAT WAS FOG IN THE AREA	WEATHER B EM IN VFR HEADING N THE PLANE AND THE H	RIEFING. IN : CONDITIONS OF ORTH NEAR IN WAS FLYING A IGHER ELEVAT	2 OF THE E N A FLIGHT TERSTATE H AT ABOUT 2 LONS WERE	BRIEFI F TO K HIGHWA 200 FT COMPL	NGS, VFI NOXVILLI Y I-77. AGL, WI ETELY OF	R FLIG E, TN THEY ELL BSCUR	ED BY	
E AIRCRAFT WAS ON AN AIR TAX R CONDITIONS ONLY. PRIOR TO S NOT RECOMMENDED. AT ABOUT THE SEASON THE CRASH PORTED THE ENGINE WAS STEADY LOW THE MOUNTAINS AHEAD. REP	TAKEOFF, THE P 1338, HE DEPAR SITE, REPORTED AND LOUD. ONE ORTEDLY, THERE THEY HEARD THE	ILOT HAD OBTAINED 12 TED FROM WINSTON-SAL SEEING THE AIRCRAFT WITNESS STATED THAT WAS FOG IN THE AREA CRASH. AN INVESTIGA	WEATHER B LEM IN VFR HEADING N THE PLANE AND THE H TION REVEA	RIEFING. IN : CONDITIONS OF ORTH NEAR IN WAS FLYING A IGHER ELEVAT LED THE PLAN	2 OF THE E N A FLIGH' TERSTATE H AT ABOUT 2 IONS WERE E HAD IMP/	BRIEFI F TO K HIGHWA 200 FT COMPL ACTED	NGS, VFI NOXVILLI Y I-77. AGL, WE ETELY OF THE SIDI	R FLICE, TN THEY ELL SSCURI	ED BY	

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File No. - 2899 2/05/82 LAMBSBURG, VA A/C Reg. No. N75225 Time (Lc1) - 1412 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation CRUISE Finding(s) 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY 8. TERRAIN CONDITION - RISING

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,8

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Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da	amage		Inju		••
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	IONAL - DUAL 1	SUBSTANTIA Fire NONE	Crew Pass	0	0	0	None 2 0
Aircraft Information							
Make/Model - PIPER PA-28-180	Eng Make	/Model - LYCOM	ING 0-360-A3A	ELT	Installed/	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Sta1	II Warning S		ES
Max Gross Wt - 2400	Engine T	ype - RECIPE	ROCATING-CARBUR	TOR Weat	ther Radar ·	- UNK/NR	
No. of Seats - 4	Rated Po						
Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depa	rture Point		ON AIR	RPORT		
	SAME AS	ACC/INC					
Completeness - UNK/NR	Destinatio	n		Airport [	Data		
Basic Weather - VMC	LOCAL			WARRE	NTON-FAUQUI	ER .	
Wind Dir/Speed- 180 -UNK/NR				Runway	/ Ident ·	- 24	
Visibility - 10.0 SM	ATC/Airspac	e ·		Runway	/ Lth/Wid ·	- 2090/	40
Cloud Conditions(1st) - NONE	Type of F	light Plan - NO	ONE	Runway	/ Surface ·	- ASPHALT	
Cloud Conditions(2nd) - NONE	Type of C	learance - NO	ONE	Runway	/ Status ·	- UNK/NR	
Obstructions to Vision- NONE	Type Apch	/Lndg - NO	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT		· · · · · · · · · · · · · · · · · · ·					
Personnel Information							
Pilot-In-Command	Age - 55		dical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligi	nt Time (i	Hours)		
PRIVATE	Current	- YES	Total -			Hrs -	. 0
SE LAND	Months Sinc	e - 14	Make/Mode1-	200	Last 30	Days- UN	K/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	6	Last 90	Days-	3
Instrument Rating(s) - NONE							
Narrative		•					
PILOT AND FLIGHT INSTRUCTOR (CFI) WER							
RTED THAT DURING THE LANDING. THE SUN	WAS IN HIS EYES. HE	STATED THAT OF	N FINAL APPROAC	H, THE AIR	RCRAFT		

File No. - 2980 12/14/82 MIDLAND, VA Time (Lc1) - 1630 EST A/C Reg. No. N7243W UNDERSHOOT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - SUNGLARE 2. OBJECT - DOWNDRAFT 3. PROPER ALTITUDE - MISJUDGED - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

-Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	ATION) Aircraft Damage			Injuries				
Type operating our tirroate none (acreen	L AVIA 11011)	SUBSTANTI	AL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL		Fire	Crev	0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	. 0	0	0	1		
Accident occurred buring -Lanbing									
-Aircraft Information		,							
Make/Model - PIPER PA-28-161	Eng Make	/Model - LYCOM	IING LO-320-D3G	ELT	Installed/A	ctivated ·	- YES/YE		
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		Stal	1 Warning S		ES		
Max Gross Wt - 2150			ROCATING-CARBUR	ETOR Weat	her Radar -	NO			
No. of Seats - 4	Rated Po	wer - 16	O HP						
-Environment/Operations Information									
Weather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT				
Method - N/A Completeness - N/A Basic Weather - IMC	SAME AS								
Completeness - N/A	Destination			Airport D					
Basic Weather - IMC	BURLING	TON, VT		-	VILLE/STONE				
Wind Dir/Speed- 250/012 KTS	ATO / A 4 a a	_			Ident - Lth/Wid -		EO		
Visibility125 SM Cloud Conditions(1st) - UNK/NR	ATC/Airspace	e ligḥt Plan - N	IONE		Surface -				
Cloud Conditions(1st) - UNK/NR	Type of C	light Plan - N	IONE		Status -				
Obstructions to Vision- NONE	Type or C	/Lndg - N	IONE	Rullway	Status -	3140W - DI	` '		
Precipitation - SNOW	Type Apon	Ling	10112						
Condition of Light - DUSK									
Dilat Ta Cammand	Age - 21	Me	dical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	_IMIT		
Certificate(s)/Rating(s)	Riennial Flight	Review	Flic	iht Time (H	ours)				
COMMERCIAL, CFI	Current	- YES	Total -	428	Last 24	Hrs -	6		
SE LAND, ME LAND	Months Since	e - 2	Make/Mode1-	14	Last 30	Days- UN			
	Aircraft Ty	pe - UNK/NR	Total - Make/Model- Instrument-	47	Last 90	Days-	108		
			Multi-Eng -	23					
Instrument Rating(s) - AIRPLANE									
-Narrative	C THE DILOT CAN	4000046UTNO CN	IOW & DECIDED TO	DETURN 0	LAND WITE				
DUTE TO DESTINATION THROUGH A MOUNTAIN PAS URNING, A RAPIDLY MOVING SNOW SQUALL WAS A	DEPOACHTNE THE A	APPRUATMING ST	1/4 MI EDUM INE Inm & Decided in	KETUKN &	LANU. WHILE	TTV			
PPED TO ABOUT 1/8 MI IN HEAVY SNOW. THE PL	T LANDED ON THE A	CDACC DWV DUT	EXECUTED A CO-4	DOUND WHEN	AL BECVME	ADDADENT			
ACFT WOULD NOT STOP PRIOR TO THE END OF T	I LANDED ON THE !	GRASS RWI BUI CLIMBED IN 400	FT AGI & MADE	A TEARDED	TURN TO PW	V 19			

File No. - 2850 11/15/82 A/C Reg. No. N2221N Time (Lc1) - 1615 EST MORRISVILLE, VT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - SNOW 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 5. AIRSPEED - MISJUDGED - PILOT IN COMMAND 6. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

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Basic Information Type Operating Certificate-NONE (GENI	RAL AVIATION) Aircraf	t Damage		Injuri	es	
	DESTRO		Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - BEECH 23	Eng Make/Model - LY	COMING 0-360	ELT :	Installed/Ad	tivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning Sy	/stem - Y	ES
Max Gross Wt - 2450	Engine Type - RE	CIPROCATING-CARBURE	TOR Weati	ner Radar -	NO	
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	BURLEY, ID					
Completeness - FULL	Destination		Airport Da	ata		
Basic Weather - VMC	TACOMA, WA					
Wind Dir/Speed- 020/005 KTS			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Cloud Conditions(1st) - 3500 FT 0	/ERCAST Type of Flight Plan	- VFR	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 - NIGHT (DARK	() 					
Personnel Information						
Pilot-In-Command	Age - 67	Medical Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total -	262	Last 24		
SE LAND	Months Since - UNK/NR	Make/Model- UN	<td>Last 30</td> <td>Days- UN</td> <td>K/NR</td>	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument- UN	<td>Last 90</td> <td>Days- UN</td> <td>K/NR</td>	Last 90	Days- UN	K/NR
		Multi-Eng - UN		Rotorcra	ift - UN	K/NR
Instrument Rating(s) - NONE						
Narrative	PORARE BERARES SUBJECT TO THE					
BOUT 1620 LOCAL TIME ON 4/24/82, THE ALL					JMA,	
THE MOUNTAINS EAST OF SEATTLE WERE OBS						
	REA, THE AIRCRAFT CRASHED IN M	JUNIAINUUS TERRAIN A	41 3500 F	I MSL. IHE		
TLE WEATHER WAS 3500 BRKN, VIS 15, TEMP	1 45 DEU DT 00 UTUD 000 15 -	WERE THE TOP OF THE		LIAG FOTTON		

File No. - 2900 4/24/82 GREENWATER, WA A/C Reg. No. N6079N Time (Lc1) - 2045 PDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - CLOUDS 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 4. IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY 6. TERRAIN CONDITION - HIGH TERRAIN 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Airc	raft Damage		Injur	tes	
Type of Operation DEDCOMAL		TROYED	Fatal		Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NON	e Crew IE Pass		0	-	0
Accident Occurred During -LANDING			•	-	· ·	
Aircraft Information						
Make/Model - STINSON 108-3 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Number Engines -	FRANKLIN 6A4-165-B3	ELT S+a1	Installed/A 1 Warning S	ctivated	- YES/YE
Max Gross Wt - 2400	Fnaine Type -	RECIPROCATING-CARBUR	Stai FTOR Weat	her Radar -	NO	U
No. of Seats - 4		165 HP	L.OK WOUL	. Ici Itaaa		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure Po SAME AS ACC/INO		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination	•	Airport D	ata		
Basic Weather - VMC	LOCAL		MARTHA			
Wind Dir/Speed- CALM					N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE	Type of Flight Pl Type of Clearance	an - NUNE		Surface -		
Obstructions to Vision- NONE	Type Of Clearance		Ruriway	Status -	N/ A	
Precipitation - NONE	Type Apolly Elling	110112				
Condition of Light - DAYLIGHT	·					
Personnel Information						·
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review	Medical Certifica	te - VALID ht Time (H		WAIVERS/	LIMII
PRIVATE	Current - YFS	riig S Total -	219	Last 24	Hrs -	0
SE LAND.SE SEA	Months Since - 4	Make/Mode1-	93	Last 30	Days-	1
•	Aircraft Type - 108	Total - Make/Model- Instrument-	6	Last 90	Days-	1
Instrument Rating(s) - NONE						
Narrative ENG FAILED APPROACHING THE ARPT AT LOW ANY RIGHT-OF-WAY. INVESTIGATION REVEAL		PRINGS ON BOTH MAGNET	OS HAD FAI	LED IN FATI	GUE.	

