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#### FOREWORD

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 eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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 or reports."

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

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.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company. Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

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### DEFINITIONS

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

### Aircraft Accidents

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 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. FILE ORDER LISTING

**ISSUE NUMBER 1** 

CALENDAR YEAR 1984

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5	7734C	022784	JEFFERSON CITY, MO	PIPER	PA-28-181	NONE	252
6	5026U	021984	PINE BLUFF, AR	CESSNA	206	NONE	32
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14	731RJ	022584	CRAWFORD, MS	CESSNA	A-188B	SERIOUS	260
15	5396P	010784	ST. CHARLES, MO	CESSNA	152	FATAL	238
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17	2715D	030684	ILIAMNA, AK	CESSNA	170B	NONE	14
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20	5976D	031284	GALENA, AK	PIPER	PA-18-150	FATAL	16
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23	6466A	020484	DERBY, KS	CESSNA	182	NONE	188
24	74WB	022984	POINT LOOKOUT, MO	PIPER	PA-18	NONE	254
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29	739BV	010784	HOLLAND, MI	CESSNA	172	NONE	206
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31	64666	021584	NEW CASTLE, PA	CESSNA	172P	MINOR	330
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33	733VX	021884	ROSEBURG, OR	CESSNA	172N	NONE	318
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35	714MC	030384	HAGERSTOWN, IN	CESSNA	150M	NONE	182
36	757RU	032984	ESCALON, CA	CESSNA	152	NONE	116
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51	6741H	013084	BILLINGS, MT	PIPER	J3C-65	MINOR	266

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	57	8431Y	012784	NASHUA, NH	ROBINSON	R-22	NONE	282
	58	8108U	011284	SENECA FALLS, NY	CESSNA	150	NONE	288
	59	99JW	012984	PHILADELPHIA, PA	SWEARINGEN	SA-226T	NONE	328
	60	63678	012884	AKRON, NY	CESSNA	150	NONE	290
	61	2583D	030484	NEW HAVEN, CT	PIPER	PA-38-112	NONE	128
	62	8941U	012784	BREWER, ME	CESSNA	150E	NONE	204
	63	6372W	010784	HOLLAND, MI	PIPER	PA-28-140	NONE	208
	64	91123	021884	ALBANY, OR	NAVION	А	NONE	320
	65	99620	012284	KLAMATH FALLS, OR	PIPER	PA-18-135	NONE	310
	66	25756	022084	INDEPENDENCE, MO	CASSNA	152	NONE	250
	67	3112H	022584	N. STILLWELL, KS	ERCOUPE	415C	NONE	198
	68	9557B	020984	SEATTLE, WA	CESSNA	172 RGII	NONE	360
	69	22796	011484	DEER PARK, WA	CESSNA	150H	NONE	352
	70	6522R	022284	GRANGEVILLE, ID	CESSNA	172RGII	NONE	160
	71	25807	021184	MINDEN, NV	CESSNA	15211	NONE	286
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	73	5216E	010684	ARCO, ID	CESSNA	C172N	FATAL	158
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92	9614Y	032884	NOVATO, CA	CESSNA	210	NONE	112
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95	22055	021284	CONWAY SPRINGS, KS	CESSNA	150H	NONE	190
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98	66978	012484	MACOMB, IL	CESSNA	C-172P	NONE	170
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162	5355P	022284	MILWAUKEE, WI	CESSNA	152	NONE	374
163	7314V	020384	KANSAS CITY, KS	BELLANCA	17-30	MINOR	186
164	83MC	012084	LIBERTY, MO	AERO COMMAND	690 <b>A</b>	NONE	240
165	67919	030384	TAYLORVILLE, IL	CESSNA	152	NONE	176
166	83382	021984	MOUNTAINDALE, OR	PIPER	PA-28-J3A5	FATAL	322
167	68925	031284	ELMIRA, OR	PIPER	J3C-65	MINOR	324
168	7535C	041484	EVERETT, WA	FORNAIRE	F - 1	NONE	368
169	4725N	041184	NEAH BAY, WA	CESSNA	182Q	NONE	366
170	6271F	031784	GENESEE, WI	CESSNA	337 <b>A</b>	MINOR	376
171	48898	030484	STRONGSVILLE, OH	CESSNA	152	NONE	300
173	2998L	010184	PITTSBURG, MO	MOONEY	M2OC	NONE	232
174	8782F	031984	SUPPLY, NC	HUGHES	269	SERIOUS	274
175	735UY	022784	PLEASANTON, KS	CESSNA	182Q	NONE	200
176	4500Q	011284	GAINSVILLE, FL	CESSNA	411A	MINOR	132
177	67SC	031584	WINTER GARDEN, FL	SHARK	BI-PLANE	NONE	136
178	157DB	012484	PLYMOUTH, FL	PIPER	PA-28	MINOR	134
179	51032	031584	ARECIBO, PR	CESSNA	U206F	NONE	332
180	2521H	010884	EUSTIS, FL	SCHWEIZER	2-33A	SERIOUS	130

XVI

File Order Listing - Issue No. 1, 1984

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
181	195RS	050284	KNIGHTS LANDING, CA	CHRISTEN EAG	STALLINS 1	MINOR	122
182	5160R	021584	BARBERS POINT, HI	CESSNA	172M	NONE	144
183	4661U	020884	PHOENIX, AZ	MOSELEY/SCOR	133	SERIOUS	44
184	54042	012084	OAKLAND, CA	CESSNA	172	NONE	66
185	974V	011484	FULLERTON, CA	BEECH	C-24-R	NONE	58
186	35131	011184	MONTAGUE, CA	GREAT LAKES	2T-1A-2	NONE	52
187	50BG	011184	LAS VEGAS, NV	ROCKWELL COM	114	NONE	284
188	719MS	040784	EGEGIK, AK	BEECH	BE-18D	NONE	24
190	6368U	040684	HILTON, SC	AERO COMMAND	560F	NONE	336
191	2387L	031884	ROME, GA	BEECH	BE-23	NONE	142
193	7070K	041484	ANCHORAGE, AK	PIPER	PA-20	MINOR	26
194	94251	012684	SNOWVILLE, VA	CESSNA	152	NONE	346
197	10144	022584	FT RILEY, KS	CESSNA	150L	NONE	196
198	28673	022084	PAPILLION, NE	GULFSTREAM A	AA5B	NONE	278
199	73043	010884	ELKADER, IA	CESSNA	172M	NONE	148
200	7286D	012484	ANCHORAGE, AK	PIPER	PA-18A	MINOR	8

# AIRCRAFT ACCIDENT REPORTS

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# BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1 OF 1984 ACCIDENTS

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircr	aft Damage		Inju	ries	
		STANTIAL	Fatal			None
Type of Operation -INSTRUCTION				0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	s 0	0	0	1
-Aircraft Information						
Make/Model - CESSNA 172RG		LYCOMING 0-350-F1A6		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			l Warning	System - '	YES
Max Gross Wt ~ 2224		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - MILITARY	Last Departure Poi	int	UNK/NR	2		
Method - TELEPHONE	ELMENDORF, AK					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM					- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 14000 FT SC/				Surface		
Lowest Ceiling - NONE	Type of Clearance			y Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lhag	- SIMULATED FORCED	LANDING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 23	Medical Certifica			O WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL, CFI	Current - YES				4 Hrs -	4
SE LAND, ME LAND, SE SEA	Months Since - 13	Make/Model-	80		0 Days-	150
	Aircraft Type - 172R	G Instrument- Multi-Eng -	102 16	Last 9	0 Days-	213
Instrument Rating(s) - AIRPLANE						
-Narrative						
	CING EMERGENCY PROCEDURES.					

Brief of Accident (Continued)

 File No. - 114
 1/07/84
 BIG LAKE,AK
 A/C Reg. No. N4856V
 Time (Lc1) - 1015 YST

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

 Finding(s)
 1. TERRAIN CONDITION - SNOWBANK
 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 4. CLEARANCE - IMPROPER - DUAL STUDENT

 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraf	t Damage			In	juries	
	-	SUBSTA	NTIAL	F	atal	Serious	s Minor	None
Type of Operation -PERSONAL		Fire		Crew	0	0		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	F	ass	0	0	0	1
-Aircraft Information Make/Model - PIPER PA-18		-1-1 1.1			F1 7 1		- / A - A / A	
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mc Number Engi		COMING 0-290				ning System	
Max Gross Wt - 1750			CIPROCATING-CAR			ari wari	ring system	123
No. of Seats - 2	Rated Power							
-Environment/Operations Information								
Weather Data	Itinerary					roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu				OFF AIR	PORT/STR	RIP	
Method - N/A Completeness - N/A	CREEK MINE Destination			A ÷	nont De	+-		
Basic Weather - IMC	SAME AS AC			ATT	port Da	ita		
Wind Dir/Speed- 290/005 KTS	SAME AS AG	0/1100			Runwav	Ident	- N/A	
Visibility125 SM	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan	- NONE			Surface		
Lowest Ceiling - 4000 FT OVERC Obstructions to Vision- BLOWING SNOW Precipitation - SNOW SHOWER Condition of Light - DUSK	CAST Type of Clea Type Apch/Lr	rance	- NONE		Runway	Status	- N/A	
-Personnel Information								
Pilot-In-Command	Age - 40		Medical Certif				-WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Re Current	view	- · · ·	light T	ime (Ho	ours)		-
PRIVATE SE LAND	Current Monthe Since	- YES	lotal Moke (Model	- 250	0	Last	24 Hrs - 30 Days-	3 50
SE LAND	Months Since Aircraft Type	- PA-18	Instrument	- 140	0	Last	90 Days-	50 75
	Anorare type				Ũ	Luot	So bays	10
Instrument Rating(s) - NONE								
-Narrative								
PLT STATED THAT AT THE TIME OF THE ACCIDEN		A WHITE	NUT CONDITION	THE ACE	T STALL	FD AND C	RASHED ON	Δ

### Brief of Accident (Continued)

File No. - 115 1/07/84 TALKEETNA, AK A/C Reg. No. N1317A Time (Lcl) - 1630 YST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - WHITEOUT 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND 6. IMPROPER USE OF FACILITY, OVER CONFIDENCE IN PERSONAL ABILITY ~ 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) 2,3,4,5

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

Brief of Accident

File No 113 1/11/84 WAS	ILLA,AK	A/C Reg. No. N29	142	Ti	me (Lcl) ·	1715 YS	ST 
-Basic Information Type Operating Certificate-NONE (GENE		rcraft Damage			Inju		
		ESTROYED		Fatal			None
Type of Operation -PERSONAL		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERIN		DNE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 206		- CONTINENTAL I	0-540		nstalled/#		
Landing Gear - TRICYCLE-FIXED	Number Engines			St	all Warnin	ng Syster	n - YES
Max Gross Wt - 3500		- RECIP-FUEL IN	JECTED				
No. of Seats - 2	Rated Power	- 285 HP					
-Environment/Operations Information							
Weather Data	Itinerary	<b>-</b> • •			roximity		
Wx Briefing - NO RECORD OF BRIEFI		Point		UNK/NR			
Method - N/A Completeness - N/A	GALENA, AK			rport Da	+-		
Basic Weather - IMC	Destination PALMER,AK		AI	rport Da	la		
Wind Dir/Speed- VARIABLE	PALMER, AN			Punway	Ident -		
Visibility - 2.000 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight F	Plan - NONE			Surface -		
Lowest Ceiling - 2500 FT OV						UNK/NR	
Obstructions to Vision- FOG	Type Apch/Lndg		NDING	, <b>,</b>		,	
Precipitation - SNOW							
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 42	Medical Ce	rtificate			WAIVERS	5/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	N	Flight	Time (Ho	urs)		
ATP	Current - YI Months Since - 6	ES Total	- 100	00	Last 24		
SE LAND, ME LAND, SE SEA	Months Since - 6	5 Make/M	odel- 100	000	Last 30	) Days-	
HELICOPTER	Aircraft Type - C					) Days-	
		Multi-	Eng - 15	00	Rotorcr	aft - l	JNK/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT CRASHED INTO A HEAVELY WOODED AREA	AFTER ENCOUNTERING THE			ING POWE	R ON THE P	NGINE	
Y ICING AND FREEZING RAIN WERE REPORTED							
DUE TO RAISING CLOUD COVER.	in the area. the det of						

Brief of Accident (Continued)

File No. - 113 1/11/84 WASILLA,AK A/C Reg. No. N29142 Time (Lcl) - 1715 YST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - SNOW 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 5. WEATHER CONDITION - UNFAVORABLE WIND 6. JUDGEMENT - POOR - PILOT IN COMMAND 7. INDUCTION AIR CONTROL - ICE Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL \_\_\_\_\_ Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

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

Brief of Accident

Basic Information				<b>.</b> .		
Type Operating Certificate-NONE (GENERA		t Damage		Injur		<b>.</b> .
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - PIPER PA-18A	Eng Make/Model - LY(	COMING 0-360-A	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - SKI	Number Engines - 1		S	tall Warning	g System	- NO
Max Gross Wt - 1750	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power - UN	K/NR				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING						
Method - N/A	CHITNA.AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SKY HARBOR,AK					
Wind Dir/Speed- CALM	, ,,, ,,		Runwav	Ident -	UNK/NR	
Visibility - 90.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 27 .	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES	Total -			Hrs -	4
SELAND	Months Since - 5		-			•
	Aircraft Type - PA-18A				Davs-	
		21.2 1. 2		00		-

----Narrative----

THE PLT STATED THAT JUST PRIOR TO THE ENG FAILURE, THE LEFT FUEL TANK "WAS EMPTY" AND THE RIGHT TANK CONTAINED APPROXIMATELY 1/8 OF A TANK OF FUEL. THE PLT SUSPECTED FUEL STARVATION.

### Brief of Accident (Continued)

File No. - 200 1/24/84 ANCHORAGE,AK A/C Reg. No. N7286D Time (Lc1) - 1530 AST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Findina(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----------Probable Cause----

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

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

Brief of Accident

File No 34 2/15/84 HAINES,AK	A/C F	eg. No. N88327	Time (Lc1) - 1255 AST				
Basic Information Type Operating Certificate-NONE (GENERAL AV	DESTRO		Injuries Fatal Serious Minor			n None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE		1 1	0	0 0	0	
Aircraft Information Make/Model - PIPER J3C-65S Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300 No. of Seats - 2	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -		St	Installed/A tall Warnin			
<pre>Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/008 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 4000 FT Lowest Ceiling - 4000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT</pre>	Itinerary Last Departure Point SAME AS ACC/INC Destination UNK/NR ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Runway Runway	PORT ata Ident - Lth/Wid - Surface -			
	- 27 nnial Flight Review Current - YES Months Since - 6 Aircraft Type - PA-16	Total - Make/Model-	t Time (Ho 519 149	ours) Last 24 Last 30	Hrs - Days- U	2	

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO A WITNESS THE ACFT MADE AN INTERSECTION TAKEOFF AND IMMEDIATELY STARTED AN ALMOST VERTICAL CLIMB. AT ABOUT 300 FT AGL THE ACFT WINGED OVER TO THE LEFT AND DOVE INTO THE GROUND 100 FT FROM THE RWY CENTER AND NEAR THE UPWIND END. THE HORIZONTAL STABILIZER TRIM WAS FOUND IN A SLIGHTLY NOSE UP POSITION. NO EVIDENCE OF ANY FAILURE OR MALFUNCTION OF THE ACFT WAS NOTED DURING THE INVESTIGATION. A GROSS EXTERNAL AUTOPSY OF THE PLT DISCLOSED NO EVIDENCE OF PRE-IMPACT IMPAIRMENT OF HIS ABILITY TO OPERATE THE ACFT.