File No 28	D5 11/13/82 LYNNWOOD,WA	A/C Reg. No. N6943M	Time (Lc1) - 1540 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/ MANEUVERING	MALFUNCTION	
Finding(s) 1. IGNITION SYSTEM 2. IGNITION SYSTEM	,MAGNETO - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. OBJECT - TREE(S	)		
Probable Cause	•		
The National Transports/are finding(s) 1,5	rtation Safety Board determines that t 2	he Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is/are finding(s) 3		

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<ul> <li>Basic Information Type Operating Certificate - NONE (G</li> </ul>	ENERAL AVIATION)	Aircraft Damage			Injur		
		DESTROYED		Fatal			
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	1	0	0
Accident Occurred During -MANEUVE		MOINE	rass		U		<b>0</b> ,
Aircraft Information							
Make/Model - CESSNA 172A		del - CONTINENTAL	0-300-D		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200	Number Engi Engine Type		NG-CADRIDETO		l Warning S		162
No. of Seats - 4	Rated Power						,
-Environment/Operations Information							
Weather Data	Itinerary		A		Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Departu SAME AS AC			ON AIR	PORT		
Completeness - N/A	Destination	C/INC	Δ 1	rport Da	ata		
Basic Weather - VMC	LOCAL		~ '	•	MUNICIPAL		
Wind Dir/Speed- 170/007 KTS				Runway	Ident -	15	
Visibility - 12.0 SM	ATC/Airspace				Lth/Wid -		
Cloud Conditions(1st) - 5500 FT		ht Plan - NONE			Surface -		
Cloud Conditions(2nd) - 8000 FT Obstructions to Vision- NONE		rance - TOWER dg - NONE		Runway	Status -	DKT	
Precipitation - NONE	Type Apolly 211	ag none					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Amo - 20	Madiasi	Certificate	- NO MEI	OTČAL		
Certificate(s)/Rating(s)	Age - 39 Biennial Flight Re	view	Flight				
PRIVATE	Current	- NO 10ta	i - 4	50	Last 24	Hrs - U	
SE LAND	Months Since	- UNK/NR Make	/Model- 4 rument-	22	Last 30	Days- U	NK/NR
	Aircraft Type	- UNK/NR Inst	rument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
-Narrative				<b></b> -	<b></b>		
ENG LOST POWER DURING TAKEOFF AT ABO	UT 200 FT AGL. THE ACFT	THEN EXECUTED A L	EFT DESCENDI	NG 180 E	DEG TURN &	CRASHED	
THE FLIGHTLINE OF AN ACFT COMPANY. IN							

File No. - 2859 12/11/82 A/C Reg. No. N9846T RENTON, WA Time (Lc1) - 1359 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - IMPROPER - 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 2812 5/ 	09/82	MILWAUKEE,	mi Y\(	C Reg. No. N6	53/U 		ime (LCI)	- 1740 CD	
Type Operating Certificat	e-NONE (	GENERAL AVI		aft Damage				uries	<b>A</b> 1
Type of Operation Flight Conducted Under Accident Occurred During		91	Fire Noni		Crew Pass	_	Serious 0 0	Minor O 1	None 1 3
Make/Model - PIPER PA- Landing Gear - TRICYCLE- Max Gross Wt - 3400 No. of Seats - 7			Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		Stal '		/Activated System - 1 - NO	
-Environment/Operations Info	rmation-								
Weather Data Wx Briefing - UNK/NR Method - RADIO			Itinerary Last Departure Po SAME AS ACC/INC	int		Airport i OFF AII	Proximity RPORT/STR		
Completeness - UNK/NR			Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 140/014	VTC		LOCAL			TIMMER	MAN Ident	- N/A	
Visibility - 12.0			ATC/Airspace			Runway	Lth/Wid	- N/A	
Cloud Conditions(1st) - Cloud Conditions(2nd) - Obstructions to Vision- Precipitation - Condition of Light -	NONE NONE NONE		Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE			Surface Status		
-Personnel Information			,						
Pilot-In-Command Certificate(s)/Rating(s)			- 28 nial Flight Review			te - VALID ht Time (Ho		WAIVERS/LI	MIT
COMMERCIAL, CFI			Current - YES	Total				24 Hrs -	1
SE LAND, ME LAND			Months Since - 18 Aircraft Type - UNK,	/NR Instr	Model- ument- -Eng -	198	Last Last	30 Days- Ui 90 Days-	3 3
Instrument Rating(s)	- AIRPL	ANE							
			WED FIELD. AIRCRAF	COLLIDED WI	TH WIRES	BUT A SUC	CESSFUL L	ANDING	

File No 28	12 5/09/82 MILWAUKEE,WI	A/C Reg. No. N6837J	Time (Lcl) - 1740 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE/MA CRUISE - NORMAL	LFUNCTION	
Finding(s) 1. LUBRICATING SYS	TEM,OIL PRESSURE PUMP - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the $oldsymbol{\mathfrak{i}}$	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

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-Basic Information	7/29/82 SPRIN			. No. N5698M			- 1400 CDT	
Type Operating Certific	ate-NONE (GENERA	L AVIATION)	Aircraft	Damage		Inju	uries	
			SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL MAPPI	NG/PHOTOGRAPHY	Fire	Cre	w O	0		1
Flight Conducted Under Accident Occurred Durin			NONE	Pas	s 0	0	0	1
-Aircraft Information								
Make/Mode1 - ENSTROM	280C	Eng Make/	Model - LYCO	MING HIO-360-E1	RD ELT	Installed	Activated -	- NO -N
Landing Gear - SKID							System - NO	
Max Gross Wt - 2350				P - FUEL INJECT		her Radar		
No. of Seats - 3			er - 2					
-Environment/Operations In	formation							
Weather Data		Itinerary			Airport	Proximity		
	CORD OF BRIEFING		ture Point			RPORT/STR		
Method - N/A		MADISON.			<b>.</b>	,	- '	
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			All point o			
Wind Dir/Speed- 210/0	15 KTS	20012			Runway	Ident	- LINK/NR	
Visibility - 12.		ATC/Airspace				Lth/Wid		
Cloud Conditions(1st)			ight Plan - I	NONE			- GRASS/TUR	F
Cloud Conditions(2nd)		Type of C1					- DRY	• 1
Obstructions to Visio			Lnda -		nu.way	Julius	DICT	
Precipitation		Type Apelly	Lindy	10112				
Condition of Light								
Pilot-In-Command		Age - 29	M	edical Certific	ate - VALID	MEDICAL-V	WAIVERS/LIM1	Т
Certificate(s)/Rating(	s)	Age - 29 Biennial Flight	Review		ght Time (F			
COMMERCIAL,CFI	-,	Current	- UNK/NR	Total -	1936	last 2	24 Hrs -	3
SE LAND		Months Since	- LINK/NR	Make/Model-	14	Last 3	30 Days- IINK	
HELICOPTER		Aircraft Typ	a - LINK/ND	Make/Model- Instrument-	85	last (	30 Days Oliv	15
		All Old I Typ		2170 (1 411017)	00	Rotor	craft -	1894

File No. - 2924

7/29/82

SPRING GREEN, WI

A/C Reg. No. N5698M

Time (Lc1) - 1400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

#### Finding(s)

- 1. LOW PASS PERFORMED PILOT IN COMMAND
- 2. MANEUVER PERFORMED PILOT IN COMMAND
- 3. ROTOR RPM NOT MAINTAINED PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 5. TERRAIN CONDITION CROP

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) 4

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e (Lc1) - 1645 CDT
Injuries
Serious Minor None 0 0 0 0 0 0
stalled/Activated - YES/YES Varning System - YES Radar - NO
oximity RT RG MUNICIPAL dent - 30 th/Wid - 3000 -UNK/NR urface - ASPHALT tatus - DRY
EDICAL-NO WAIVERS/LIMIT rs) Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 15
rs) Last 24 Hrs - Last 30 Days- UNI

File No 29	25 7/31/82	GRANTSBURG, WI	A/C Reg. No. N3683Q	Time (Lcl) - 1645 CDT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MA _ CLIMB	LFUNCTION	
Finding(s) 1. FUEL SYSTEM, PUMI 2. MAINTENANCE, AI		SIVE ER - OTHER MAINTENANCE	PSNL	
Occurrence #2 Phase of Operation		rouchdown		
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Probable Cause				

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

	OSHKOSH, WI	A/C Reg. No. Nº	JR	Time (L	c1) - 1310 (	DT
Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injuries	
		DESTROYED	Fa	tal Seri		
Type of Operation -PERS		Fire	Crew	•	0 0	•
Flight Conducted Under -14 C Accident Occurred During -OTHE		ON GROUND	Pass Other		0 0	0
Aircraft Information						
Make/Model - STARDUSTER II		/Model - CONTINENTAL	W-670-6A	ELT Instai	led/Activate	ed - UNK/NF
Landing Gear - TAILWHEEL-ALL F					ing System -	· UNK/NR
Max Gross Wt - 2020	Engine T	ype - RECIPROCATIN	G-CARBURETOR	Weather Ra	dar - NO	
No. of Seats - 2	Rated Po	wer - 220 HP				
Environment/Operations Informatio						
Weather Data	Itinerary			port Proxim	ity	
Wx Briefing - UNK/NR	Last Depa		U	N AIRPORT		
Method - UNK/NR Completeness - UNK/NR	SAME AS	•		D-4-		
Basic Weather - VMC	Destination	п		ort Data ITTMAN FIEL	<b>.</b>	
Wind Dir/Speed- 230/011 KTS	LOCAL					
Visibility - 7.0 SM	ATC/Airspac	_		unway Ident	- 18 id - 6701/	450
Cloud Conditions(1st) - 25000				unway Eth/w unway Surfa		150
Cloud Conditions(1st) - 25000	FI SCATTERED Type of F	learance - NONE				
Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE	Type of C	/Lndg - NONE	K	unway Statu	S - N/A	
Precipitation - NONE	Type Apch	/Lnag - None				
Condition of Light - DAYLI	CHT					
Personnel Information Pilot-In-Command	Age - 53	Medical 0	ertificate -	VALID MEDIC	AL-WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - 53 Biennial Flight	Review	Flight Ti	me (Hours)	•	
PRIVATE	Current	- YES Total	- 286	La	st 24 Hrs -	UNK/NR
SE LAND	Months Sinc	- YES Total e - 1 Make/	Mode1 - 152	La	st 30 Days-	UNK/NR
	Aircraft Ty	pe - UNK/NR Instr	- 286 Model- 152 ument- 2	La	st 90 Days-	UNK/NR
Instrument Rating(s) - NON	E					
Narrative						
TH ACFT WERE OPERATING IN THE FLY-B	Y (NO RADIO) PATTERN DUR	ING THE ANNUAL EAA CO	NVENTION. ACC	ORDING TO P	ARTICIPANT	
CORDS, BOTH PLTS HAD RECEIVED FLY-B	Y PATTERN BRIEFINGS. BOT	H ACFT WERE OBSERVED	TO BE IN THE	SOUTHERN MO	ST PORTION	
THE UPWIND LEG OF THE "SOUTH OPERA		ADING APPROXIMATELY 1				
The state of the second of the						
AIRSPEED RESTRICTIONS. NX1548, A HI CLIMBING LEFT HAND TURN. AFTER IMPA				G ACFT. N9J	R WAS SEEN 1	.N