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# Brief of Accident (Continued)

File No	34 2/15/84	HAINES,AK	A/C Reg. No. N88327	Time (Lc1) - 1255 AST	
Occurrence #1 Phase of Operation					
2. AIRSPEED - NOT	VE - PILOT IN COMM. MAINTAINED - PILOT TENT - PILOT IN COU	IN COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2,		nd determines that 1	the Probable Cause(s) of this accide	ent	

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

# Brief of Accident

Basic Information Type Operating Certificate-ON	-DEMAND AIR TAX	XI	Aircraft	Damage			Injur	ies	
Name of Carrier -GU Type of Operation -NO Flight Conducted Under -14	LKANA AIR SERV	ICE	SUBSTAN	TIAL			Serious	Minor	None
Type of Operation -NO	N SCHED, DOMEST	IC, PASSENGER	Fire		Crew	0	0	0	1
Flight Conducted Under -14	CFR 135		NONE		Pass	0	0	0	3
Accident Occurred During -DE	SCENT								
Aircraft Information									
Make/Model - FAIRCHILD HIL	LER FH-100	Eng Make/Moc	lei - ALL	ISON 250-C18			nstalled/A		
Landing Gear - SKID		Number Engir Engine Type				St	all Warnin	g Syster	n - NU
Max Gross Wt - 2750 No. of Seats - 4		Rated Power							
Environment/Operations Informat Weather Data	ion	Itipopany				Ainmont -	novimitu		
Wx Briefing - NO RECORD O		Itinerary Last Departur	e Point			Airport F	PORT/STRIP		
Method - N/A	I DRIELING	GLENNALLEN,				OFF AIR	FURI/SIRIP		
Completeness - N/A		Destination				Airport Da	ita		
Basic Weather - VMC		LOCAL			•	poi t be			
Wind Dir/Speed- 360/020 KTS						Runway	Ident -	N/A	
Visibility - 40.0 SM		ATC/Airspace					Lth/Wid -	N/A	
Lowest Sky/Clouds - 70	00 FT	Type of Fligh	t Plan -	VFR			Surface -		
Lowest Ceiling - 70						Runway	Status -	N/A	
Obstructions to Vision- NON		Type Apch/Lnd	g -	UNK/NR					
Precipitation - NON	E								
Condition of Light - DAY	LIGHT 								
Personnel Information									. /
Pilot-In-Command		- 52		Medical Certi				WAIVERS	S/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Bier	nnial Flight Rev	NO	Total	Fign	t Time (Ho	Last 24		1
SE LAND, ME LAND, SE SEA		Current - Months Since - Aircraft Type -		Make/Mode	- 1-	200	Last 24 Last 30		6
HELICOPTER		Aircraft Type -		Instrumer		350	Last 90		
HEEISON TER		Allerant Type		Multi-Eng	1 - 1	2000	Rotorcr	aft -	
					, ·	2000			0100
Instrument Rating(s) - A	IRPLANE								
Narrative									
PLT EXPERIENCED A DOWNDRAFT, WH									
ENT OF THE ACFT, CONTROL WAS LO	ST AND THE HEL	ICOPTER COLLIDED	WITH TH	E GROUND. THE	E ACFT	ROLLED IN	IVERTED AFT	ER	

Brief of Accident (Continued)

File No	18 3/04/84	GLENNALLEN,AK	A/C Reg. No. N50	951F Time (Lc1) -	- 1045 AST
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. IN-FLIGHT PLANN 2. AIRPORT FACILIT 3. AIRPORT FACILIT 4. WEATHER CONDITI 5. WEATHER CONDITI 6. WEATHER EVALU	IES - HIGH TERRAIN IES - RISING ON - HIGH DENSITY ON - DOWNDRAFT	ALTITUDE	IAND		
Occurrence #2 Phase of Operation		- IN FLIGHT RN TO REVERSE DIRECTI	ON		
Finding(s) 7. DESCENT - UNCON	TROLLED - PILOT IN				
Occurrence #3 Phase of Operation		ION WITH TERRAIN RN TO REVERSE DIRECTI	ON		
Occurrence #4 Phase of Operation	MANEUVERING				
Probable Cause					
The National Transpo is/are finding(s) 1,		rd determines that th	e Probable Cause(s) of t	his accident	

.

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

### Brief of Accident

File No 17 3/06/84 ILIAMN	A, AK	A/C Reg. No. N2715D			Time (Lc1) - 1045 AST			
-Basic Information Type Operating Certificate-NONE (GENERAL		ircraft Damage SUBSTANTIAL	Injuries Fatal Serious Minor			r None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE	Crew Pass	0 0	0 0	0 0	1 1	
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1670 No. of Seats - 4	Number Engine	- RECIPROCAT		S	Installed/A tall Warnin			
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 - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure DANIEL LAKE, Destination UNK/NR ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	AK Plan - NONE nce - NONE		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A		
	Age - 40 Biennial Flight Revi			e - VALID t Time (H	MEDICAL-WA ours)	IVERS/LIM	IIT	
PRIVATE SE LAND	Months Since -	20 Make		33	Last 30	Days-	2 5	
	Aircraft Type -	UNK/NK Inst	trument-	9	Last 90	Days-	10	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COWLING CAME UNFASTENED DURING CRUISE AND THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING. DURING THE LANDING, THE PLT LOST DIRECTIONAL CONTROL AND COLLIDED WITH A SNOWBANK.

\_\_\_\_\_

3/06/84 A/C Reg. No. N2715D File No. - 17 ILIAMNA,AK Time (Lc1) - 1045 AST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION CRUISE - NORMAL Phase of Operation Finding(s) 1. COOLING SYSTEM, COWLING - LOOSE 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. COOLING SYSTEM, COWLING - UNLOCKED \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND \_\_\_\_\_\_ Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident (Continued)

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		ıft Damage			Injur	ies	
Type operating der till foate holle (dellekke	DESTR			Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	1	0		0
Flight Conducted Under -14 CFR 91	NONE		Pass	1	Ō	Ō	Ō
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - PIPER PA-18-150	Eng Make/Model - L				nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED					all Warnir	ng System	~ YES
Max Gross Wt - 1750	Engine Type - R		ARBURET	OR			
No. of Seats - 2	Rated Power -	125 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt		OFF AIR	PORT/STRIP		
Method - N/A	GALENA, AK						
Completeness - N/A Basic Weather - VMC	Destination		4	Airport Da	ta		
Wind Dir/Speed- CALM	LOCAL			Bubbbb	Ident -		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Ranway	5 14 145	17.5	
Precipitation - NONE	spe speny znag	10112					
Condition of Light - DAYLIGHT							
	Age - 31	Medical Cert	ificate		MEDICAL-NO	WATVERS/	тмтт
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	· Time (Ho	urs)		
PRIVATE	Current - UNK/N	IR Total	- UNK	(/NR	Last 24	Hrs - UN	
SE LAND	Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	IR Make/Mod	el- UNK	(/NR	Last 30	Days- UN	
	Aircraft Type - UNK/N	IR Instrume	nt- UNK	/NR	Last 90	Days- UN	
		Multi-En	g - UNK	/NR	Rotorcr	aft - UNI	
Instrument Rating(s) - NONE							

NEAR A GROUP OF TREES. IT CAME TO REST IN A NEAR VERTICAL, NOSE DOWN ATTITUDE WITH CRUSHING DAMAGE ON THE NOSE & LEADING EDGES OF THE WINGS. THERE WAS NO EVIDENCE OF SIGNIFICANT MOVEMENT AFTER IMPACT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT.

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File No 2	3/12/84	GALENA, AK	A/C Reg. No. N5976D	Time (Lc1) - 1400 AST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - UNKNOWN	IN FLIGHT		
Finding(s) 1. PLANNING-DECISIC 2. AIRSPEED - NOT M 3. IMPROPER USE 4. STALL - INADVER	MAINTAINED - PILOT E OF EQUIPMENT/AIRC	IN COMMAND RAFT,DIVERTED ATTENTI MAND	ON - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTRO			
Finding(s) 5. TERRAIN CONDITIC	DN - SNOW COVERED			
Probable Cause				

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft Dama	<b>7</b> 0		Injur	ies	
Type operating berthildate None (deneka	AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information							·····
Make/Model - CESSNA 170B Landing Gear - SKI/WHEEL		Model - CONTINEN gines - 1			Installed/A tall Warnir		
Max Gross Wt - 2200		pe - RECIPROC			tari warnin	ig system	- 165
No. of Seats - 4	Rated Pow						
-Environment/Operations Information		**-*****					
Weather Data	Itinerary			Airport I	Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		OFF AI	RPORT/STRIP	•	
Method - N/A	UNK/NR						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC			<b>•</b> •		
Wind Dir/Speed- CALM						N/A	
Visibility - 160.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Cl	ight Plan - NONE earance - NONE Lodo - UNK/			Status -		
Obstructions to Vision- NONE	Type of Ch	Lndg - UNK/	NP	Kullway	Status	N/ A	
Precipitation - NONE	Type Apen/	chag ont					
Condition of Light - DAYLIGHT							
	Age - 33 Biennial Flight Current	Medic	al Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current	- YES T	otal -	228	Last 24		1
SE LAND	Months Since	-2 M e-UNK/NR I	ake/Model-	163	Last 30	Days-	1
	Aircraft lyp	e-UNK/NR I	nstrument-	3	Last 90	Days-	14
Instrument Rating(s) - NONE							

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3/18/84 A/C Reg. No. N3927V Time (Lcl) - 1445 AST File No. - 19 FAIRBANKS,AK \_\_\_\_\_ \_\_\_\_\_ ----------LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. TERRAIN CONDITION - ICY 3. TERRAIN CONDITION - SNOW COVERED 4. TERRAIN CONDITION - ICY 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	ries	
	SUBST	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 O	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - Fl					
Landing Gear - SKI	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 2200	5 51	ECIPROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Power -	165 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AI	RSTRIP		
Method - N/A	BIRCHWOOD,AK					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	SAME AS ACC/INC			RIDGE		
Wind Dir/Speed- VARIABLE					- 05	
Visibility - 50.0 SM	ATC/Airspace			y Lth/Wid		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status		RY
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN			ROUGH	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		A 11	
PRIVATE SE LAND	Current - YES			Last 2	4 Hrs -	1
SE LAND	Months Since - 22 Aircraft Type - UNK/N	Make/Model-	224 0	Last 3	0 Days- 0 Days-	2 4
	Alrcraft Type - UNK/N	thstrument-	0	Last s	U Days-	4
Instrument Rating(s) - NONE						
Narrative						
PLT ELECTED TO LAND ON A SNOW COVERED STR	ID THAT HAD A EDUZEN SNOW	DUIST & WAS DUITTED		тнат		
NG THE TOUCHDOWN, THE ACFT BOUNCED, THEN						
E THRU THE FROZEN CRUST, THEN NOSED OVER.	HE ELECTED TO GO AROUND. HU	WEVER, THE AGET IC	OCHED DOW	A AGAIN &		

File No	22 3/22/84	SKWENTNA, AK	A/C Reg. No. N4672C	Time (Lcl) - 1800 AST	
Occurrence Phase of Operation	NOSE OVER LANDING				
2. AIRPORT FACILIT	RAIN - SELECTED - P TIES,RUNWAY/LANDING TIES,RUNWAY/LANDING	AREA CONDITION - SNO	W COVERED IGH/UNEVEN		

----Probable Cause----

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

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

### Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AV(IATION) Aircraf	+ Domogo		Injur	ice	
Type operating certificate-none (General	DESTRO	t Damage YFD	Fatal			- None
Type of Operation -PERSONAL	Fire		rew O	0	1	
Flight Conducted Under -14 CFR 91	NONE		ass Ö	1	4	Ō
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 206	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g Syste	em – YES
Max Gross Wt - 3500	Engine Type - RE		Ð			
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	ANCHORAGE, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather ~ IMC	SLEETMUTE, AK			<b>.</b>		
Wind Dir/Speed- CALM Visibility - UNK/NR					N/A	
	ATC/Airspace Type of Flight Plan	NONE		Lth/Wid - Surface -		
Lowest Ceiling - 200 FT OBSCUR			2		N/A	
Obstructions to Vision- GROUND FOG	Type Apch/Lndg		Runway	status -	IN/ A	
Precipitation - SNOW	Type Apen/Endg	NONL				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command A	ge - 25	Medical Certifi	cate - EXPIR	ED		
	iennial Flight Review	Fl	ight Time (H	ours)		
PRIVATE	Current - NO	Total -	UNK/NR	Last 24	Hrs -	4
SE LAND,SE SEA	Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	UNK/NR	Last 30	Days-	45
	Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days-	70
		Multi-Eng -	UNK/NR	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - NONE						

MADE A 180 DEG TURN, BUT LOST ALL REFERECNE TO THE TERRAIN DURING THE TURN. SHORTLY AFTER COMPLETING THE TURN, HE WAS PROCEEDING EASTBOUND & WAS SLOWING THE ACFT WHEN IT IMPACTED THE SURFACE, THEN SLID ABOUT 100 FT & CAME TO REST. THE PLT STATED THAT HE HAD ENCOUNTERED A WHITEOUT CONDITION.

\_\_\_\_\_

File No. - 21 3/29/84 MCGRATH, AK A/C Reg. No. N756XB Time (Lcl) - 0745 AST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. WEATHER CONDITION - SNOW 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND 7. WEATHER CONDITION - WHITEOUT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 8. TERRAIN CONDITION - SNOW COVERED 9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND 10. \_\_\_\_\_\_ ----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) 2,3,4,7,8,10

#### Brief of Accident

File No 188 4/07/84 EGEGIK,	AK A/C Re	g. No. N719MS	٦ 	Time (Lcl) - 1800 AST			
-Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft DESTROY		Fatal	Injur Serious		None	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas	ew O s O	0 0	0 0	1 1	
-Aircraft Information Make/Model - BEECH BE-18D Landing Gear - TAILWHEEL-RETRACTABLE MAI Max Gross Wt - 8750 No. of Seats - 2	Eng Make/Model - P & NS Number Engines - 2 Engine Type - REC	W R-985 SERIES	ELT	Installed/A Stall Warnir	ctivated		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - PARTIAL,LMTD BY FCSTR Basic Weather - IMC Wind Dir/Speed- 135/015 KTS Visibility - 3.000 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 300 FT OVERCA Obstructions to Vision- ICE FOG Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAND POINT,AK Destination KING SALMON,AK ATC/Airspace Type of Flight Plan - Type of Clearance Type Apch/Lndg	NONE	OFF AI Airport E EGEGIK Runway Runway Runway	(	N/A N/A WATER	LM	
-Personnel Information Pilot-In-Command A Certificate(s)/Rating(s) E COMMERCIAL,CFI ME LAND,SE SEA	nge - 34 Biennial Flight Review Current - YES Months Since - UNK/NR Aircraft Type - UNK/NR	Total -	1439 158 198	Last 24 Last 30	) WAIVERS/   Hrs - ) Days- UN ) Days-	3 K/NR	
Instrument Rating(s) - AIRPLANE							

SWAM TO SHORE. THE ACFT WASHED OUT TO SEA AND WAS NOT RECOVERED

4/07/84 A/C Reg. No. N719MS File No. - 188 EGEGIK.AK Time (Lc1) - 1800 AST \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. WEATHER CONDITION - SNOW 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 6. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 7. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. TERRAIN CONDITION - WATER, GLASSY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2,3,5,7

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### Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage		Injur	ios	
Type operating certificate-none (General		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		rew O	0	1	0
Flight Conducted Under -14 CFR 91	NONE		Pass 0	ŏ	1	õ
Accident Occurred During -TAKEOFF						
Make/Model - PIPER PA~20		LYCOMING 0-290-D2		'Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ig System	- YES
Max Gross Wt - 1800		RECIPROCATING-CAR	BURETOR			
No. of Seats - 4	Rated Power -	135 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	UN AI	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport	Data		
Basic Weather - VMC	LOCAL		MERRI			
Wind Dir/Speed- 260/005 KTS	LOCAL				15	
Visibility - 60.0 SM	ATC/Airspace			v Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		y Surface -		-
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 53 Biennial Flight Review	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (			•
PRIVATE	Current - YES					2
SE LAND	Months Since - 5			Last 30 Last 90		40
	Aircraft Type - UNK/	NK Instrument	- 3	Last 90	uays-	80
Instrument Rating(s) - NONE						

THE ACFT VEERED DURING TAKEOFF ROLL AND LEFT THE RIGHT SIDE OF THE RWY AFTER ABOUT 200 FT OF ROLL. THE LEFT MAIN LANDING GEAR COLLAPSED AND SEPARATED FROM THE ACFT.

\_\_\_\_\_

	S OF CONTROL - ON GROUND EOFF - GROUND RUN	
	- NOT MAINTAINED - PILOT IN COM NOT CORRECTED - PILOT IN COMMA	
Occurrence #2 MAIN Phase of Operation TAKE	N GEAR COLLAPSED EOFF - GROUND RUN	

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 (GENEI	RAL AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Pas		-	2	1
Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Model - CO					
Landing Gear - FLOAT Max Gross Wt - 2800	Number Engines - 1 Engine Type - RE			all Warnin:	ig System	- YES
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data Wx Briefing - FSS	Itinerary Last Departure Point		Airport F	PORT/STRIP		
Method - ACFT RADIO	MONTAGUE I'S.AK		OFF AIR	PURI/SIRIP		
Completeness - FULL	Destination		Airport Da	ita		
Basic Weather - IMC	KENAI, AK		•			
Wind Dir/Speed- 260/015 KTS				Ident -		
Visibility - UNK/NR	ATC/Airspace Type of Flight Plan	NONE		Lth/Wid -		
Lowest Sky/Clouds - 50 FT Lowest Ceiling - 50 FT 0B	SCUPED Type of Clearance			Surface - Status -		
Obstructions to Visiop- BLOWING SNOW Precipitation - SNOW Condition of Light - DAYLIGHT	V Type Apch/Lndg	- PRECAUTIONARY L	ANDING			
Personnel Information Pilot-In-Command						
Certificate(s)/Rating(s)	Age - 42 Biennial Flight Review	Medical Certifica	ate - VALID abt Time (Ho	MEDICAL-NU	WAIVERS/	_1M11
PRIVATE	Current - YES	Total -	2000	Last 24	Hrs -	5
SE LAND, SE SEA	Current - YES Months Since - 13 Aircraft Type - UNK/NR	Make/Model-	2000	Last 30	Days-	20
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	42
Instrument Rating(s) - NONE						
Narrative						
PLT ENCOUNTERED IMC WX CONDITIONS & ELEC	TED TO MAKE A WATER LANDING	ALSO, HE STATED 1	THAT HE ENCO	UNTERED A		
E-OUT CONDITION JUST PRIOR TO LANDING.						
	,					

File No	16 4/15/84	ANCHORAGE, AK	A/C Reg. No. N4747U	Time (Lc1) - 1330 AST
Occurrence #1 Phase of Operation		R WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI 5. VFR FLIGHT INTO	DN - LOW CEILING DN - SNOW	ILOT IN COMMAND		
Occurrence #2 Phase of Operation		N WITH TERRAIN		· · · · · · · · · · · · · · · · · · ·
7. TERRAIN CONDITI	ANDING - DELAYED - P ON - SAND BAR RRAIN - SELECTED - P			
Occurrence #3 Phase of Operation				