File No 295	5 8/03/82 	OSHKOSH,WI	A/C Reg.	No. N9JR	Time (Lc1) - 1310 CDT
Occurrence #1 Phase of Operation	MIDAIR COLLISION OTHER				
	INADEQUATE - PILO IONS - NOT POSSIBL		CRAFT		
Occurrence #2 Phase of Operation					
Probable Cause	-				
The National Transporis/are finding(s) 1,2		d determines that the	Probable Cause	(s) of this acc	ident
Factor(s) relating to	this accident is	are finding(s) 3,4			

Basic Information Type Operating Certificate	e-NONE (GENERA	L AVIATION)	Aircraft D	amage		Ini	uries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	- 110112 (0211211	L AVIA (10.11)	DESTROYED		Fatal			None
Type of Operation	-PERSONAL		Fire	Crew	1			0
Flight Conducted Under			ON GROUND			0	. 0	0
Accident Occurred During	-OTHER			Othe:	2	0	0	0
Aircraft Information								
Make/Model - CORBEN "B				NENTAL A-65		Installed		
Landing Gear - TAILWHEEL	-ALL FIXED					11 Warning		UNK/NR .
Max Gross Wt - 950 No. of Seats - 1		Engine Rated Po		ROCATING-CARBURI 5 HP	TUR Wea	ther Kadar	- NO	
Environment/Operations Info	rmation							·
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR			arture Point		ON AI	RPORT		
Method - UNK/NR			S ACC/INC					
Completeness - UNK/NR		Destination	on		Airport			
Basic Weather - VMC		LOCAL				AN FIELD		
Wind Dir/Speed- 230/011						y Ident		
Visibility - 7.0	SM	ATC/Airspac	ce			y Lth/Wid		150
Cloud Conditions(1st) -	25000 FT SCAT	TERED Type of I	Flight Plan - N	DNE		y Surface		
Cloud Conditions(2nd) -	NONE	Type of (	Clearance - N	DNE	Runwa	y Status	- N/A	
Obstructions to Vision-		Type Apci	h/Lndg - N	ONE				
Precipitation -	NUNE							
Condition of Light -	DAYLIGHI							
-Personnel Information Pilot-In-Command		Age - 36	Ma	dical Certifica	to - VALT	D MEDICAL -	NO WATVEDS	:/I TMTT
Certificate(s)/Rating(s)		Age - 36 Biennial Fligh	t Review		nt Time (		NO WALVER.	J, LIMI
PRIVATE		Current	- YES				24 Hrs -	0
SE LAND		Months Sind	ce - 14	Make/Model- U	NK/NR	Last	30 Davs-	10
		Aircraft T	ype - UNK/NR	Instrument- Multi-Eng -	10	Last	90 Days-	21
Instrument Rating(s)	- NONE							
Narrative								
ACFT WERE OPERATING IN THE	FLV-RV (NO DA	DIO) DATTEDN DIII	THE ANNUAL	EAA CONVENTION	ACCOPDI	NG TO PART	TOTPANT	
ORDS BOTH PLTS HAD RECEIVED	•							
THE UPWIND LEG OF THE "SOUTH								)F
				HAN N9JR, A BI-				

File No. - 2955 8/03/82 OSHKOSH, WI A/C Reg. No. NX5148 Time (Lc1) - 1310 CDT Occurrence #1 MIDAIR COLLISION Phase of Operation OTHER Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND 4. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

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# Brief of Accident

File No 2937 11/17/82 BLAC	K RIVER FALLS, WI A/	C Reg. No. N813A	Т	ime (Lc1) -	1415 CS	r
Basic Information Type Operating Certificate-NONE (GENER)  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUB: Fire	raft Damage STANTIAL Cre E Pas	ew O	-	ies Minor 1 2	
Aircraft Information Make/Model - PIPER PA-22 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1750 No. of Seats - 2	Engine Type - Rated Power -	1 RECIPROCATING-CARBU 125 HP	Stal	Installed/A l Warning S her Radar -	ystem - '	
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/008 KTS Visibility - 10.0 SM Cloud Conditions(1st) - 25000 FT BROW Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL  ATC/Airspace  (FN Type of Flight Pl	int	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	26 4800/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 29 Biennial Flight Review Current - UNK Months Since - UNK Aircraft Type - UNK	/NR Total -	156	Last 24	Hrs -	0 0 42
Instrument Rating(s) - NONENarrative AFTER FLYING IN THE LOCAL AREA ABOUT 1 HR, TI	JE DII OT LANDED AT THE AT	DDODT WHILE TAYING		E HANGAD		
THE ELECTED TO MAKE ANOTHER SHORT FLIGHT. THE ENGINE RUNUP OR CARBURETOR HEAT CHECK WAS PER TO 300 FT DURING TAKEOFF, THE ENGINE RPM WENTY AND OPEN FIELD, THE NOSE GEAR COLLAPSED AND POWER TO CARBURETOR ICING.	AIRCRAFT WAS TAXIED BACK RFORMED PRIOR TO THE SECO F FROM FULL POWER TO ABOU	TO THE RUNWAY AND A ND TAKEOFF. AT AN AU T A FAST IDLE. DURIN	A TAKEOFF WA LTITUDE OF A NG A SUBSEQU	S MADE. NO BOUT 200 ENT LANDING	ì	

PAGE 390

File No 293	37 11/17/82 BLACK RIVER FALLS,WI	A/C Reg. No. N813A	Time (Lc1) - 1415 CST
	LOSS OF POWER(PARTIAL) - NON-MECHANICAL Takeoff - initial climb		
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. LANDING GEAR,NOS	E GEAR ASSEMBLY - OVERLOAD		
Probable Cause	-		
The National Transporis/are finding(s) 2,3	tation Safety Board determines that the Pro	obable Cause(s) of this accid	dent
Factor(s) relating to	this accident is/are finding(s) 1		

-Aircraft Information Make/Model - CESSNA 175	Crew Pass  MING 0-360  PROCATING-CARBURE BO HP	ELT State TOR Weat Airport ON A: Airport NEEN/ Runwa Runwa Runwa	Serious 0 0 TInstalled, all Warning ather Radar t Proximity IRPORT Data	Activated System - \ - NO 18 - 2250/ - GRASS/TU	1 0 - YES/N /ES
Accident Occurred During -TAKEUFF  -Aircraft Information Make/Model - CESSNA 175	MING 0-360 PROCATING-CARBURE BO HP	ELT State TOR Weat Airport ON A: Airport NEEN/ Runwa Runwa Runwa	Installed, all Warning ather Radar  t Proximity IRPORT  Data AH ay Ident ay Lth/Wid ay Surface	Activated System - \ - NO 18 - 2250/ - GRASS/TU	0 - YES/N /ES
-Aircraft Information  Make/Model - CESSNA 175	MING 0-360 PROCATING-CARBURE BO HP	ELT State TOR Weat Airport ON A: Airport NEEN/ Runwa Runwa Runwa	Installed, all Warning ather Radar  t Proximity IRPORT  Data AH ay Ident ay Lth/Wid ay Surface	Activated System - \ - NO 18 - 2250/ - GRASS/TU	- YES/N/ES
Accident Occurred During -TAKEUFF  -Aircraft Information Make/Model - CESSNA 175	MING 0-360 PROCATING-CARBURE BO HP	ELT Sta TOR Wea Airport ON A: Airport NEEN/ Runwa Runwa Runwa	Installed, all Warning ather Radar  t Proximity IRPORT  Data AH ay Ident ay Lth/Wid ay Surface	Activated System - \ - NO 18 - 2250/ - GRASS/TU	- YES/N /ES
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2350  No. of Seats - 4 Environment/Operations Information  Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - PARTIAL,LMTD BY FCSTR  Basic Weather - VMC  Wind Dir/Speed- 270/012 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information	PROCATING-CARBURE BO HP NONE NONE	Sta TOR Wea  Airport ON A: Airport NEEN, Runwa Runwa Runwa	all Warning ather Radar  t Proximity IRPORT  Data AH ay Ident ay Lth/Wid ay Surface	- 18 - 2250/ - GRASS/TU	/ES  50
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 2350  No. of Seats - 4  Rated Power - 18 Environment/Operations Information  Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - PARTIAL, LMTD BY FCSTR  Basic Weather - VMC  Wind Dir/Speed- 270/012 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information	PROCATING-CARBURE BO HP NONE NONE	Sta TOR Wea  Airport ON A: Airport NEEN, Runwa Runwa Runwa	all Warning ather Radar  t Proximity IRPORT  Data AH ay Ident ay Lth/Wid ay Surface	- 18 - 2250/ - GRASS/TU	/ES  50
Max Gross Wt - 2350 No. of Seats - 4  Rated Power - 18 Environment/Operations Information Weather Data Wx Briefing - FSS	PROCATING-CARBURE BO HP NONE NONE	TOR West	ather Radar t Proximity IRPORT Data AH ay Ident ay Lth/Wid ay Surface	- NO - 18 - 2250/ - GRASS/TU	50
No. of Seats - 4  Rated Power - 18 Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - PARTIAL,LMTD BY FCSTR  Basic Weather - VMC  Wind Dir/Speed- 270/012 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision-  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information	NONE	Airport ON Air Airport NEEN/ Runwa Runwa Runwa	t Proximity IRPORT Data AH ay Ident ay Lth/Wid ay Surface	- 18 - 2250/ - GRASS/TU	
Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - PARTIAL,LMTD BY FCSTR  Basic Weather - VMC  Wind Dir/Speed- 270/012 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision-  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information	NONE NONE	ON A: Airport NEEN/ Runwa Runwa Runwa	Data AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Weather Data  Wx Briefing - FSS  Method - TELEPHONE  Completeness - PARTIAL,LMTD BY FCSTR  Basic Weather - VMC  Wind Dir/Speed- 270/012 KTS  Visibility - 10.0 SM  Cloud Conditions(1st) - NONE  Cloud Conditions(2nd) - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT Personnel Information	NONE NONE	ON A: Airport NEEN/ Runwa Runwa Runwa	Data AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Wx Briefing - FSS Last Departure Point Method - TELEPHONE SAME AS ACC/INC Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC LOCAL Wind Dir/Speed- 270/012 KTS Visibility - 10.0 SM ATC/Airspace Cloud Conditions(1st) - NONE Type of Flight Plan - N Cloud Conditions(2nd) - NONE Type of Clearance - N Obstructions to Vision- NONE Type Apch/Lndg - N Precipitation - NONE Condition of Light - DAYLIGHT	NONE NONE	ON A: Airport NEEN/ Runwa Runwa Runwa	Data AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC Wind Dir/Speed- 270/012 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NONE NONE	Airport NEEN/ Runwa Runwa Runwa	Data AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - VMC Wind Dir/Speed- 270/012 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information	NONE NONE	NEEN/ Runwa Runwa Runwa	AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Basic Weather - VMC Wind Dir/Speed- 270/012 KTS Visibility - 10.0 SM Cloud Conditions(1st) - NONE Cloud Conditions(2nd) - NONE Obstructions to Vision- NONE Precipitation Condition of Light - DAYLIGHT Personnel Information	NONE NONE	NEEN/ Runwa Runwa Runwa	AH ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Wind Dir/Speed- 270/012 KTS Visibility - 10.0 SM ATC/Airspace Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT	NONE	Runwa Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Visibility - 10.0 SM ATC/Airspace Cloud Conditions(1st) - NONE Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT	NONE	Runwa Runwa	ay Lth/Wid ay Surface	- 2250/ - GRASS/TU	
Cloud Conditions(1st) - NONE Type of Flight Plan - N Cloud Conditions(2nd) - NONE Type of Clearance - N Obstructions to Vision- NONE Type Apch/Lndg - N Precipitation - NONE Condition of Light - DAYLIGHT	NONE	Runwa	ay Surface	- GRASS/TU	
Cloud Conditions(2nd) - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information	NONE		,		,
Obstructions to Vision- NONE Type Apch/Lndg - N Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information					
Precipitation - NONE Condition of Light - DAYLIGHT			•		
Condition of Light - DAYLIGHT					
t en entre transfer en transfer transfer en transfer e					
Pilot-In-Command Age - 29 Me	edical Certificat	e - VAL	D MEDICAL-	WAIVERS/LIM	MIT
Certificate(s)/Rating(s) Biennial Flight Review		t Time			
STUDENT Current - N/A	Total -	15	Last :	24 Hrs -	. 2
Months Since - N/A Aircraft Type - N/A	Make/Model- Instrument-	15	Last :	30 Days- U	NK/NR
Aircraft Type - N/A	Instrument-	0	Last 9	90 Days-	15
Instrument Rating(s) - NONE					
Narrative					
LOT TOOK OFF IN SHORT GROUND RUN. CROSSWIND BLEW AIRCRAFT TO EAST SIDE OF		R FSTAR	ISHED. AIR	CRAFT	