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING		NUNE	Pass	0	0	0	2
Aircraft Information							
Make/Mode1 - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/I	Model - CONTINENTA	L C-145-2	· ELT I			
Max Gross Wt - 2050	Engine Tv	gines - 1 De - RECIPROCAT	ING-CARBURET	.UB 2.	tall Warnir	ng system	- YES
No. of Seats - 4	Rated Pow	er - 145 HP		ÖK			
Invironment/Operations Information							
Veather Data Wx Briefing - FSS	Itinerary	hung Daint			Proximity		
Method - TELEPHONE	Last Depar KANSAS C			UNK/NR			
Completeness - FULL	Destination		۵	irport Da	ata		
Basic Weather - VMC	SAME AS A	ACC/INC					
Wind Dir/Speed- 240/009 KTS					Ident -		
Visibility - 13.0 SM Lowest Sky/Clouds - 7000 FT SC	ATC/Airspace	ight Plan - NONE			Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Cle	earance - NONE			Status -		
Obstructions to Vision- NONE	Type of Cle Type Apch/I	_ndg - UNK/NR		,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 24	Medica]	Certificate	- VALID	MEDICAL-NO	) WAIVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight I	Medical Review	Flight	Time (Ho	ours)		
PRIVATE	Current	- YES Tota	a] -	300	Last 24	Hrs -	2
SE LAND	Months Since Aircraft Type	- 13 Make e - UNK/NR Ins <sup>-</sup>	e/Model- trument- UNK	266 /ND	Last 30	) Days- UNI ) Days-	42 42
		Mul	ti-Eng - UNK	/NR	Rotorcr	aft - UNI	
Instrument Rating(s) - NONE							
larrative							
LT LANDED THE ACFT ON PRIVATE PROPERTY							

File No. - 130 1/28/84 JASPER, AR A/C Reg. No. N1681D Time (Lc1) - 1010 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. 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) 3,4

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

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Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da			Inju		
		SUBSTANTI		Fatal			None
Type of Operation -PERSONA Flight Conducted Under -14 CFR		Fire	Cre		0	0	1
Accident Occurred During -LANDING		NONE	Pas	s U	0	0	1
Make/Model - CESSNA 206	Eng Make,	/Model - CONTIN	NENTAL IO-520-	A ELT	Installed/	Activated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		S	tall Warnin	ng System	- UNK/NR
Max Gross Wt - 3300	Engine T	ype - RECIP-	FUEL INJECTED				
No. of Seats - 6	Rated Por	wer - 285	5 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	GLADEWA						
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS	ACC/INC		GRIDER		05	
Wind Dir/Speed- 290/005 KTS	ATC/Airspace					- 35	150
	Alo, Ali opao				Lth/Wid		150
Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE		learance - N			Surface - Status -		
Obstructions to Vision- NONE				Runway	status -	DRI	
	Type Apch,	/Lndg - Fl	JLL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 31	Mer	dical Certific	ate - VALID	MEDICAL-NO	WAIVERS.	
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	aht Time (H	ours)		
PRIVATE	Biennial Flight Current	- YES	Total -	192	Last 24	Hrs -	2
SE LAND	Months Sinc	e - 20	Make/Model-		Last 30	Davs- U	
	Aircraft Ty	De - UNK/NR	Instrument-	0	Last 90	) Days-	37
Instrument Rating(s) - NONE							
Narrative							

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			Brief	of Accident	(Contin	ued)		
File No	6	2/19/84	PINE BLUFF,AR		A/C Reg.	No.	N5026U	Time (Lc1) - 1500 CST
Occurrence #1 Phase of Operation			NT/SYSTEM FAILURE/	MALFUNCTION				
Finding(s) 1. LANDING GEAR,NO	SEWHEEL	STEERING -	FAILURE,PARTIAL	·				
Occurrence #2 Phase of Operation			- ON GROUND					
Finding(s) 2. NOSEWHEEL STEER								
Occurrence #3 Phase of Operation			ION WITH OBJECT					
Finding(s) 3. TERRAIN CONDITI	ON - DI1							
Probable Cause								
The National Transpo is/are finding(s) 1,		Safety Boar	rd determines that	the Probab	le Cause	(s)	of this acc	tident

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Air	craft Damage			Ini	uries	
		BSTANTIAL		Fatal		Mino	r Non
Type of Operation -PERSONAL	Fire		Crew				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NE	Pass	õ	0	õ	1
Accident Occurred During -LANDING				Ū	Ū	C	
Aircraft Information							
Make/Model - CESSNA C-150K		- CONTINENTAL 0-20	00-A				
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warn:	ing Syst	em – YES
Max Gross Wt - 1600		- RECIPROCATING-CA	ARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
leather Data	Itinerary	_		Airport F	-		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	pint		ON AIRF	ORT		
Method - N/A	MALVERN, AR						
Completeness - N/A	Destination		,	Airport Da			
Basic Weather - VMC	SAME AS ACC/INC	, ,			INGS MEM		
Wind Dir/Speed- CALM Visibility - 10.0 SM	ATC/Airspace				Ident Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface		
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg		TNG	Kanway	Jiaius	DRT	
Precipitation - NONE	Type Apeny Endg	I BROED EAND	ING				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 53	Medical Cert	ificate	e - VALID	MEDICAL-	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho	urs)		
COMMERCIAL, CFI	Current - YES	5 Total	- 8	3000	Last	24 Hrs -	4
SE LAND, ME LAND	Months Since - 18 Aircraft Type - UN	Make/Mode	el-	1100	Last	30 Days-	UNK/NR
	Aircraft Type - UN	<pre>K/NR Instrumer Multi-Eng</pre>	nt- g- (	900 5300	Last	90 Days-	90
Instrument Rating(s) - AIRPLANE							

ACCIDENT, AND FINDING NO FUEL AVAILABLE AT THE UNATTENDED ARPT DECIDED TO CONTINUE HIS FLT. JUST SHORT OF DESTINATION THE ACFT, RAN OUT OF FUEL. THE PLT STATED THAT BEFORE HE TOOK OFF, THE FUEL GAGES INDICATED THE TANKS WERE 1/4 FULL.

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File No. - 1 2/24/84 HOT SPRINGS.AR A/C Reg. No. N6063G Time (Lc1) - 2015 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - TREE(S) \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ . ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage			Inju	uries	
		SUBSTANTI	AL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	(	Crew	0	0		
		NONE	I	Pass	0	0	0	0
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - PIPER PA-28-140	Eng Make/Mo	del - LYCOM	IING 0-320-E	2 A				
Landing Gear - TRICYCLE-FIXED	Number Engi					tall Warni	ing Syste	em – UNK/NF
Max Gross Wt - 1950	5 71		ROCATING-CAR	RBURET	OR			
No. of Seats - 4	Rated Power	- 15	O HP					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point			UNK/NR	-		
Method - N/A	UNK/NR							
Completeness - N/A	Destination			Α	irport D	ata		
Basic Weather - VMC	LOCAL				PRIVAT	E		
Wind Dir/Speed- 315/010 KTS					Runway	Ident	- 09	
Visibility - 10.0 SM	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flig					Surface	•	TURF
Lowest Ceiling - NONE	Type of Clea				Runway	Status	- SOFT	
Obstructions to Vision- NONE	Type Apch/Ln	dg - N	IONE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 70		dical Certi				AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	I	light	Time (H	ours)		
PRIVATE	Current	- YES	Total Make/Mode	- 1	223	Last 2	4 Hrs -	
SE LAND	Months Since						80 Days-	
	Aircraft Type	- UNK/NR					0 Days-	
			Multi-Eng	- UNK	/NR	Rotorc	raft -	UNK/NR
Instrument Rating(s) - NONE								
Narrative								
ACFT NOSED OVER DURING TAKEOFF AFTER HITT:				REA WA	S A PRIV	ATE GRASS	AIRSTRIP	,
FT LONG. THE PLT SAID HE HAD NO CONTROL (	DF THE ACFT AFTER H	ITTING THE	SOFT DIRT.					

3/23/84 WILSON, AR A/C Reg. No. N565CA Time (Lcl) - 1630 CST File No. - 120 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SOFT 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Type Operating Certificate-NONE (GENER,	AL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0	0	0	1 10
ircraft Information							
Make/Model - BEECH C-45H Landing Gear - TAILWHEEL-ALL RETRACTAN		Model - P & W gines - 2	R-985 SERIES		Installed/A tall Warnin		
Max Gross Wt - 9700	Engine Ty		OCATING-CARBUR		tari warnin	ig system	- 165
No. of Seats - 12	Rated Pow						
nvironment/Operations Information							
eather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Depar SAME AS			ON AIRF	PORT		
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	LOCAL				GE MUNICIPA	L	
Wind Dir/Speed- 120/004 KTS				Runway		23	
Visibility - 45.0 SM	ATC/Airspace				Lth/Wid -		
	TTERED Type of F1				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of CT Type Apch/	earance - NO Lndg - NO		Runway	Status -	DRY	
Precipitation - NONE	туре арси/	Lindy - No	INE				
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 60		ical Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight		Fligh Total -	nt Time (Ho	ours) Last 24	Line	3
COMMERCIAL,ATP SE LAND,ME LAND,ME SEA	Current Months Since						22
HELICOPTER	Aircraft Typ		Make/Model- Instrument- UN		Last 90		44
			Multi-Eng -			aft - U	NK/NR
Instrument Rating(s) - AIRPLANE							
arrative _T STATED THAT DURING THE INITIAL APPLI(	ATTON OF DOWED T	HE LEET ENG BA	CKEIDED DUE TO			N	
CATION OF POWER. HE SAID THAT DUE TO "I							
THE ACFT BECAME AIRBORNE IT "IMMEDIATE	LY STARTED A ROLL	TO THE LEFT,"	AND DESPITE "FU	JLL RIGHT A	ILERON AND	RUDDER,	н
EFT WING SCRAPED THE GROUND. HE REJECTE	D THE TAKEOFF AND	THE ACFT GROUN	DLOOPED. THE PU	JRPOSE OF 1	HE FLT WAS	то	
PORT PARACHUTISTS.							

File No 76	1/01/84 COOLIDGE,AZ	A/C Reg. No. N3736G	Time (Lc1) - 1700 MST	
	OF CONTROL - ON GROUND OFF - GROUND RUN			
	NOT MAINTAINED - PILOT IN COMMAND 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

Basic Information Type Operating Certificate-NONE (GENERA	LAVIATION) Aircr	aft Damage		Inju	ries	
		TANTIAL	Fata1	Serious		None
Type of Operation -PERSONAL	Fire		rew O	0	1	0
Flight Conducted Under -14 CFR 91	NONE	P	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model -			T Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 1500	Engine Type -		BURETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING			UNK/	NR		
Method - N/A	BULLHEAD CITY,AZ					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC Wind Dir/Speed- 045/007 KTS	SEDONA, AZ		Dura	av Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			ay Surface		
Lowest Ceiling - NONE	Type of Clearance			ay Status		
Obstructions to Vision- NONE	Type Apch/Lndg			ay status		
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,		-			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 69	Medical Certif	icate - VAL	ID MEDICAL-W	AIVERS/LIM	4IT
Certificate(s)/Rating(s)	Biennial Flight Review	F				
PRIVATE	Current - YES	Total	- 4400	Last 2	4 Hrs - UN	
SE LAND	Months Since - 10 Aircraft Type - UNK/I	Make/Model NR Instrument	- UNK/NR	Last 3	0 Days- UN	
	Aircraft Type - UNK/I				0 Days-	
		Multi-Eng	- UNK/NR	Rotorc	raft - UN	NK/NR
Instrument Rating(s) - NONE						
Narrative						
ACFT LANDED SHORT OF THE RWY DURING AN EM	ERGENCY LANDING. THE PLT	SAID THE ACET RAN	OUT OF FUE	L ABOUT 1 MT	LE FROM	
ARPT AT 6200 FT MSL. HE SAID HE MISCALCUL						

FILE NO 1	08 1/04/84 SEDONA,A	Z A/C Reg.	No. N8300G	Time (Lc1) - 1630 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON APPROACH - VFR PATTERN - F	-MECHANICAL INAL APPROACH		
3. PERFORMANCE DAT 4. FUEL CONSUMPTIO	HAUSTION NNING/PREPARATION - INADEQUA A - INACCURATE - PILOT IN CO N CALCULATIONS - INACCURATE N - MISJUDGED - PILOT IN COM	MMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN			

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

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

Brief of Accident

Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircrat SUBSTA	ft Damage	Fatal	Injur		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST/ Fire NONE	C	Fatal rew O ass O	Serious O O	0 0	1 4
Aircraft Information Make/Model - CESSNA 310 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 2	3,		ED	Installed/A Stall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 30.0 SM Lowest Sky/Clouds - 7000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGH	BISBEE,AZ Destination TUCSON,AZ ATC/Airspace ATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport UNK/NI Airport [ Runway Runway Runway	Proximity R	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 30	Medical Certif	icate - VALII light Time (H		WAIVERS/	LIMIT
COMMERCIAL	Biennial Flight Review Current - YES	Total	- 1800	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 21 Aircraft Type - UNK/NF	Make/Model	- 50 - 130 - 980	Last 30 Last 90		25 80
Instrument Rating(s) - AIRPLANE						
Jarrative RIGHT MAIN LANDING GEAR COLLAPSED AS TH RAVELING ABOUT 30 MPH DURING ENTRY INT REAR TRUNION PIN.					ED IN THE	

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File No 106	1/14/84	TUCSON, AZ	A/C Reg. No. N8926Z	Time (Lc1) - 1940 MST

Occurrence MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

Type of Operation-PERSONALFireFlight Conducted Under-14 CFR 91NONEAccident Occurred During-HOVERAircraft InformationMake/Model- MOSELEY/SCORPION 133Eng Make/Model - ROTOLanding Gear- SKIDNumber Engines - 1Max Gross Wt1200Engine Type- RECINo. of Seats-1Rated PowerUNK/Environment/Operations InformationWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/SpeedCALMABLEVisibility- 20.0Visibility-20.0SMATC/AirspaceLowest Sky/Clouds-UNK/NRTHIN BKNType of Flight Plan -	ORWAY 133 IPROCATING-CARE	ELT SURETOR Airport ON AIR	1 0 0 0	ed - NO -N/
<pre>ircraft Information Make/Model - MOSELEY/SCORPION 133 Eng Make/Model - ROTO Landing Gear - SKID Number Engines - 1 Max Gross Wt - 1200 Engine Type - RECI No. of Seats - 1 Rated Power - UNK/ invironment/Operations Information leather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- CALMABLE Visibility - 20.0 SM ATC/Airspace</pre>	ORWAY 133 IPROCATING-CARE	ELT SURETOR Airport ON AIR	tall Warning Syst	
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-CALMABLEATC/Airspace		ON AIR		
Lowest Ceiling - NONE Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg - Precipitation - NONE Condition of Light - DAYLIGHT	NONE	Runway Runway Runway	ata Y FIELD Ident - UNK/NI Lth/Wid - UNK/NI Surface - UNK/NI Status - DRY	R
Personnel Information Pilot-In-Command Age - 45 M Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND,ME LAND Months Since - 20 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE	Fl Total - Make/Model- Instrument- Multi-Eng -	ight Time (H - 16000 - 5 - 53 - 600	Last 24 Hrs -	2 35 100 5

File No 1	83 2/08/8	4 PHOENIX,AZ	A/C Reg. No.	4661U	Time (Lc1) - 0920 MST
Occurrence #1 Phase of Operation	LOSS OF CONTR HOVER	OL - IN FLIGHT			
Finding(s) 1. WEATHER CONDITI 2. ROTORCRAFT FL		IMPROPER USE OF - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation	ROLL OVER HOVER				
Probable Cause					
The National Transpo	rtation Safety I	Board determines that th	ne Probable Cause(s) of	f this accide	ent

is/are finding(s) 2

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

#### Brief of Accident

File No 152 2/10/84 S	COTTSDALE,AZ A/C R	eg. No. N9423Y	T	ime (Lc1) -	1340 MST	
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	SUBSTAN	t Damage NTIAL Crew Pass	-	Injur Serious O O		None O 1
Accident Occurred During -LANDING  Aircraft Information Make/Model - CESSNA T210N	Eng Make/Model - CO		 R ELT	Installed/A	ctivated	 - YES/YE
Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 4000 No. of Seats - 5	E Number Engines - 1 Engine Type - RE( Rated Power -	CIP-FUEL INJECTED	S	tall Warnin	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	- Itinerary Last Departure Point FT. COLLINS,CO		Airport UNK/NR	Proximity		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 240/018 KTS	Destination SCOTTSDALE,AZ		Airport D Runway		UNK/NR	
Visibility - 40.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE	ATC/Airspace SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -		
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information Pilot-In-Command	Age - 48	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Flig Total -	nt Time (H	lours) Last 24	Hrc -	4
SE LAND	Months Since - 3	Make/Model-	37	Last 30	Days-	15
	Aircraft Type - UNK/NR	Instrument-	146	Last 90	Days-	37

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT LANDED IN THE DESERT 2 MILES SHORT OF THE RWY AFTER A POWER LOSS DURING A DAY X-COUNTRY. INVESTIGATION REVEALED THAT THE PLT HAD INSTRUCTED THE REFUELER NOT TO FILL THE TANKS TO THE TOP BUT TO LEAVE THEM 1/2 TO 3/4 INCH BELOW FULL. INSPECTION OF THE ACFT AFTER THE ACCIDENT SHOWED THAT THE ACFT CONTAINED NO FUEL.