File No. - 2810 12/10/82 A/C Reg. No. N6588E Time (Lc1) - 1315 CST NEENAH, WI

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND
- 4. 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) 1,3,4

Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage				ries	
Type of Operation -PERS	ONIAL	DESTROYED Fire	Crew	Fatai 1	Serious 0		None O
Flight Conducted Under -14 C		NONE	Pass	4	ŏ		Ö
Accident Occurred During -CRUI	SE			·		· ·	
-Aircraft Information							
Make/Model - PIPER PA-32-R-3		Model - LYCOMING IC	D-540-K1G5D			Activated	
Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 3600	IABLE Number Engine Tvi	gines - 1 pe  - RECIP - FUE	I INJECTED	Stail	warning er Radar	System - U	JNK/NK
No. of Seats - 6	Rated Pow		EL INGECTED	weath	ei kadai	140	
-Environment/Operations Informatio							
Weather Data	Itinerary		Α		roximity		
Wx Briefing - FSS Method - TELEPHONE		ture Point		OFF AIR	PORT/STRI	Р	
Completeness - FULL	WINCHEST Destination		Λi	rport Da	ta		
Basic Weather - IMC	UNK/NR		^'	i poi c ba	ta		
Wind Dir/Speed- 010/010 KTS	, ,			Runway	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Cloud Conditions(1st) - UNK/N					Surface		
Cloud Conditions(2nd) - UNK/N Obstructions to Vision- HAZE		earance - NONE Lndg - NONE		Runway	Status	- N/A	
Precipitation - RAIN	Type Apcn/	Lnag - NUNE					
Condition of Light - DAYLI	GHT						
Pilot-In-Command	Age - 35	Medical Review - YES Tota - 6 Make e - PA-28 Ins	Certificate	- VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (Ho	urs)		
PRIVATE	Current	- YES Tota	al - 1	51	Last 2	4 Hrs -	1
SE LAND	Months Since	- 6 Make	e/Model-	54	Last 3	O Days-	9
	Aircraft lyp	e - PA-28 Ins	trument~	1	Last	o Days-	27
Instrument Rating(s) - NON	E						
Nonnektvo							
-Narrative LE EN ROUTE, THE AIRCRAFT COLLIDED	WITH THE SIDE OF A MOUNT	ATN DUDING LEVEL SI	ITCHT AT AROU	T 2000 F	T MSI TH	IF	
	PED UPWARD AT ABOUT A 45						

9/26/82 File No. - 2995 BERKELEY SPRINGS, WV A/C Reg. No. N8690E Time (Lc1) - 1330 EDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. WEATHER CONDITION - CLOUDS 3. TERRAIN CONDITION - HIGH TERRAIN 4. WEATHER CONDITION - LOW CEILING 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE Finding(s) 7. LIGHT CONDITION - DAYLIGHT