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File No 1	52 2/10/84	SCOTTSDALE, AZ	A/C Reg.	No. N9423Y	Time (Lc1) - 1340 MST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL			
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. AIRCRAFT PREFLI	NNING/PREPARATION	- INADEQUATE - PILOT ILOT IN COMMAND	IN COMMAND		
Occurrence #2 Phase of Operation		TOUCHDOWN			
Probable Cause					
The National Transpo is/are finding(s) 1,	,	rd determines that the	e Probable Cause(	s) of this acc	ident

Brief of Accident

Basic Information		Ainonoft Democro			Traiur	inc	
Type Operating Certificate-NONE (GENERA		Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 150M		el - CONTINENTAL			Installed/A		
Landing Gear - TRICYCLE-FIXED		es - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600		- RECIPROCATI	NG-CARBURE	ETOR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AIR	PORT		
Method - N/A	HOLEBROOK, A	Z					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SCOTTSDALE,	AZ			E STRIP		
Wind Dir/Speed- 340/009 KTS							
Visibility - 65.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh				Lth/Wid - Surface -		UNK/NR
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Kunway	Status	DRI	
Precipitation - NONE	Type Apeny End						
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 37	Medical	Certificat	te – VALID	MEDICAL-NO	WAIVERS	/LIMIT
	Biennial Flight Rev	iew	Fligh	nt Time (H	ours)		
COMMERCIAL, CFI		YES Tota	1 -	2042	Last 24		5
SE LAND, ME LAND	Months Since -		/Mode1-	1605	Last 30	) Days- U	
	Aircraft Type -		rument- i-Eng -		Last 90	) Days-	82
Instrument Rating(s) - AIRPLANE							

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File No 148 3/23/84 HOLBROOK,AZ	A/C Reg. No. N66390	Time (Lc1) - 1400 MST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND 3. TERRAIN CONDITION - UPHILL 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND		
Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 6. TERRAIN CONDITION - DIRT BANK		
Probable Cause		

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

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

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Brief of Accident

File No 77 1/01/84 SELMA	, CA	C Reg. No. N5314T		Time (Lc1) - 1625 PST			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Fatal ew O ss O	Inju Serious O O		None 1 1	
Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines - Engine Type -	CONTINENTAL O-300D 1 RECIP-FUEL INJECTE 145 HP	1	Installed// Stall Warnin			
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 - 7.0 SM Lowest Sky/Clouds - 4000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace TERED Type of Flight Pl Type of Clearance	an - NONE	OFF A Airport I SELMA Runwa Runwa Runwa Runwa		- 28 - 2490/ - ASPHAL		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 51 Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - UNK	F1 - Total - Make/Model	ight Time (H 1359 160	Hours) Last 24 Last 30		2 JNK/NR	

IN THE AIRCRAFT TANKS.

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File No	77 1/01/84	SELMA,CA	A/C Reg.	No. N5314T	1	Time (Lc1) -	1625 PST
Occurrence #1 Phase of Operation	•	「AL) - NON-MECHANICA _ CLIMB	L				
Finding(s) 1. FLUID,FUEL - EX 2. PLANNING-DECI		PILOT IN COMMAND		·			
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TUR	RN TO LANDING AREA (	EMERGENCY)				
Probable Cause							

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

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Basic Information Type Operating Certificate-NONE (GENERA		ft Damage	Injuries			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	ANTIAL Crew Pass	Fatal O O		Minor O O	None 1 0
Aircraft Information Make/Model - GREAT LAKES 2T-1A-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Eng Make/Model - L\ Number Engines - Engine Type - Rf Rated Power -	1 ECIP-FUEL INJECTED	S	Installed/A tall Warnir	g 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- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MONTAGUE,CA Destination MONTAGUE,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - TRAFFIC PATTERN FULL STOP	ON AIR Airport D MONTAG Runway Runway Runway Runway	ata UE Ident - Lth/Wid - Surface - Status -	3360/ ASPHALT	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 62 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NF	Medical Certifica Flig Total -	te - VALID ht Time (H 500 66 0	MEDICAL-WA ours) Last 24	Hrs -	1
Instrument Rating(s) - NONE Narrative ACFT VEERED OFF THE RWY AND NOSED OVER DU ING OK." HE SAID HE JUST LOST CONTROL AND		DWLEDGED THAT THERE	WAS NO WI	ND AND THE	ACFT WAS	

File No 1	86 1/11/84	MONTAGUE,CA	A/C Reg. No. N35131	Time (Lc1) - 1400 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - FLARE/			
Finding(s) 1. FLIGHT CONTROLS	- 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) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage	2		Inju	ries	
Type operating berthineate holde (a	ENERAL AVIATION,	DESTROYED	2	Fatal	Serious		None
Type of Operation -PERSONA	L	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	2	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 182R	Eng Make/	Model - CONTINENT	AL 0-470-U	ELT I		Activated	
Landing Gear - TRICYCLE-FIXED	Number En	igines - 1	THUROTED	St	all Warni	ng System	- YES
Max Gross Wt - 2950 No. of Seats - 4		pe - RECIP-FUEL ver - 230 HP	_ INJECTED				
NO. OF Seats - 4	Rated POw	230 HP					
Environment/Operations Information				Ainport D	novimitu		
Weather Data W× Briefing - NO RECORD OF BRI	Itinerary EFING Last Depar	tuno Point		Airport F UNK/NR	roximity		
Method ~ N/A	FULLERTO			UNK/ NK			
Completeness - N/A	Destination	-		Airport Da	ta		
Basic Weather - VMC		CITY,AZ					
Wind Dir/Speed- 190/006 KTS				Runway	Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/₩id		
Lowest Sky/Clouds - UNK/NR		ight Plan - NONE			Surface		
Lowest Ceiling - 1000 FT				Runway	Status	- N/A	
Obstructions to Vision- NONE	lype Apch/	Lndg - UNK/NF	2				
Precipitation - NONE Condition of Light - NIGHT(DA	RK)						
Personnel Information							
Pilot-In-Command	Age - 50	Medical	Certificat	te - VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (Ho	urs)		
PRIVATE	Current	- YES Tot - 14 Mak	tal -	732	Last 2	4 Hrs -	0
SE LAND, ME LAND	Months Since	-14 Mal	(e/Model-	28	Last 3	) Days-	1
	Aircraft Typ	e - UNK/NR Ins	strument-	71	Last 9	) Days-	2
		Mul	ti-Eng -	17			
Instrument Rating(s) - AIRPLA	NE						
ACFT WAS SEEN TO DESCEND IN A NEAR-V	ERTICAL HIGH SPEED DES	CENT OUT OF THE CL	OUDS AND DI	SAPPEAR IN	TO A CANY	DN. A	
ARCH PARTY FOUND THE ACFT ON THE FLOOR	OF THE CANYON. THE AC	FT HAD DEPARTED AN	ARPT 18 M	LES AWAY C	N A VFR X	-COUNTRY	
GHT. INVESTIGATION DID NOT REVEAL COM	MUNICATION BETWEEN THE	ACFT OR ANY AIRBO	ORNE OR GROU	JND USED FA	CILITY AF	TER	
ARTURE.							

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File No. - 111 1/13/84 YORBA LINDA,CA A/C Reg. No. N9456H Time (Lc1) - 2100 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - OBSCURATION 4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND 5. WEATHER EVALUATION - NOT ATTAINED - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 7. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 8. PROCEDURES/DIRECTIVES - IMPROPER - 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) 2,4,5,6,7,8

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

asic Information Type Operating Certificate-NONE (GENERAI	_ AVIATION) Airc	raft Damage			uries	
		STANTIAL	Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	E Pas	-	0	-	1
Accident Occurred During -TAXI				. 0	0	'
ircraft Information						
Make/Model - PIPER J-3 CUB	Eng Make/Model -	CONTINENTAL A-65	ELT			d - YES/N
Landing Gear - TAILWHEEL-ALL FIXED		1		tall Warn	ing Syste	m - NO
Max Gross Wt - 1200 No. of Seats - 2		RECIPROCATING-CARBU 65 HP	RETOR			
nvironment/Operations Information						
eather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AIR	PURT		
Method - N/A Completeness - N/A	LOMPOC,CA Destination		Airport D	a + a		
Basic Weather - VMC	LOCAL		Anport D	ata		
Wind Dir/Speed- CALM	COORE		Runwa∨	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command	Age - 51	Medical Certifica	ate - VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)		
STUDENT	Current - N/A	Total -	16	Last	24 Hrs -	1
	Months Since - N/A		12	Last	30 Days-	UNK/NR
	Aircraft Type - N/A	Instrument-	1	Last	90 Days-	12
Instrument Rating(s) - NONE						
arrative						
G TAXI FROM LANDING N42077 TAXIED INTO NO						
THE ON-COMING ACFT. THE PLT OF N42077 S	IATED TO AN FAA INSPECTO	R THAT HE "USED POOR	JUDGEMENT	IN TAXIIN	u."	

File No	110	1/14/84	LOMPOC,CA	A/C Reg. No. N42077	Time (Lc1) - 1200 PST	

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

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - 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

Brief of Accident

File No 185 1/14/84 FULLE	RTON,CA A/C	Reg. No. N974V	т	ime (Lcl) -	1924 PST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Fatal 0 0	Injur Serious O O	Minor	None 1 3
Aircraft Information Make/Model - BEECH C-24-R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure Poin LAS VEGAS,NV Destination FULLERTON,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - VFR	ON AIR Airport D FULLER Runway Runway Runway		24 3121/ ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/N	Make/Model-	ht Time (H 333 16	ours) Last 24 Last 30	Hrs - Days- UN	5

Instrument Rating(s) - NONE

----Narrative----

A REAR SEATED PASSG REPORTED THAT WHEN THE ACFT WAS ABOUT 50 FT AGL HE HEARD THE STALL WARNING BUZZER SOUND. SEVERAL SECONDS LATER ACFT HIT THE RWY IN A NEAR LEVEL ATTITUDE. THE LANDING, WAS DESCRIBED BY THE PASSGS AS "ON THE HARD SIDE." INVESTIGATION REVEALED THAT THE ACFT WAS OVER MAXIMUM ALLOWABLE GROSS WT AT THE TIME OF THE ACCIDENT.

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File No 1	85 1/14/84	FULLERTON, CA	A/C Reg. No. N974V	Time (Lc1) - 1924 PST
Occurrence #1 Phase of Operation		TOUCHDOWN		
	ING/PREPARATION -	ROPER - PILOT IN COM INADEQUATE - PILOT IN ND		
Occurrence #2 Phase of Operation				
Finding(s)	IN GEAR ATTACHMENT	- OVERLOAD D - PILOT IN COMMANI		

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airce	aft Damage			Injur	ies	
		STANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING							0
-Aircraft Information							
Make/Mode1 - JODELL D-9 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Number Engines -	VULKSWAGEN 119	2	ELI 1	nstalled/A all Warnin	ctivated a System	- NU -N/. - NO
Max Gross Wt - UNK/NR	Engine Type -				ari warnin	y system	- 140
No. of Seats - 1	Rated Power -	26 HP	CARBORE				
-Environment/Operations Information					<b>_</b>		
Weather Data W× Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	n+		Airport F	PORT/STRIP		
Method - N/A	LIVERMORE,CA	Int		OFF AIR	PURI/SIRIP		
Completeness - N/A	Destination		ļ	Airport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 030/005 KTS						N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla				Surface -		
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg			Runway	Status -	N/A	
Precipitation - NONE	Type Apen/Endg	- FURCED LAN	DING				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 50	Medical Cer				IVERS/LIM	IT
Certificate(s)/Rating(s) ATP	Biennial Flight Review	Total	- 21	[  1me (HC	urs) Last 24	Hrs -	0
SE LAND, ME LAND, ME SEA	Current - YES Months Since - 2	Make/Mo	del-	300	Last 30	Days- UN	
SE EAND, ME EAND, ME SEA	Aircraft Type - UNK	NR Instrum	ent- UNM	<td>Last 90</td> <td>Days-</td> <td>•</td>	Last 90	Days-	•
	Current - YES Months Since - 2 Aircraft Type - UNK/	Multi-E	ng - UNH	K/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							
PLT STATED THAT AFTER DEPARTING ON RWY 07	FOR TOUCH AND GO LANDING	S. THE ENG "SAG	GGED 400	-450 RPM.	" WITH INS	UFFICIENT	
ER FOR CONTINUED FLIGHT, HE LANDED IN A PL							

 File No. - 107
 1/14/84
 LIVERMORE,CA
 A/C Reg. No. N3411G
 Time (Lc1) - 1600 PST

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

 Phase of Operation
 TAKEOFF - INITIAL CLIMB

 Finding(s)
 1. FUEL SYSTEM,CARBURETOR - ICE

 2.
 CARBURETOR HEAT - NOT ATTAINED - PILOT IN COMMAND

 Occurrence #2
 FORCED LANDING

 Phase of Operation
 LANDING - FLARE/TOUCHDOWN

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

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

is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Airci	aft Damage			Inju	ries	
	-	ROYED		Fatal	Serious	Minor	n None
Type of Operation -PERSONAL	Fire		Crew	0	1 2	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONI		Pass	0	2	0	0
vircraft Information							
Make/Model - PIPER PA32-300 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - Number Engines -	1	540-K1A5	ELI 1 51	all Warni		ed - YES/N m - YES
Max Gross Wt - 3400	Engine Type -		NJECTED		arr warm	ng syste	125
No. of Seats - 6	Rated Power -						
nvironment/Operations Information leather Data	Itinerary			Airport F	novimiti		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		UNK/NR	roximity		
Method - N/A	OXNARD,CA						
Completeness - N/A	Destination		L L	irport Da	ta		
Basic Weather - VMC	LOCAL			_	<b>-</b>		
Wind Dir/Speed- 350/003 KTS Visibility - 4.000 SM	ATC/Airspace				Ident Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla	an - NONE			Surface		
Lowest Ceiling - 20000 FT BROKE	N Type of Clearance	- NONE			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		ANDING	2			
Precipitation - NONE							
Condition of Light - NIGHT(BRIGHT)							
Personnel Information Pilot-In-Command	Age - 40	Medical Ce	antificate			ATVERS/I	тмтт
Certificate(s)/Rating(s)	Biennial Flight Review	Medical of		Time (Hc		AIVENJ/E	1911
PRIVATE	Current - YES	Total		238		4 Hrs -	UNK/NR
SE LAND	Months Since - 13	Make/N	Model-	8	Last 3	0 Days-	
	Aircraft Type - UNK/	NR Instru	ument-	26	Last 9	0 Days-	5
Instrument Rating(s) - NONE							
larrative							
CFT MADE A FORCED LANDING AND COLLIDED WI	TH IRRIGATION PIPES WHIC	H CRISS-CROSS	SED A FRES	HLY PLOWE	D FIELD A	FTER THE	
E LOST POWER DURING A NIGHT CRUISE. AFTER	THE ACCIDENT THE FUEL S	ELECTOR VALVE	E WAS FOUN	D IN THE	OFF POSIT	ION AND	NO

Brief of Accident (Continued) Time (Lc1) - 2142 PST File No. ~ 146 1/18/84 OXNARD.CA A/C Reg. No. N4012R Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LIGHT CONDITION - NIGHT Occurrence #3 IN FLIGHT COLLISION WITH OBJECT 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) 3,4

#### Brief of Accident

File No 78 1/18/84	SANTA CRUZI IL,CA A/C Reg. No. N733VQ			Т	ime (Lc1) -	Time (Lc1) - 1615 PST				
Basic Information Type Operating Certificate-NONE ((	SENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None			
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	Serious 1 2	0	0			
Aircraft Information Make/Model - CESSNA 206 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Number Engir	- RECIP-FUEL			Installed/A tall Warnin					
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 330/004 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 1500 F1 Lowest Ceiling - 15000 F1 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur OXNARD,CA Destination SAME AS ACC ATC/Airspace SCATTERED Type of Fligh BROKEN Type of Clear Type Apch/Lnc	C/INC nt Plan - NONE rance - NONE	ļ	OFF AI Airport Da CAMPO ( Runway Runway Runway Runway	GRANDE Ident - Lth/Wid - Surface -	09	2F			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Rev Current - Months Since - Aircraft Type -		Flight	t Time (He	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVERS/L Hrs - Days- UNH Days-	1 K/NR			

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT OVERRAN THE LANDING AREA AND NOSED OVER. THE LANDING AREA WAS ON GRASSY ROLLING TERRAIN WHICH WAS DOWNHILL FROM THE TOUCHDOWN POINT. WINDS FROM STATIONS IN THE AREA WERE FROM A WESTERLY COMPONENT AND THE LANDING WAS TO THE EAST.

File No	78	1/18/84	SANTA CRUZI IL,CA	A/C Reg. No. N733VQ	Time (Lcl) - 1615 PST

Occurrence OVERRUN Phase of Operation LANDING - ROLL

Finding(s)

TERRAIN CONDITION - DOWNHILL
 PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 PROPER ALIGNMENT - NOT PERFORMED - PILOT IN COMMAND
 WEATHER CONDITION - TAILWIND

----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Iniu	ries	
Type operating certificate None (de	NERAL AVIATION)	SUBSTANTIAL		Fatal			r None
Type of Operation -INSTRUCT	IONAL	Fire	Crew		0		
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172		Model - LYCOMING O-					ed – UNK/N
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warni	ng Syste	em - YES
Max Gross Wt - 2400		pe - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 160 HP					
Environment/Operations Information							
leather Data	Itinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BRIE				UNK/NR			
Method - N/A Completeness - N/A	SAME AS Destination			Airport Da	+		
Basic Weather - IMC	LOCAL			ampoint ba	lla		
Wind Dir/Speed- UNK/NR	EGGAE			Runwa∨	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of F1	ight Plan -		Runway	Surface	- "N/A	
Lowest Ceiling - 3000 FT				Runway	Status	- N/A	
Obstructions to Vision- FOG	Type Apch/	Lndg - UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 18	Medical	Certificate			ATVEDS/I	TMTT
Certificate(s)/Rating(s)	Biennial Flight						
STUDENT	Current	Review - N/A Tota	.l -	31	Last 2	4 Hrs -	2
• • • • • • • • • • • • • • • • • • • •	Months Since	- N/A Make	/Model-	31	Last 3	0 Days-	UNK/NR
	Aircraft Typ	- N/A Make e - N/A Inst	rument-	0	Last 9	0 Days-	23
Instrument Rating(s) - NONE							

CONTINUED TO DESTINATION WITHOUT FURTHER INCIDENT.