9. TERRAIN CONDITION - RISING
----Probable Cause---

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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-Basic Information							
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Da		5-4-1	•	ıries	Mana
Type of Operation -PE	RSONAL	SUBSTANTIA Fire	ı. Crew	Fatal O			None 1
Flight Conducted Under -14		NONE		-	0	-	Ó
Accident Occurred During -LA		IAOIAE	rass	. 0	U	U	U
-Aircraft Information							
Make/Model - HELIO H-395	Eng Make/	Model - LYCOM	NG GO-480-G1B6	ELT	Installed/	Activated	- YES/NO
Landing Gear - TAILWHEEL-ALL						System - N	
Max Gross Wt - 3000	Engine Ty	pe - RECIPA	ROCATING-CARBUR				
No. of Seats - 4	Rated Pow		5 HP				
-Environment/Operations Informat	ion						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AII	RPORT		
Method - TELEPHONE	CASPER, W	Υ					
Completeness - FULL	Destination			Airport !	Data		
Basic Weather - VMC	GILLETTE	, WY		GILLE'	TTE CAMPBEL	L COUNTY	
Wind Dir/Speed- 210/012 KTS					y Ident		
Visibility - 20.0 SM					/ Lth/Wid		75
Cloud Conditions(1st) - 1500		ight Plan - NO	DNE	Runwa	/ Surface	- ASPHALT	
Cloud Conditions(2nd) - 200					/ Status	- DRY	
Obstructions to Vision- NON	E Type Apch/	Lndg - VI	SUAL FULL CIRC	UIT			
Precipitation - NON	<b>E</b>						
Condition of Light - DUSI	<						
-Personnel Information							
Pilot-In-Command	Age - 38		dical Certifica			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (I			
COMMERCIAL	Current	- YES	Total -	3500	Last 2	!4 Hrs -	1
SE LAND	Months Since	- 11	Make/Model- Instrument-	26	Last 3	O Days-	30
	Aircraft Type	e - UNK/NR	Instrument-	265	Last 9	O Days-	90
Instrument Rating(s) - A	IRPLANE						
Instrument Rating(s) - A		e - UNK/NR	Instrument-	265	Last	o Days-	90

File No. - 2908 10/07/82 GILLETTE, WY A/C Reg. No. N3129R Time (Lc1) - 1844 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aino	raft Damage			Ini	uries	
Type operating certificate None (GENERA		STANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL			Crew		0	0	1
Flight Conducted Under -14 CFR 91	NON	ΙE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							_
Make/Model - CESSNA TR182	Eng Make/Model -	LYCOMING 0-540	)-J3C5D	ELT			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - Engine Type -	1 DECIDENCATING	CARRUPETO	Stal	1 Warning	System - Y	ES
Max Gross Wt - 3100 No. of Seats - 4	Rated Power -	235 HD	CARBURETU	ik weat	ner kadar	- 110	
		200 111					
Environment/Operations Information Weather Data	Itinerary			irport	Proximity		
Wx Briefing - BRFG RCVD, SOURCE UNK		int		ON AIR			
Method - UNK/NR	ROCK SPRINGS, WY			0.0			
Completeness - UNK/NR	Destination		Αi	rport D	ata		
Basic Weather - VMC	LANDER, WY			HUNT			
Wind Dir/Speed- 340/004 KTS					Ident		
Visibility - 40.0 SM	ATC/Airspace	110115				- 5100/	75
Cloud Conditions(1st) - 23000 FT Cloud Conditions(2nd) - UNK/NR	Type of Flight Pl				Status	- ASPHALT	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg			Rufiway	Status	- DK1	
Precipitation - NONE	Type Apolly Elling	HONL					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42 Biennial Flight Review	Medical Cer	tificate	- VALID	MEDICAL-N	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (H	ours)		
PRIVATE	Current - UNK	/NR Total	- 11	160	Last 2	24 Hrs -	4 IV/ND
SE LAND	Current - UNK Months Since - UNK Aircraft Type - UNK	/NR Make/MC	ogei- s	000	Last o	30 Days- UN	1K/ NK 61
	All Clair Type Oliv	/NR ITISCI GII	ierre	O	Last	oo bays	٠,
Instrument Rating(s) - NONE			•				
Narrative							
AIRCRAFT NOSE WHEEL COLLAPSED DURING LAND	ING. THE PLANE THEN TURN	ED LEFT WENT OF	F THE RUN	WAY AND	COLLIDED	WITH A	
BANK. AN EXAMINATION OF THE AIRCRAFT REVE							

File No 291	1 12/22/82 LANDER, WY	A/C Reg. No. N756CK	Time (Lc1) - 1520 MST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPER	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. LANDING GEAR,NOS	E GEAR ASSEMBLY - OVERLOAD		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 3. TERRAIN CONDITIO	N - SNOWBANK		
Probable Cause	-		
The National Transporis/are finding(s) 1	tation Safety Board determines that the Proba	able Cause(s) of this accident	

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju	ries	
Type speciality out the foats make (achieval	SUBSTA		Fatal			None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 182	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stal	1 Warning	System - Y	'ES
Max Gross Wt - 1610	Engine Type - RE		ETOR Weat	her Radar	- NO	
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 040/015 KTS	EVANSTON, WY		AFTON	Talama	46	
Visibility - 15.0 SM	ATC/Airspace			Ident Lth/Wid	- 16	45
Cloud Conditions(1st) - 4000 FT BROKE		- NONE		Surface		45
Cloud Conditions(2nd) - NONE	Type of Clearance		•		- DRY	
Obstructions to Vision- NONE	,	- NONE	Kariway	Jeacas	DICT	
Precipitation - NONE	Type Apolly Ellag					
Condition of Light - DAYLIGHT						
-Personnel Information						
	Age - 48	Medical Certifica	te - VALID	MEDICAL-N	O WAIVERS/	LIMIT
	Biennial Flight Review	F1 igi	nt Time (H	ours)		
PRIVATE	Current - YES	Total -		Last 2	4 Hrs -	0
SE LAND, SE SEA	Months Since - 13 Aircraft Type - UNK/NR	Make/Mode1-	90	Last 3	O Days-	0
	Aircraft Type - UNK/NR	Instrument-	0	Last 9	O Days-	18
Instrument Rating(s) - NONE						
-Narrative						
PILOT REPORTED THAT THE AIRCRAFT HAD A POW	ER LOSS DURING TAKEOFF AND	NOSED OVER IN SNO	DURING A	FORCED LA	NDING. THE	

Time (Lc1) - 1430 MST File No. - 2912 12/24/82 AFTON. WY A/C Reg. No. N21008 Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2





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