\_\_\_\_\_<u>.</u>\_\_\_\_

File No 184	1/20/84 DAKLAND,CA	A/C Reg. No. N54042	Time (Lc1) - 1200 PST	
	IGHT COLLISION WITH OBJECT ENT - NORMAL			
3. WEATHER CONDITION - LO 4. VFR FLIGHT INTO IMC 5. WEATHER CONDITION - FO	POSSIBLE - PILOT IN COMMAND DW CEILING - ATTEMPTED - PILOT IN COMMANU	-		
Probable Cause				

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

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

#### National Transportation Safety Board Washington, D.C. 20594 Brief of Accident File No. - 80 1/25/84 VICTORVILLE,CA A/C Reg. No. N1875W Time (Lcl) - 1650 PST ---------Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation ~BUSINESS Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 0 Accident Occurred During -LANDING ----Aircraft Information----Eng Make/Model - CPNTINENTAL IO 520-BA Make/Model - BEECH A-36 ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP Max Gross Wt - 3500 No. of Seats -4 ----Environment/Operations Information----Weather Data Airport Proximity Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather ~ VMC CARLS BAD,CA PRIVATE Wind Dir/Speed- CALM Runway Ident - 21 Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - 2600 Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT --Personnel Information----Pilot-In-Command Age - 67 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current ~ YES - 5550 Last 24 Hrs - UNK/NR Total SE LAND Months Since ~ 13 Make/Model-550 Last 30 Days- UNK/NR Instrument-Last 90 Days-Aircraft Type - UNK/NR 0 40 Multi-Eng - 1068 Instrument Rating(s) - NONE ----Narrative----THE ACFT LANDED GEAR UP DURING A FORCED LANDING AFTER THE ENGINE QUIT ON TAKEOFF. THE PLT THINKS HE LEFT THE FUEL SELECTOR IN AN IMPROPER POSITION AFTER SHOWING A CUSTOMER THE ALTERNATE LOCATION OF THE TIP TANK INDICATOR SWITCH.

File No	30 1/25/84	VICTORVILLE,CA	A/C Reg. No. N1875W	Time (Lc1) - 1650 PST
Occurrence #1 Phase of Operation		)TAL) - NON-MECHANICAL L CLIMB		
	IGHT - INADEQUATE	- PILOT IN COMMAND PROPER - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 4. WHEELS UP LANDI				
Probable Cause				
The National Transpo	tation Safety Boa	urd determines that the	Probable Cause(s) of this accide	ent

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

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft SUBSTAN			F - + - 1		uries	
Type of Operation -EXECUTIVE/CO	RPORATE	Fire		Crew	Fatal / O			None 1
Type of Operation -EXECUTIVE/CO Flight Conducted Under -14 CFR 91		NONE		Pass	5 0	0	0	2
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 401A		/Model - CON		ISIO 520	)-E8 EL			
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300		ngines – 2 vpe – REC				Stall Warr	ning System	- YES
No. of Seats - UNK/NR			300 HP	INCECTED				
nvironment/Operations Information								
leather Data	Itinerary				Airpor	t Proximity	/	
Wx Briefing - NO RECORD OF BRIEFING		rture Point			ON A	IRPORT		
Method - N/A Completeness - N/A	SANTA AI Destinatio					Data		
Basic Weather - VMC		ACC/INC			Airport SANE	RANCISCO IN		
Wind Dir/Speed- 150/003 KTS	SAME AS	400/110				ay Ident	- UNK/NR	
Visibility - 9.0 SM	ATC/Airspace					ay Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan -				ay Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE		learance - /Lndg -			Runw	ay Status	- DRY	
Precipitation - NONE	Type Apen,	Endg	I KAITIC	FATTERN				
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 61 Biennial Flight	<b>_</b> .	Medical C	Certifica			WAIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Current	Review - LINK/ND	Total	F11g	ht Time	(Hours)	24 Hrs -	2
SE LAND, ME LAND	Months Since		Make/	/ Model- rument-	91	Last	30 Days- UN	
- ,	Aircraft Typ					Last	90 Days- UN	
			Multi	i-Eng -	4000			
Instrument Rating(s) - NONE								
larrative								
CFT WAS LANDED GEAR UP AFTER ATTEMPTS TO	LOWER THE GEAR	VERE UNSUCCE	SSFUL, TH	HE SYSTEM	I MALFUNC	TIONED BECA	USE THE	

File No. - 79 1/28/84 SAN FRANCISCO,CA A/C Reg. No. N7KF Time (Lc1) - 1338 PST \_ \_ \_ \_ \_ \_ \_ \_ \_ -----Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - BINDING (MECHANICAL) 2. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 3. PNEUMATIC SYSTEM - NO PRESSURE 4. MAINTENANCE, PRESSURIZING - INADEQUATE - COMPANY MAINTENANCE PSNL Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND 6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ ----Probable Cause----

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

-Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal	Serious		None
Type of Operation -INSTRUCTION			rew O	0	-	2
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnin	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - RE Rated Power -		SURETUR			
NO. 01 Seats - 2						
-Environment/Operations Information						
Weather Data	Itinerary			Proximity RPORT/STRIP		
W× Briefing - UNK/NR Method - ACFT RADIO	Last Departure Point SAME AS ACC/INC		UFF AI	RPURI/SIRIP		
Completeness - WEATHER NOT PERTINEN			Airport D	ata		
Basic Weather - VMC	LOCAL		FULLER			
Wind Dir/Speed- CALM	200/2			Ident -	24	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- VFR	Runway	'Surface -	ASPHALT	
Lowest Ceiling - 12000 FT BRO			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND				
Precipitation - NONE Condition of Light - DUSK						
-Personnel Information	A	Maddaal Oantici				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 54 Biennial Flight Review	Medical Certifi F1	light Time (F		IVERS/LIM	TI
COMMERCIAL,CFI		Total -	1/8/	1ac+ 24	Hrs -	3
SE LAND, ME LAND	Current - YES Months Since - 1	Make/Model-	100	Last 30		50
	Aircraft Type - UNK/NR	Instrument-	· 75	Last 90	Days-	103
		Multi-Eng -	19			
Instrument Rating(s) - AIRPLANE						
-Narrative				OD LEAT MAG		
ACFT ENGINE LOST POWER DURING A GO AROUN URING THE FORCED LANDING IN A SOFT CULTIV						

File No. - 147 2/03/84 FULLERTON, CA A/C Reg. No. N91522 Time (Lcl) - 1704 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - NOT USED - DUAL STUDENT 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 4. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

Basic Information Type Operating Certificate-NONE (GE	FRAL AVIATION)	Aircraft Damage		Injur	ries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -APPROACH		SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	14 CFR 91       NONE       Pass       O       O       O         APPROACH       Eng Make/Model - CONTINENTAL 0-200-A       ELT Installed/Activated - YES         XED       Number Engines - 1       Stall Warning System - YES         Engine Type       - RECIPROCATING-CARBURETOR         Rated Power       - 100 HP         Itinerary       Airport Proximity         OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         FREMONT,CA       Destination       Airport Data         LOCAL       Runway Ident       - N/A         SM       ATC/Airspace       Runway Surface       - N/A         SOO FT SCATTERED       Type of Flight Plan       NONE       Runway Surface       - N/A         IONE       Type of Clearance       - NONE       Runway Status       - N/A         MAZE       Type Apch/Lndg       - UNK/NR       - N/A					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/005 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 25000 FT S Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Depart FREMONT,C Destination LOCAL ATC/Airspace SCATTERED Type of Fli Type of Cle	A ght Plan - NONE arance - NONE	OFF Airport Runw Runw Runw	AIRPORT/STŔIF Data ay Ident - ay Lth/Wid - ay Surface -	- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Biennial Flight R Current Months Since	eview -YES Total -15 Make/ -UNK/NR Instr	Flight Time - 128 Model- 90 ument- UNK/NR	(Hours) Last 24 Last 30 Last 90	Hrs - UN  ) Days- UN  ) Days-	5
-Narrative PLT SAID HE WAS DOING A PRECAUTIONARY WING OF THE ACFT STRUCK A TREE. THE AC IDENT.						

 File No. - 47
 2/05/84
 FREMONT,CA
 A/C Reg. No. N3189V
 Time (Lc1) - 0800 PST

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

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

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		rcraft Damage JBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi		Crew Pass	0	0	0	1 0
ircraft Information Make/Model - SHUEY GLASSAIRE Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Engines	- RECIPROCATIN		St	nstalled// all Warnin		d - YES/N( m - NO
nvironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/010 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure   SAME AS ACC/II Destination LOCAL ATC/Airspace Type of Flight   Type of Clearan Type Apch/Lndg	NC Plan - NONE ce - NONE		Runway Runway	ORT ta UNI	- UNK/NR	100
ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 69 Biennial Flight Revie Current - Y Months Since - 3 Aircraft Type - U	ES Total 3 Make/M	Fligh - Model-	t Time (Ho 1331 20	urs) Last 24 Last 30	AIVERS/L: 4 Hrs - l ) Days- l ) Days-	UNK/NR UNK/NR
Instrument Rating(s) - AIRPLANE							
arrative CFT GROUNDLOOPED DURING LANDING AND RAN							

File No 1	53 2/08/84	CHICO,CA	A/C Reg. No. N464ED	Time (Lc1) - 1000 PST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. DIRECTIONAL CON 2. GROUND LOOP/SWE				·
Occurrence #2 Phase of Operation		SED		
Finding(s) 3. LANDING GEAR,MA	IN GEAR ATTACHMENT	- OVERLOAD		
Probable Cause				
The National Transpo	-	rd determines that	the Probable Cause(s) of this accid	dent

is/are finding(s) 1,2

Basic Information Type Operating Certificate-N	NONE (GENERAL		rcraft Dam			Injur		
T			UBSTANTIAL		Fatal			None
Type of Operation -F Flight Conducted Under -1			re ONE	Crew Pass	0	0	1	0
Accident Occurred During -1	AKEOFF				· ·	· ·	·	0
Aircraft Information								
Make/Model - BELLANCA 8KC		Eng Make/Model				Installed/#		
Landing Gear - TAILWHEEL-AL	L FIXED	Number Engines			-	Stall Warnir	ng System	- UNK/NR
Max Gross Wt - UNK/NR No. of Seats - 2		Engine Type Rated Power		CATING-CARBURE	IUR			
Environment/Operations Informa	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure			ON AIF	PORT		
Method - UNK/NR		SAME AS ACC/I	NC		Adament -			
Completeness - WEATHER NC Basic Weather - VMC	JI PERTINENT	Destination SAME AS ACC/I			Airport D FLA-BC			
Wind Dir/Speed- UNK/NR		SAME AS ACC/I	NC					
Visibility - 15.0 S	SM	ATC/Airspace				/Lth/Wid -		
Lowest Sky/Clouds - CL		Type of Flight	Plan - NON	F		/ Surface -		
Lowest Ceiling - NC		Type of Clearan				Status -		
Obstructions to Vision- UN	JK/NR	Type Apch/Lndg	- NON	E				
Precipitation - UN	IK/NR							
Condition of Light - DA	YLIGHT							
Personnel Information			M1 -					<b>.</b> .
Pilot-In-Command Certificate(s)/Rating(s)		ge - 55 iennial Flight Revie		cal Certificat	e – VALIL t Time (F		IVERS/LIM	11
PRIVATE	D			Total -	4200	last 24	Hrs -	1
SE LAND		Current - Y Months Since - Aircraft Type - H	8	Total - Make/Model-	69	Last 30	Days- UN	
		Aircraft Type - U	NK/NR	Instrument- UN	K/NR	Last 90	Days-	
			,	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) -	NONE							
Narrative								
PLT TRIED TO TAKEOFF FROM A GR R TAKEOFF THE ACFT COLLIDED WI			WY. THE TA	KEOFF WAS HIND	ERED BY H	IGH GRASS.	JUST	

File No	54	2/09/84	RIVERSIDE,CA	A/C Reg. No. N5037G	Time (Lc1) - 1535 PST
Occurrence Phase of Opera		FLIGHT COLLIS EOFF - INITIA	ION WITH OBJECT L CLIMB		
2. OBJECT - 3. UNSUITA 4. AIRCRAFT	FENCE BLE TERRAIN PERFORMANCE		PILOT IN COMMAND BILITY - EXCEEDED		
Probable C	ause				

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

# Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Ai	rcraft Damage			Injur	ies	
	•	UBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fi	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	N	ONE	Pass	0	Serious O O	0	1
Aircraft Information							
Make/Model - ROBINSON R-22		- LYCOMING 0-32	0-A2B				
Landing Gear - SKID	Number Engines			St	tall Warnin	g System	- NO
Max Gross Wt - 4500		- RECIP-FUEL IN	JECTED				
No. of Seats - 2	Rated Power	- 124 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			UNK/NR			
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	ata		
Wind Dir/Speed- CALM	LOCAL			Bunuay	Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONF			Surface -		
Lowest Ceiling - NONE	Type of Clearan				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg				•••••		
Precipitation - NONE	· · ·	,					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 55	Medical Ce	rtifica	te - VALID	MEDICAL-WA	IVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight Revie	w	Flig	ht Time (Ho	ours)		
ATP,CFI	Current - Y	ES Total		8780	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 1 Aircraft Type - U	0 Make/M	odel-	750	Last 30	Days-	26
	Aircraft Type - U	NK/NR Instru	ment-	531	Last 90	Days-	40
		Multi-	Eng -	3470	Rotorcr	aft -	2750
Instrument Rating(s) - AIRPLANE							

SKID DUG INTO THE GROUND AND THE ACFT ROLLED OVER.

\_\_\_\_\_

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File No	84 2/10/84	RIVERSIDE,CA	A/C Reg. No. N9026R	Time (Lc1) - 1058 PST
Occurrence Phase of Operation	ROLL OVER TAXI - AERIAL			
Finding(s) 1. LIFT-OFF - NOT	CORRECTED - PILOT	IN COMMAND		

----Probable Cause----

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

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Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ries	
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		-	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - PIPER PA-20	Eng Make/Model - L			[nstalled/#		
Landing Gear  - TAILWHEEL-ALL FIXED Max Gross Wt  -   1750	Number Engines -			tall Warnir	ng System	I - YES
No. of Seats - 4	Engine Type - Rl Rated Power -		RETUR			
nvironment/Operations Information leather Data	Itinerary		Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		F				
Method - N/A	SAME AS ACC/INC	L				
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 260/005 KTS			Runway	Ident -	UNK/NR	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	UNK/NR	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 26					
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (Ho			
PRIVATE	Current - UNK/NF			Last 24	Hrs - U	
SE LAND	Months Since - UNK/N	Make/Model-	19	Last 30	) Days- U	
	Aircraft Type - UNK/N	? Instrument-	0	Last 90	) Days-	19
Instrument Rating(s) - NONE						
arrative						
CFT GROUNDLOOPED AND RAN OFF THE SIDE OF	THE RWY DURING LANDING.					

File No 154	2/11/84 CHIND,CA	A/C Reg. No. N3151Z	Time (Lc1) - 1654 PST	
	S OF CONTROL - ON GROUND DING - ROLL			
	- NOT MAINTAINED - PILOT D NOT CORRECTED - PILOT IN			
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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Brief of Accident

asic Information									
Type Operating Certificate-NONE (GENERAL	•	TION) Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	Fire NONE		Crew Pass	1 0	0 0	0 0	0 0		
ircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2750 No. of Seats - 4	Eng Make/Model - LYCOMING 0-360 A4M Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 180 HP			Stall Warning System - YES					
nvironment/Operations Information									
<pre>'eather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A</pre>	Itinerary Last Departure Poi SAME AS ACC/INC	nt			Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - IMC	Destination LOCAL			Airport D					
Wind Dir/Speed- CALM Visibility - UNK/NR	ATC/Airspace			Runway	Ident - Lth/Wid -	N/A			
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OVERCAST Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Type of Flight Pla Type of Clearance Type Apch/Lndg				Surface - Status -				
ersonnel Information Pilot-In-Command	Age - 42	Modical Con	+ificat						
	Jiennial Flight Review Flight			t Time (H	ours)				
PRIVATE SE LAND	Current - YES Months Since - 19	Total Make/Mo					IK/NR 4		
	Aircraft Type - UNK/	NR Instrum	ent-	5	Last 90	Davs-			

Instrument Rating(s) - NONE

----Narrative----

THE PLT LEFT THE TRAFFIC PATTERN WHERE THE WEATHER WAS VMC AND PROCEEDED NORTHBOUND INTO IMC WEATHER. THE PLT HAD JUST CHECKED OUT IN THIS ACFT. THE FIELD ELEVATION OF DEPARTURE IS 47 FT MSL. THIRTEEN MILES NORTH THE TERRAIN WAS MOUNTAINOUS AND THE ACFT COLLIDES WITH RISING TERRAIN AT AN ELEVATION OF 1575 FT MSL IN WEATHER DESCRIBED AS "ZERO-ZERO" BY GROUND WITNESSES. THE ACFT IMPACTED TREES 60 FT AGL BEFORE GROUND IMPACT.

2/12/84 OAKLAND,CA A/C Reg. No. N4304K Time (Lc1) - 1352 PST File No. - 157 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE - NORMAL Finding(s) 5. OBJECT - TREE(S) 6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4,6

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

#### Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage DESTROYED			Fatal	Inj Serious	juries 5 Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE		Crew Pass	1 0		0 0	0 0
Aircraft Information Make/Model - TAYLORCRAFT BC12D-85 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1280 No. of Seats - 2	Eng Make/Model - 0 Number Engines - Engine Type - 1 Rated Power -	1 RECIPROCATING-C		S		d/Activate ning System	
Environment/Operations Information							
Veather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin PACOIMA.CA	nt		Airport UNK/NR	Proximity	/	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Α	irport D	ata		
Wind Dir/Speed- 310/015 KTS Visibility - 35.0 SM	ATC/Airspace					- UNK/NR - UNK/NR	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Play Type of Clearance			Runway	Surface	- UNK/NR - UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg			Kuriway	Status		
Personnel Information							
	Age - 34 Biennial Flight Review	Medical Cert	Flight	- VALID Time (H		NU WAIVER	S/LIMII
COMMERCIAL	Current - YES	Total	-	678	Last	24 Hrs - 1	
SE LAND	Months Since - 12 Aircraft Type - UNK/N	Make/Moo	lel-	14 54	Last	30 Days- 90 Days-	11 38

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT COLLIDED WITH THE GROUND AND ROLLED INVERTED IN THE DESERT NEAR EDWARDS AFB. EXAMINATION OF THE WRECKAGE GAVE NO EVIDENCE OF A FAILURE OR MALFUNCTION OF EQUIPMENT. THE CORONER REPORTED THAT THE PLT DIED OF A GUNSHOT WOUND TO THE HEAD BEFORE THE ACFT CRASHED.

File No. - 37 2/15/84 A/C Reg. No. N5603M EDWARDS AFB,CA Time (Lc1) - 1400 PST Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation CRUISE - NORMAL Finding(s) 1. SUICIDE - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INTERPERSONAL RELATIONS - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, EMOTIONAL REACTION - PILOT IN COMMAND З. 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,3,4,5

-Basic Information Type Operating Certificate-NONE (GENER		ATION) Aircraft Damage			Injuries				
Type operating centra cate-none (Gener		STANTIAL			Injuries Fatal Serious Minol				
Type of Operation -PERSONAL	Fire			0	0	0	None 1		
Flight Conducted Under -14 CFR 91	NON	E	Pass	0	0	0	4		
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - BEECH BE-58	Eng Make/Model -				Installed/A				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - Engine Type -			5	tall Warnín	g System	- YES		
Max Gross Wt - 6100 No. of Seats - 5	Rated Power		NUECTED						
-Environment/Operations Information Weather Data	Itinerary			Airport A	Provimity				
Wx Briefing - FSS	Last Departure Po	int		ON AIR					
Method - TELEPHONE	BAKDERSFIELD,CA								
Completeness - FULL	Destination			Airport Da	ata				
Basic Weather - VMC	CRESCENT CITY,CA			CRESCENT CITY					
Wind Dir/Speed- CALM					Ident -				
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		150		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OVERCAST	Type of Flight Pl Type of Clearance				Surface - Status -				
Obstructions to Vision- UNK/NR	Type Apch/Lndg		P	Runway	status -	WEI			
Precipitation - RAIN		1022 310	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 36	Medical C	Medical Certificate - VALID MEDICAL-NO WAI			WAIVERS,	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	<b>-</b>	Fligh	nt Time (Ho	ours)				
PRIVATE SE LAND.ME LAND	Current - YES	lotal Maka /	- Model-	1347	Last 24 Last 30	Hrs ~	3 17		
HELICOPTER	Months Since - 9 Aircraft Type - UNK	/ND Instr	Model-	410	Last 90		24		
HELIOGHER	Ancial Type Div	Multi	-Eng -	416	Rotorcr	aft -			
Instrument Rating(s) - NONE									
-Narrative									
ACFT LANDED 1000 FT DOWN THE WET RWY AND DING GEAR COLLAPSED. THE PLT REPORTED THA			HITTING	4 18 INCH [	DIRT BANK.	THE			

File No. - 159 2/19/84 A/C Reg. No. N4636S Time (Lcl) - 1930 PST CRESCENT CITY,CA \_\_\_\_\_ -----Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD 6. LANDING GEAR, NOSE GEAR - OVERLOAD 7. LANDING GEAR, MAIN GEAR ATTACHMENT - SEPARATION 8. LANDING GEAR, NOSE GEAR - SEPARATION 9. TERRAIN CONDITION - DIRT BANK ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,5,6,7,8,9

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	NVILLE,CA	A/C Reg. No	. N24971	т	ime (Lcl)	- 1040 PS	r 
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	0 0	0	1 0	0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engi Engine Type	del - LYCOMING nes - 1 - RECIPROC - 110 F	G D-235-L2C ATING-CARBURE	ELT S TOR	Installed/ Stall Warni	Activated ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	SAME AS ACC Destination	re Point			Proximity		
Basic Weather - VMC Wind Dir/Speed- 200/005 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clear	nt Plan - NONE rance - NONE dg - UNK/	ŃR	Runway Runway Runway	/ Ident / Lth/Wid / Surface / Status	- UNK/NR - UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 42 Biennial Flight Rev	Medic	al Certificat		MEDICAL-W		11T
STUDENT	Current Months Since Aircraft Type		otal - lake/Model- instrument-			4 Hrs - O Days- O Days-	1 17 31
Instrument Rating(s) - NONE							
-Narrative ACFT RAN OFF THE LEFT SIDE OF THE RWY DUR CH THE ACFT NOSED OVER.	ING THE TAKEOFF POR	TION OF A TOUC	CH AND GO LAND	ING. AFTE	R COLLIDIN	G WITH A	
	PAGE	90					

2/22/84 File No. - 158 WATSONVILLE, CA A/C Reg. No. N24971 Time (Lcl) - 1040 PST -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 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 Probable Cause(s) of this accident

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

is/are finding(s) 1,2,3,4,5

PAGE 91

Brief of Accident

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da			Inju		
Type of Operation -AERIAL AP		DESTROYED Fire	0	Fatal	Serious		None
Flight Conducted Under -14 CFR 13		NONE	Cre Pas	w O s O	0 0	0	1
Accident Occurred During -LANDING	/	NONE	Fas	5 0	0	0	0
-Aircraft Information							
Make/Model - BELL 47-G4A			ING VO-540-B1B		Installed/#		
Landing Gear - SKID					tall Warnin	ng System	- NO
Max Gross Wt - 2950			ROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Pow	er - 28(	O HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF	ture Point		OFF AI	RPORT/STRI	5		
Method - N/A	ACC/INC						
Completeness – N/A Basic Weather – VMC			Airport D	ata			
Wind Dir/Speed- 315/005 KTS	LOCAL			Bubbles	Ident -		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - Nu			Surface -		
Lowest Ceiling - NONE			ONE		Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - F	ORCED LANDING	Rannay	orarao	11/ 6	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34 Biennial Flight	Med	dical Certific	ate – VALID	MEDICAL-NO	) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fli	ght Time (H	ours)		
COMMERCIAL	Current	- YES	Total -	1972	Last 24		5
SE LAND	Months Since	- 21	Make/Model- Instrument-	743	Last 30	) Days-	64
	Aircraft Typ	e – UNK/NR	Instrument-	12			
					KOTOPCI	raft -	743
Instrument Rating(s) - NONE	,						
Narrative							
ACFT CRASHED DURING A FORCED LANDING A	TED THE ENOTHE OUT						

alast.

File No. - 81 2/23/84 A/C Reg. No. N9017N DIXON,CA Time (Lc1) - 1600 PST -----------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND \_\_\_\_\_\_ \_\_\_\_\_ . Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENERAI	L AVIATION) A	ircraf	t Damage			Inj	uries		
			NTIAL		Fatal		s Min		None
Type of Operation -PERSONAL		ire		Crew	0	0		0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	(	0	0
Accident Occurred During -LANDING									
ircraft Information									
Make/Model - CESSNA 152	Eng Make/Mode					Installed			
Landing Gear - TRICYCLE-FIXED	Number Engine					Stall Warr	ning Sys	tem - `	YES
Max Gross Wt - 1670	Engine Type			CARBURE	TOR				
No. of Seats - 2	Rated Power	-	110 HP						
nvironment/Operations Information									
leather Data	Itinerary					Proximity	,		
Wx Briefing - NO RECORD OF BRIEFING					ON AI	RPORT			
Method - N/A	SAME AS ACC/	INC							
Completeness - N/A	Destination				Airport				
Basic Weather - VMC	LOCAL					IX FIELD			
Wind Dir/Speed- CALMABLE						y Ident		~	~
Visibility - 20.0 SM	ATC/Airspace		None			y Lth/Wid			0
Lowest Sky/Clouds - CLEAR	Type of Flight					y Surface		ALI	
Lowest Ceiling - NONE	Type of Cleara	ince	- NUNE	TTEN	Runwa	y Status	- DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg		- TRAFFIC PA	TIERN					
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 17		Medical Cer	+ificat					итт
	Biennial Flight Revi		Medical cel		t Time (		NO WAIVI		
STUDENT	Current -		Total		20	last	24 Hrs	-	1
STODENT	Months Since -		Make/Mo			Last	30 Days		
	Aircraft Type -		Instrum		2	Last	90 Days	•	8
		,	2010 00 000		-				-
Instrument Rating(s) - NONE									
larrative							DICTOR	0.F	
TUDENT PLT WAS ON HER SECOND SUPERVISED	SOLO. SHE REPORTED IF	IAI "UN	HER THIRD L	ANDING,	SHE MIS	JUDGED THE	DISTAN	UE	
NDERSHOT THE RUNWAY."									

-kalual

File No	93 2/26/84	FAIR DAKS,CA	A/C Reg. No. N24470	Time (Lc1) - 1600 PST	
Occurrence	UNDERSHOOT				
Phase of Operation	LANDING - FLARE/	TOUCHDOWN			
	H - NOT MAINTAINED	OMMAND - PILOT IN COMMAND K OF TOTAL EXPERIENCE	- PILOT IN COMMAND		
Probable Cause					

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	Ανταττον)	Aircraft Dam	200		Injuries				
Type operating certificate none (denera				Fatal	Serious	Minor	None		
Type of Operation -PERSONAL		DESTROYED Fire	Crei	N O	0 0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pas	s 0	0	0	0		
Aircraft Information	M								
Make/Mode1 - CESSNA 172M Landing Gear - TRICYCLE-FIXED	Eng Make/Moo	del - LYCOMIN nes - 1	G U-320	ELI	Installed/# tall Warnir				
Max Gross Wt - 2300	Engine Type	- RECIPRO		SETUR S	tari warnin	ig system.	- 123		
No. of Seats - 4		- 150		NET OK					
Environment/Operations Information									
Weather Data	Itinerary				Proximity				
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur SAME AS ACC			UNK/NR					
Completeness - N/A	Destination	J/INC		Airport D	a+a				
Basic Weather - VMC	LOCAL			Amport D	ata				
Wind Dir/Speed- 270/008 KTS				Runway	Ident -	UNK/NR			
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface -				
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	UNK/NR			
Obstructions to Vision- NONE	Type Apch/Lnd	ig – UNK	/NR						
Precipitation - NONE Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 48 Biennial Flight Rev	Medi	cal Certifica	ate - VALID	MEDICAL-NO	) WAIVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flig	ght Time (H	ours)				
PRIVATE	Current -	· YES	Total -	141	Last 24	Hrs -			
SE LAND	Months Since - Aircraft Type -		Make/Model-	3	Last 30	) Days- UNF ) Days-	K/NR 7		
	Antenant Type -		instrument-	5	Last St	Days-	1		
Instrument Rating(s) - NONE									

File No. - 156 3/04/84 SAN LUIS OBISPO,CA A/C Reg. No. N1485V Time (Lc1) - 1632 PST \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND 2. SPIRAL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft	Damage		Inju	ries	
	- · · · · · · · · · · · · · · ·	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Ра	ss O	0	0	1
Aircraft Information Make/Model - BEECH BE-24	Eng Make /		MING 10-360-A1		Installed/	A et iveted	
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1	MING 10-360-A1		Stall Warni		
Max Gross Wt - 2750			P-FUEL INJECTE			ng system	125
No. of Seats - 4		er - 2					
Environment/Operations Information	•••			• • • • • • •	<b>D</b>		
Veather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Depar	tuna Daint		ON AIF	Proximity		
Method - N/A	PALM SPR			UN AIF	FURI		
Completeness - N/A	Destination			Airport [	ata		
Basic Weather - IMC	LA VERNE	, CA		BRACKE	TT FIELD		
Wind Dir/Speed- VARIABLE					Ident		
Visibility125 SM Lowest Sky/Clouds - UNK/NR					/ Lth/Wid / Surface		75
Lowest Ceiling - 100 FT OV	FRCAST Type of Clu	arance -	NUNE TER				
Obstructions to Vision- FOG			ILS-COMPLETE	Kariway	514145		
Precipitation - NONE Condition of Light - NIGHT(DARK)			FULL STOP				
Personnel Information Pilot-In-Command	Age - 53	M	edical Certifi	cate - VALI	MEDICAL-W	ATVERS/ITM	тт
Certificate(s)/Rating(s)	Biennial Flight		F1	ight Time (H	lours)		
PRIVATE	Current		Total -	1700	Last 2	4 Hrs - UNI	
SE LAND	Months Since		Make/Model-	UNK/NR	Last 3	0 Days- UN	
	Aircraft Type	e - UNK/NR	Instrument- Multi-Eng -			0 Days- UNI raft - UNI	
Instrument Rating(s) - AIRPLANE							
Jarrative							
ACFT COLLIDED WITH THE GROUND SHORT OF	THE DWY DURING AN TI	S APPROACH	THE PLT SATD	HE TOOK HIS	EVES OFE TH	HE PANEL	

File No. - 94 3/04/84 LA VERNE,CA A/C Reg. No. N60031 Time (Lcl) - 0011 PST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. OBJECT - TREE(S) 2. IFR PROCEDURE - POOR - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS 5. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 6. LIGHT CONDITION - DARK NIGHT PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 8. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) \_ \_ \_ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,8

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

Type Operating Certificate-NONE (GENERAL		ft Damage		Injur		
		ANTIAL		Serious		None
Type of Operation -PERSONAL		Cr	ew O	0 0	0	1
Flight Conducted Under     -14 CFR 91 Accident Occurred During   -LANDING	NONE	Pa	iss C	0	0	3
ircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - L	YCOMING 0-360	ELT	Installed/A	ctivated	- YES/N
Landing Gear  - TAILWHEEL-ALL FIXED Max Gross Wt  - 2200	Number Engines – Engine Type – R			Stall Warnir	ig System	- YES
No. of Seats - 4	Rated Power -					
nvironment/Operations Information		********				
leather Data	Itinerary	_		Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	UNK/N	к		
Method - N/A Completeness - N/A	BULLHEAD CITY,AZ Destination		Airport	Data		
Basic Weather - VMC	FULLERTON, CA		Ampont	Dala		
Wind Dir/Speed- 210/006 KTS	FOLLERTON, CA		Runwa	v Ident -	UNK/NR	
Visibility - 4.000 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		y Surface -		
Lowest Ceiling - NONE	Type of Clearance	- VFR	Runwa	y Status –	UNK/NR	
Obstructions to Vision- HAZE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light <sup>1</sup> - DAYLIGHT						
ersonnel Information Pilot-In-Command	Age - 60	Medical Certifi	cate - VALI	D MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fl	ight Time (	Hours)	, ,	
COMMERCIAL	Biennial Flight Review Current - YES	Total -	2214	Last 24		5
SE LAND, ME LAND	Months Since - 12 Aircraft Type - UNK/N	Make/Model-	758	Last 30		9
	Aircraft Type - UNK/N	R Instrument- Multi-Eng -	159 479	Last 90	Days-	12
Instrument Rating(s) - AIRPLANE						
arrative						
CFT RAN OFF THE RWY DURING LANDING. THE I	PLT SAID THE"RIGHT BRAKE W	AS NOT FUNCTIONIN	G PROPERLY.	" THE ACFT C	OLLIDED	
A RWY LIGHT AND COLLAPSED THE RIGHT MAIN						

File No 15	51 3/04/84	FULLERTON, CA	A/C Reg. No. N4630C	Time (Lc1) - 1600 PST
Occurrence #1 Phase of Operation		- ON GROUND		
		NED - PILOT IN COMMAN D - PILOT IN COMMAND	D	
Occurrence #2 Phase of Operation		SED		
Finding(s) 3. LANDING GEAR,MAI 4. TERRAIN CONDITIC		- OVERLOAD		

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

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

Brief of Accident

Sasic Information								
Type Operating Certificate-NONE (GENERAL		raft Damage		Injuries				
		TROYED	_	Fatal	Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103	Fire		Crew	1	0		0	
Flight Conducted Under   -14 CFR 103 Accident Occurred During  -DESCENT	NON	E	Pass	0	0	0	0	
vircraft Information								
Make/Model - WIZARD J-3BR503	Eng Make/Model -		ГАХ- GMBH			Activated		
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warni	ng System	- NO	
Max Gross Wt - 550	Engine Type -		-CARBURE1	TOR				
No. of Seats - 1	Rated Power -	47 HP						
nvironment/Operations Information								
leather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		UNK/NR	-			
Method - N/A	SAME AS ACC/INC			,				
Completeness - N/A	Destination		ļ	Airport D	ata			
Basic Weather - VMC	LOCAL			• • • • •				
Wind Dir/Speed- CALM	-			Runwa∨	Ident	- UNK/NR		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid	,		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE				- UNK/NR		
Lowest Ceiling - NONE	Type of Clearance					- UNK/NR		
Obstructions to Vision- NONE	Type Apch/Lndg			j				
Precipitation - NONE	, , , , , , <u>, , , , , , , , , , , , , </u>	- , /						
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 60	Medical Ce	+ i f i c = + c					
	Biennial Flight Review			t Time (He				
ver ( i i i cate(s)/ kat i ig(s)	Current - N/A					4 Hrs -	1	
	Months Since - N/A					0 Days- UN		
	Aircraft Type - N/A		Juer-	10	Last J	0 Days- UN	10	

#### Instrument Rating(s) - NONE

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

----Narrative----

THE ACFT COLLIDED WITH THE GROUND IN A PAST VERTICAL INVERTED POSITION. THE WINGS FAILED IN NEGATIVE LOAD AFTER THE PLT LOST CONTROL IN PITCH WITH THE AIRSPEED DECREASING AND STALLED INTO A DIVE. THE PLT WAS ON HIS FIRST SOLO FLT AND HIS INSTRUCTOR WAS WATCHING FROM THE GROUND AND TALKING TO HIM ON A ONE-WAY RADIO. THE CFI WAS CALLING FOR A LEVEL FLT AT 40-45 MPH. THE ACFT STALLS AT 21 MPH AND HAS A TOP SPEED OF 65 MPH. THE VEHICLE WAS ABOUT 600 FT AGL WHEN THE ACCIDENT SEQUENCE BEGAN. THE STUDENT PLT HAD FLOWN 10 HOURS OF DUAL AND THIS SOLO FLT LASTED ABOUT 25 MINUTES. WEATHER WAS NOT A FACTOR AND NO EVIDENCE WAS FOUND OF ANY FAILURES OR MALFUNCTIONS WHICH MIGHT HAVE CONTRIBUTED TO THE ACCIDENT. THE AUTOPSY EXAMINATION DID NOT DISCLOSE ANY PRE-EXISTING CONDITIONS WHICH WOULD HAVE DETRACTED FROM THE PLTS ABILITY TO FLY THE VEHICLE. THE PLT WAS 60 YEARS OLD AND DID NOT HAVE A PILOTS CERTIFICATE.

\_\_\_\_\_

File No. - 10 3/07/84 LAKE ELSINDRE.CA Time (Lc1) - 1155 PST A/C Reg. No. NONE Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. WING - OVERLOAD 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----

Brief of Accident (Continued)

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

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injuries Fatal Serious M		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas	w O s O	1 0	0 0	
-Aircraft Information						
Make/Model - VARI EZE Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBU 100 HP	S RETOR	tall Warnir	ng System	- NO
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport UNK/NR	Proximity		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da			
Wind Dir/Speed- CALMABLE Visibility - 20.0 SM	ATC/Airspace			Ident · Lth/Wid ·		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE		Surface · Status ·		
-Personnel Information Pilot-In-Command	46	Medical Certific				
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	aht Time (He	ours)		
COMMERCIAL SE LAND	Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	1915 360 64	Last 24 Last 30 Last 90	4 Hrs - UNI ) Days- UNI ) Days-	K/NR K/NR 10
Instrument Rating(s) - NONE						
-Narrative ACFT MADE A FORCED LANDING AND COLLIDED W E HIS PROPELLER OF FIBERGLASS INSTEAD OF R					HE PLT HAD	

File No 1	43 3/17/84	RANCHO,CA	A/C Reg. No. M	N3VE	Time (Lc1) - 0930 PST
Occurrence #1 Phase of Operation		ONTACT			
<ol> <li>MATERIAL IN</li> <li>PROPELLER SYSTE</li> </ol>	M/ACCESSORIES,BLADE ADEQUATE,IMPROPER - M/ACCESSORIES,BLADE M/ACCESSORIES,BLADE	PILOT IN COMMAND - FAILURE,TOTAL			
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation		ON WITH TERRAIN			
Finding(s) 5. TERRAIN CONDITI	DN - DITCH				
Probable Cause					
The National Transpo is/are finding(s) 1,		d determines that t	the Probable Cause(s) of	<sup>•</sup> this accident	

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

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Type Operating Certificate-NONE (GENERA	AVIATION) Aircrat	t Damage		Injur	ies	
Type operating berthroate None (dener	SUBSTA	NTIAL		Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE			0 0		1 1
Tircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - L\ Number Engines Engine Type - RE Rated Power -	CIPROCATING-CARBUR	ELT S ETOR		ctivated - g System -	- YES
Environment/Operations Information Veather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Point REEDLEY,CA Destination			Proximity		
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PALO ALTO,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (H	MEDICAL-NO purs)		
PRIVATE SE LAND	Current - YES Months Since - 20 Aircraft Type - UNK/NF	Total -	126	Last 24	Hrs - Days- UNM Dàys-	3 K/NR 4
Instrument Rating(s) - NONE						
Jarrative NCFT WAS LANDED ON A HIGHWAY DURING A FOR NCFT AFTER THE ACCIDENT.	CED LANDING FOLLOWING A POW	ER LOSS. ABOUT 1 Q	UART OF FU	EL WAS DRAI	NED FROM	

ey. No. N68159 Time (Lc1) - 1730 PST File No. - 144 3/18/84 PALO ALTO, CA A/C Reg. No. N68159 \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - 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 - HIGH VEGETATION ----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

asic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Air	craft Damage			Inju	ries	
		BSTANTIAL			Serious	Minor	None
Type of Operation -PERSONAL	Fir	e	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NC	NE	Pass	0	0	0	0
Accident Occurred During -TAXI							
ircraft Information							
Make/Model - CESSNA 172K	Eng Make/Model	- LYCOMING 0-320-E	2D		installed/		
Landing Gear - TRICYCLE-FIXED		- 1			all Warniı	ng System	- YES
Max Gross Wt - 2300		- RECIPROCATING-CA	RBURETO	र			
No. of Seats - 4	Rated Power	- 150 HP					
nvironment/Operations Information							
leather Data	Itinerary				roximity		
Wx Briefing - FSS	Last Departure F	oint		ON AIRF	PORT		
Method - TELETYPE	BRIDGEPORT, CA						
Completeness - FULL	Destination		A 1 I	port Da		av.	
Basic Weather - VMC	SAME AS ACC/IN				WM. J. FO		
Wind Dir/Speed- 270/032 KTS Visibility - 20.0 SM	ATC/Airspace				Ident Lth/Wid		150
Lowest Sky/Clouds - 15000 FT SCA		lan - NONE			Surface		150
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg			Kariway	514145	BICT	
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49	Medical Certi	ficate ·	- VALID	MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	,	Flight <sup>-</sup>	Time (Ho	ours)		
PRIVATE	Biennial Flight Review Current - YE	S Total	- 109	98	Last 24	4 Hrs -	3
SE LAND	Months Since - UN	K/NR Make/Mode	1- 109	98	Last 30	0 Days- UN	K/NR
	Months Since - UN Aircraft Type - UN	K/NR Instrumen	t-	6	Last 90	0 Days-	16
Instrument Rating(s) - NONE							
arrative						FOR	
CFT WAS BLOWN OVER AS IT TURNED CROSSWI NG IN WIND CONDITIONS. THE CESSNA 172 I					RUCEDURES	FUR	
The The WIND CONDITIONS. THE CESSING THE I	S EIMITED TO A TS KT CKC	SSWIND COM DIVENT					

3/21/84 LANCASTER,CA A/C Reg. No. N78178 File No. - 41 Time (Lcl) - 0914 PST ------\_\_\_\_\_ Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - FROM LANDING Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND ---------LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation TAXI - FROM LANDING Occurrence #3 NOSE OVER Phase of Operation TAXI - FROM LANDING ----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

-Basic Information Type Operating Certificate-AGRICULTURAL	AIDCDAFT Airco	raft Damage			Injur	ies	
Type operating certhicate Additoclocat		TROYED		Fatal	•		None
Type of Operation -AERIAL APPLIC		-	Crew	0	1	0	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT		GROUND	Pass	0	0	0	0
-Aircraft Information							
Make/Model - AERO COMMANDER A-98	Eng Make/Model -				[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			S	tall Warnir	ng System	- NO
Max Gross Wt - 3600	Engine Type -		NJECTED				
No. of Seats - 1	Rated Power -	290 HP					
-Environment/Operations Information							
Weather Data	Itinerary	·			Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po	int		UFF AII	RPORT/STRIP		
Method - N/A Completeness - N/A	LODI,CA Destination			Airport Da	+-		
Basic Weather - VMC	LOCAL			Airport Da	ata		
Wind Dir/Speed- 180/010 KTS	ECCAL			Runwav	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 28	Medical C	Certificat		MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES		Fligh	nt Time (Ho			_
				3723			5
SE LAND, ME LAND	Months Since - 5	Make/	Model-	30 42	Last 30		30
GLIDER	Aircraft Type - UNK/	/NR Instr	ument-	42	Last 90	Days-	80
		MUITI	-Eng -	10			
Instrument Rating(s) - AIRPLANE							
-Narrative					-		
PLT SAID THE ACFT STALLED AS HE WAS PERFOR							
TING SOME OAK TREE LIMBS ON ITS WAY TO THE FATE.	GRUUND. THE PLI HAD APPL	LIED ALL BUI	200 LBS 0	JF HIS 1450	POUNDS OF	AMMUNIUN	1
FAIC.							

File No	42 3/23/84 WOODBRIDGE,CA	A/C Reg. No. N7643V	Time (Lc1) - 1245 PST
	LOSS OF CONTROL - IN FLIGHT Maneuvering - Aerial Application		
2. AIRSPEED - NOT	IATED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 4. OBJECT - TREE(S 5. TERRAIN CONDITI	·		
Probable Cause			

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

Type Operating Certificate-NONE (GENER		Aircraft Damage			Inju		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information						•	
Make/Model - CESSNA 210		el - CONTINENTAL	TSI0-520-R				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			S	tall Warni	ng System	- YES
Max Gross Wt - 3300		- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	~ 285 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure	e Point		ON AIR	PORT		
Method - UNK/NR	SAN JOSE,CA						
Completeness - UNK/NR	Destination		Α	irport D	ata		
Basic Weather - VMC	NOVATO,CA			GNOSS	AIRPORT		
Wind Dir/Speed- 320/010 KTS						- 31	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	g - UNK/NR					
Precipitation - NONE Condition of Light - NIGHT(DARK)							
Condition of Light - NIGHI(DARK)							
Personnel Information							
Pilot-In-Command	Age - 32		Certificate			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	Time (H	lours)		•
PRIVATE	Current - Months Since - Aircraft Type -	YES Tota	1 -	172	Last 2	4 Hrs -	2
SE LAND	Months Since -	11 Make	/Model-	39	Last 3	0 Days- U	
	Aircraft Type -	UNK/NR Inst	rument- UNK,		Last 9	Days-	5
		MUIT	i-Eng - UNK	/NR	ROTOPE	raft - U	NK/NR
Instrument Rating(s) - NONE							

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

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Basic Information Type Operating Certificate-NONE (GENERA		t Dama <b>ge</b>		Injur	ies	
	SUBSTA		Fatal	-		None
Type of Operation -PERSONAL	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	_	0	0	0
Aircraft Information						
Make/Model - PIPER PA-28	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 1380	Engine Type - RE					
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information Weather Data	Itinerary		Airport (	Proximity		
Wx Briefing - FSS	Last Departure Point			- NOX HILLY		
Veather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT REPIINENT	ONTÁRIO, CA					
Completeness - WEATHER NOT PERTINENT			Airport Da	ata		
Basic Weather - VMC	GNOSS,CA		All point be			
Wind Dir/Speed- 340/020 KTS	···· , -		Runwaγ	Ident -	UNK/NR	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	~ NONE	Runway	Surface -	UNK/NR	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information	4.5.5	Madiaal Contifian				
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 40 Biennial Flight Review	Flig	te – VALID ht Time (Ho	MEDICAL~NU	WAIVERS/	
PRIVATE	Current - YES	Total -	247	Last 24	Hrs -	4
SE LAND	Months Since - 18	Make/Model-	35	Last 30	Davs-	10
	Months Since - 18 Aircraft Type - UNK/NR	Instrument-	51	Last 90	Days-	
Instrument Rating(s) - NONE						
Jarrative						
ACFT WAS DITCHED IN SAN PABLO BAY FOLLOWI	NG A POWER LOSS DURING X-CO	UNTRY CRUISE FLT.	THE PLT ADM	AITTED "TO	RUNNING	
DF FUEL."						

File No 1	50 3/28/84	NOVATO,CA	A/C Reg. No. N82858	Time (Lcl) - 1915 PST
Occurrence #1 Phase of Operation	- •	TAL) - NON-MECHANIC	CAL	
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. REFUELING - NOT	NNING/PREPARATION	- INADEQUATE - PILC IN COMMAND	DT IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION) Air	craft Damage			Inju	ries		
	SUI	BSTANTIAL		Fatal	Serious	Mino	r	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0		1
Flight Conducted Under -14 CFR 91	NOI	NE	Pass	0	0	0		0
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 152		- LYCOMING 0-235-			nstalled/			
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warni:	ng Syst	em - \	'ES
Max Gross Wt - 1670		- RECIPROCATING-C	CARBURET	OR				
No. of Seats - 2	Rated Power	- 110 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport F	roximity			
W× Briefing - FSS	Last Departure Po	oint		OFF AIR	PORT/STRI	Р		
Method - TELEPHONE	VAN NUYS;CA							
Completeness - FULL	Destination		ļ	virport Da	ita			
Basic Weather - VMC	SACRAMENTO,CA							
Wind Dir/Speed- 330/025 KTS					Ident			
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P				Lth/Wid Surface			
Lowest Ceiling - NONE	Type of Clearance				Status			
Obstructions to Vision- BLOWING DUST	Type Apch/Lndg		DING	Kuliway	Status	N/ A		
Precipitation - NONE	Type Apen/ Ling	I ONOED EANE	) 1 NG					
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 27	Medical Cert	+ if ionto					
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (Ho				
PRIVATE	Current - YE	S Total	-	152		4 Hrs -		2
SE LAND	Current - YES Months Since - 13	Make/Moo	del-	62		0 Days-		
	Aircraft Type - UN	K/NR Instrume	ent-	0		0 Days-		6
		.,		- -		<b>,</b> -		
Instrument Rating(s) - NONE								
-Narrative				· · · · · · · · · · · · · · · · · · ·				
E ACFT WAS DAMAGED DURING A FORCED LANDING.	THE ACFT COLLIDED WITH	TREES AND NOSED	DOWN. F	OST ACCID	ENT EXAMI	NATION	OF	

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File No	36 3/29/84 ESCALON,CA	A/C Reg. No. N757RU	Time (Lc1) - 1150 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
2. WEATHER CONDITI 3. ENGINE INSTRUME 4. FLUID,FUEL - EX	MISJUDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation			
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 6. OBJECT - TREE(S	)		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the Pr 4,5	obable Cause(s) of this accide	ent

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur		
		NTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crew		-	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 182	Eng Make/Model - CO	NTINENTAL 0-470-11	FIT	Installed/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-FIXED				tall Warnir		
Max Gross Wt - 2800	Engine Type - RE				3 - ,	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information Weather Data	Ttipppon		Ainmont	Duciémiti		
WX Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 180/005 KTS	LOCAL		Dupus	Ident		
Visibility - 30.0 SM	ATC/Airspace			'Ident - 'Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	- NONE		Status -		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FORCED LANDING				
Personnel Information						
Pilot-In-Command	Age - 44	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
PRIVATE	Current - YES Months Since - 7	Total -	275	Last 24	Hrs -	0
SE LAND	Months Since - / Aircraft Type - UNK/NR	Make/Model-	1//	Last 30		4 8
		The trument	7		bays	0
Instrument Rating(s) - NONE						
Varrative						
ACFT MADE A FORCED LANDING IN AN OPEN FIE	D FOLLOWING & POWER LOSS D	URING TAKEOFF. THE	ENGINE WA	S EXAMINED	AFTER THE	

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4/03/84 DAVIS,CA A/C Reg. No. N95603 Time (Lc1) - 1415 PST File No. - 145 Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD 5. LANDING GEAR.NOSE GEAR - OVERLOAD -----NOSE OVER Occurrence #4 Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

asic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da		<b>5</b> - 1 - 1	Injur		Neve
Type of Operation -PERSONAL		SUBSTANTIA Fire	L Crew		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	ò
ircraft Information							
Make/Model - CHAMPION 7GCAA			NG 0-320				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1350	Number Engi Engine Type		CATING-CARBUR		Stall Warnir	ng System	- NU
No. of Seats - 2	Rated Power		HP				
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
W× Briefing - FSS Method - UNK/NR	Last Departu	re Point		OFF A	[RPORT/STRIF	0	
Completeness - UNK/NR	MADRAS,OR Destination			Airport I	) = + =		
Basic Weather - IMC	LAKEVIEW, O	R		Апрогст	Jata		
Wind Dir/Speed- 180/010 KTS				Runwa	/Ident ·	- N/A	
Visibility - 1.000 SM	ATC/Airspace				/Lth/Wid ·	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flig				/ Surface ·	- N/A	
Lowest Ceiling - 200 FT OVE Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - DAYLIGHT	RCAST Type of Clea Type Apch/Ln		NE ECAUTIONARY LA		/ Status ·	- N/A	
Personnel Information							
Pilot-In-Command	Age - 35		ical Certifica			WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view		ht Time (H			7
COMMERCIAL SE LAND,ME LAND	Current Months Since	- YES - UNIZ/ND	Total - Maka/Madala		Last 24	Hrs - ) Davs-	7 68
SE LAND, ME LAND	Aircraft Type	- UNK/NR - UNK/NP	Make/Model- Instrument-	297	Last 90	) Days-	
	Anciart Type		Multi-Eng -			, buys	152
Instrument Rating(s) - AIRPLANE							
larrative DING TO THE PLT THE WX BLOCKED SEVERAL	OF THE MOUNTAIN DASS	ES ALONO THE					
PIORATE THE PLT LANDED IN A FIELD. THE M					THE WA CONT	NOED TO	

File No 10	4 4/09/84	FORT BIDWELL,CA	A/C Reg. No. N6726N	Time (Lc1) - 1330 PST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNT CRUISE - NORMAL	ER WITH WEATHER		
Finding(s) 1. WEATHER CONDITIO 2. PREFLIGHT PLAN 3. WEATHER CONDITIO 4. WEATHER EVALUA	NING/PREPARATION - N - OBSCURATION	INADEQUATE - PILOT I	N COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/1	OUCHDOWN		
Finding(s) 5. PRECAUTIONARY LA	NDING - PERFORMED	- PILOT IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 6. TERRAIN CONDITIO	N - SOFT			
Probable Cause	-			
The National Transpor is/are finding(s) 2,4		d determines that the	Probable Cause(s) of this accide	ent

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

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Type Operating Certificate-NONE (GENERAL		craft Damage 3STANTIAL	Fatal	Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire	e (	Crew O Pass O	0 0	1 0	0 0	
Aircraft Information Make/Model - CHRISTEN EAGLE STALLINS Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1400 No. of Seats - 1	Number Engines	- LYCOMING AEID-36( - 1 - RECIPROCATING-CAF - 200 HP		T Installed, Stall Warn			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po SAME AS ACC/ING Destination LOCAL ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg	C Ian - NONE	UNK/I Airport Runw Runw Runw		- UNK/NR		
	Age - 58 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNM	5 Total Make/Model	light Time - 5100 - 200 t- 1000	(Hours) Last 2 Last 3	WAIVERS/L 24 Hrs - 30 Days- 90 Days-		
Instrument Rating(s) - AIRPLANE							
Narrative ACFT CRASHED DURING A SERIES OF AEROBATIC MANEUVERS HE "APPARENTLY PASSED OUT."	PRACTICE MANEUVERS. TH	E PLT REPORTED THAT	DURING THE	POSITIVE AN	ND NEGATI	VE	

File No. - 181 5/02/84 KNIGHTS LANDING, CA A/C Reg. No. N195RS Time (Lc1) - 1100 PDT \_\_\_\_ -----Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, INCAPACITATION(LOSS OF CONSCIOUSNESS) - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

Brief of Accident (Continued)

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

s - 1 - RECIPROCA - 100 HF Point Point Plan - NONE nce - NONE	Α	S OR Airport i ON: AIR irport D: LIMON i Runway Runway Runway Runway	ata MUNICIPAL	O O Activated ng System  - 34 - 4000/	40
s - 1 - RECIPROCA - 100 HF Point Point Plan - NONE nce - NONE	ATING-CARBURET P 	S OR Airport i ON: AIR irport D: LIMON i Runway Runway Runway Runway	tall Warnir Proximity PORT ata MUNICIPAL Ident - Lth/Wid -	ng System  - 34 - 4000/	40
Plan - NONE nce - NONE	A	Airport   ON AIR irport D LIMON   Runway Runway Runway	Proximity PORT ata MUNICIPAL Ident - Lth/Wid -	- 34 - 4000/	40
	FIC PATTERN H AND GO	Runway	Status -		
ew To	Flight otal -	Time (H 13	ours) Last 24	4 Hrs - O Days- U	1 NK/NR
HE TAKEOFF F	PORTION. THE A	CFT VEER	ED TO THE	18	
	ew N/A T N/A M N/A I DM TE LOCAL THE TAKEOFF	ew Flight N/A Total - N/A Make/Model- N/A Instrument- DM TE LOCAL PRACTICE AREA, THE TAKEOFF PORTION. THE A	ew Flight Time (H N/A Total - 13 N/A Make/Model- 13 N/A Instrument- O DM TE LOCAL PRACTICE AREA, HE ENTE THE TAKEOFF PORTION. THE ACFT VEER	Plight Time (Hours)         N/A       Total       -       13       Last 24         N/A       Make/Model-       13       Last 30         N/A       Instrument-       O       Last 90         DM TE LOCAL PRACTICE AREA, HE ENTERED THE         THE TAKEOFF PORTION. THE ACFT VEERED TO THE	N/A Total - 13 Last 24 Hrs - N/A Make/Model- 13 Last 30 Days- U N/A Instrument- O Last 90 Days-

condit handsom

File No	3 1	/02/84	LIMON,CO	A/C Reg. No	. N1667Q	Time (Lc1) - 1535 MST
Occurrence #1 Phase of Operation						
<ol><li>IMPROPER US</li></ol>	E OF PROCE	DURE, TOTAI	ED - PILOT IN COMMAND L - PILOT IN COMMAND - PILOT IN COMMAND			
Occurrence #3 Phase of Operation			RUN			
Probable Cause						
The National Transpo is/are finding(s) 1,		fety Board	d determines that the Proba	ble Cause(s)	of this accident	

-Basic Information Type Operating Certificate-NONE (GENERA		ft Damage	[ata]	Injur		Nama
Type of Operation -PERSONAL	SUBSI Fire	ANTIAL	Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas		õ	ŏ	1
Aircraft Information Make/Model - TEXAS BULLET 205 Landing Gear - TAILWHEEL-RETRACTABLE M Max Gross Wt - 2300 No. of Seats - 2	·		1	Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin BOULDER,CO	t	•	Proximity RSTRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/020 KTS	Destination LOCAL		Airport ( TRI-CO Runway	DUNTY	· 15	
Visibility - 100.0 SM	ATC/Airspace		Runwa	/Lth/Wid -	5400/	75
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			/ Surface  - / Status   -	· ASPHALT · DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FULL STOP	Kuriwa)		UNI	
Personnel Information Pilot-In-Command	Age - 64	Medical Certific	ate - VALII	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE SE LAND,ME LAND	Current - YES Months Since - 12	Total - Make/Model-		Last 24	Hrs - ) Davs- UN	1 IK/NR
	Aircraft Type - UNK/N	-	0 73	Last 90	-	19
Instrument Rating(s) - NONE						
Narrative PLT REPORTED THAT HE LANDED ON RWY 15 WITH BEGAN VEERING TO THE LEFT. THE PLT APPLIN SIDE OF THE RWY & WENT INTO MUD. THE PLT HIT A DITCH & THE MAIN GEAR COLLAPSED. AN E BRAKING WITH THE RIGHT BRAKE.	ED RIGHT RUDDER & RIGHT BR WAS UNABLE TO STEER THE A	AKE, BUT THE LEFT CFT BACK ONTO THE	WHEEL DROPE RWY. SUBSE(	PED OFF THE DUENTLY, THE		

File No. - 8 2/05/84 ERIE,CO A/C Reg. No. N78851 Time (Lcl) - 1430 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH-WIND 3. WEATHER CONDITION - CROSSWIND 4. WEATHER CONDITION - GUSTS 5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation Finding(s) 8. TERRAIN CONDITION - SOFT 9. TERRAIN CONDITION - WET 10. TERRAIN CONDITION - DITCH ----Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft Da	mage		Injur	ries	
		SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL		Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	_	0	0	0
ircraft Information							
Make/Model - PIPER PA-38-112			NG D-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin				Stall Warnir	ng System	- YES
Max Gross Wt - 3600			OCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power	- 112	HP				
nvironment/Operations Information	<b>T t i i i i i i i i i i</b>				Dunistinitas		
'eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departur	o Doint		ON AIF	Proximity		
Method ~ N/A	NEW HAVEN,C			UN AIT	KF UK I		
Completeness - N/A	Destination	1		Airport [	)ata		
Basic Weather - VMC	LOCAL			•	NEW HAVEN		
Wind Dir/Speed- 330/010 KTS	EGOAL			· - ·		- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				/ Lth/Wid ·	- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NO	NE	Runwa	/ Surface -	- UNK/NR	
Lowest Ceiling -	Type of Clear				/ Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	g - NC	NE	-			
Precipitation - NONE							
Condition of Light - DUSK							
ersonnel Information						/	
	Age - 25		ical Certifica			D WAIVERS/	LIMIT
	Biennial Flight Rev			ht Time (F		4 11	~
COMMERCIAL, CFI	Current -		Total -			4 Hrs -	
SE LAND	Months Since - Aircraft Type -		Make/Model- Instrument-			) Days- UN ) Days-	
	All'Chart Type -	UNK/ NK	Multi-Eng -	3	Last St	Days	140
Instrument Rating(s) - AIRPLANE							
arrative							
TAXIING IN FROM LANDING AND MANEUVERING	FOR PARKING THE ACF	T CONTACTED	A LIGHT POLE.	THE CFI V	AS REPORTED	DLY AT THE	
CONTROLS AT THE TIME OF THE COLLISION. TH	E RIGHT WING WAS DA	MAGED IN T⊢	E COLLISION.				

 File No. 61
 3/04/84
 NEW HAVEN,CT
 A/C Reg. No. N2583D
 Time (Lcl) - 1810 EST

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

 Finding(s)
 1. OBJECT - UTILITY POLE(MARKED)
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

 3. AIRPORT FACILITIES, RAMP FACILITIES - CONGESTED
 ----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

Type Operating Certificate	e-NONE (GENERAL AV	IATION) Aircraf DESTRO	t Damage VED	Fatal	Inju Serious		None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Cre Pas	w O	1 0	0 1	0
Aircraft Information							
Make/Model - SCHWEIZER Landing Gear - UNK/NR Max Gross Wt - 1040 No. of Seats - 2	2-33A	Eng Make/Model - N/ Number Engines - N/ Engine Type - UN Rated Power - N/	A K/NR		Installed/ tall Warni		
Environment/Operations Infor	mation						
Weather Data Wx Briefing - FSS Method - UNK/NR		Itinerary Last Departure Point SAME AS ACC/INC		ON AIR			
Completeness - FULL		Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 090/009 Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	SM 10000 FT SCATTERE 25000 FT BROKEN NONE NONE	SAME AS ACC/INC ATC/Airspace D Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Ident Lth/Wid Surface		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		- 40 nnial Flight Review	Medical Certific	ate - VALID ght Time (F		O WAIVER	S/LIMIT
COMMERCIAL, CFI	bre	Current - YES	Total -	6000	Last 2	4 Hrs -	
SE LAND,ME LAND GLIDER	,	Months Since - 11 Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	132		0 Days- 0 Days-	
Instrument Rating(s)	- AIRPLANE						
Narrative							
PLT STATED THAT SHE ATTEMPTE DUNTERED A ROLL EFFECT OVER S							

File No 1	80 1/08/84	EUSTIS,FL	A/C Reg. No. N2521H	Time (Lc1) - 1530 EST
Occurrence #1 Phase of Operation		-	расн	
Finding(s) 1. WEATHER CONDITI 2. WIND INFORMAT 3. ALTITUDE - NOT 4. STALL - NOT COR	ION - MISJUDGED - MAINTAINED - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accid	lent

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

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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) A	rcraft Damage	N4500Q		Injur		
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		re	Crew	Ó	0	1	0
Flight Conducted Under -14 CFR 91	Ν	IONE	Pass	0	0	2	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 411A	Eng Make/Model	- CONTINETA	L TSIO-520E	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines	5 - 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 6500	Engine Type			OR			
No. of Seats - 8	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - FSS	Last Departure	Point			RPORT/STRIP	•	
Method - ACFT RADIO	CONROE, TX						
Completeness - UNK/NR	Destination		А	irport D	ata		
Basic Weather - IMC	GAINESVILLE, F	L		GAINSV			
Wind Dir/Speed- 040/008 KTS					Ident -		
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - IFR			Surface -		
Lowest Ceiling - 400 FT OV				Runway	Status -	DRY	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- ILS-CO	OMPLETE				
Precipitation - NONE Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medica	l Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			Time (H			
COMMERCIAL, FOREIGN	Current - L	INK/NR IO	tal - UNK	/NR	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since - L	INK/NR Mai	(e/Model- UNK		Last 30	Days- UN	
	Months Since - L Aircraft Type - L		strument- UNK 1ti-Epg - UNK	/ NR /ND	Last 90	Days-UN aft -UN	
		Mu	ITTENG - UNK	/ INR	Rotorer	art - UN	K/ NK
Instrument Rating(s) - NONE							
Narrative						VICED	
ACFT CRASHED WHILE ON A ILS APPROACH TO OACH CONTROL THAT HE WAS "LOW ON FUEL."							
DID NOT HAVE CHARTS OR APPROACH PLATES							
IRE ADDITIONAL INFORMATION FROM THE PLT			AWARE OF THE	JIACIUR	. ALLEREIS	10	
THE ADDITIONAL INFORMATION TROM THE FET							

File No. - 176 1/12/84 GAINSVILLE, FL A/C Reg. No. N4500Q Time (Lcl) - 1830 EST Occurrence #1 LOSS OF, POWER(TOTAL) ~ NON-MECHANICAL Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. FUEL SYSTEM - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND . . . . . . . . . Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Basic Information Type Operating Certificate-NONE (GENERA		craft Damage	-	- + - 1		uries	Mana
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi	JBSTANTIAL ^e DNE	r Crew Pass	atal O O	Serious O O	1	None 0 0
Aircraft Information Make/Model - PIPER PA-28 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500 No. of Seats - 4		- LYCOMING 0-360 - 1 - RECIPROCATING-C - 180 HP				/Activated ing System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/011 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	LEESBURG,FL Destination SAME AS ACC/I ATC/Airspace Type of Flight I EN Type of Clearand	NC Plan - NONE	Air	ON AIR port D ORLAND Runway Runway Runway	ata D NORTH Ident Lth/Wid	- 33 - 3000/ - ASPHALT	30
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 65 Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,	v /A Total /A Make/Mod	Flight T - el-	ime (H 3 3	ours) Last Last	24 Hrs - 30 Days- 90 Days-	3 3 3 3
Instrument Rating(s) - NONE							
Narrative ACFT WAS LANDED HARD AT HIGHER THAN NORMA ANDED HE"BROKE THE NOSE WHEEL". INVESTIGA ATINGS. HE HAD APPLIED FOR A PILOT LICENS DUALIFYING MEDICATION.	TION REVEALED THAT THE	PLT DID NOT POSSE	SS ANY AE	RONAUT	ICAL CERT	IFICATES	

File No. - 178 1/24/84 PLYMOUTH, FL A/C Reg. No. N157DB Time (Lcl) - 1800 EST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN 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) 1,2,3,4,5

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

Basic Information Type Operating Certificate-NONE (GEN	JERAL AVIATION)	Aircraft Dam	200		Injur	ies	
Type operating ber throate None (der	lekal aviation)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	I	NONE		-	-	0	0
-Aircraft Information							
Make/Model - SHARK BI-PLANE	Eng Make,	/Model - LYCOMIN ngines - 1	G D-320	ELT I	nstalled/A	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXED					all Warnin	ng System	- NO
Max Gross Wt - UNK/NR		ype - RECIPRO		TOR			
No. of Seats - 1		wer - 140					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing ~ NO RECORD OF BRIEF				OFF AIR	PORT/STRIP		
Method - N/A	SAVANNAH						
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	LAKELAN	D,FL		_			
Wind Dir/Speed- 080/016 KTS					Ident -		
Visibility - 20.0 SM	ATC/Airspace		-		Lth/Wid -		
Lowest Sky/Clouds - 4000 FT S Lowest Ceiling - NONE		learance - NON			Surface - Status -		
Obstructions to Vision- NONE		Lindg - FOR		Runway	Status -	N/A	
	туре арсп/	Filling - For	CED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 60	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh				
PRIVATE	Current	- YES	Total -	560	Last 24	Hrs -	2
SE LAND	Months Since	e - 6 De - UNK/NR	Make/Model-	270	Last 30	Days- UN	K/NR
	Aircraft lyp	De - UNK/NR	Multi-Eng - UN	K/NR K/ND	Last 90		
			MUITI-ENG - UN	K/NR	ROTOPCP	aft - UN	K/NR
Instrument Rating(s) - NONE							
New							
Narrative E ACFT CRASHED DURING A FORCED LANDING A	ETED THE ENGINE OUT						
STATED THAT WHEN THE TANKS WERE FULL WH							
THE LOSS OF RESERVE.	ILI HE DELAKIED SAVA	INAL AND A SIFIN	a chilon midhi	HAVE DEEN	I GREATED A	CCCCINI ING	
THE LOSS OF RESERVE.							

File No. - 177 3/15/84 WINTER GARDEN, FL A/C Reg. No. N67SC Time (Lc1) - 1350 EST \_\_\_\_\_ \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND -----------Probable Cause----

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

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

File No 48 2/13/84 MA	MMOTH LAKES,GA	A/C Reg.	No. N3194R	T 	ime (Lc1) -	0900 PS	ST 
Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Da			Injur Serious		None
Type of Operation -PERSONAL		SUBSTANTIA Fire	L Crew	Fatal O	-	Minor 1	None O
Flight Conducted Under -14 CFR 91		NONE	Pass	-	-	ò	1
Accident Occurred During -TAXI		NONE	1 433	0	0	0	
Aircraft Information							
Make/Model - CESSNA 182L	Eng Make/	Model - CONTIN	ENTAL 0-470-R	ELT	Installed/A	ctivated	H - YES/N
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1			tall Warnin	g System	n - YES
Max Gross Wt - 2800		pe - RECIPR		ETOR			
No. of Seats - 4	Rated Pow	er - 230	HP				
Environment/Operations Information					_		
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	SAME AS			Adamont D	a + a		
Completeness - UNK/NR Basic Weather - VMC	Destination TORRANCE			Airport D	ata H JUNE LAKE	c	
Wind Dir/Speed- 180/025 KTS	TURRANCE	, CA				UNK/NR	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT S			र		Surface -		
Lowest Ceiling - NONE	Type of C1	earance - NO	NE		Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg ~ NOI	NE			-	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 58 Biennial Flight	Med	ical Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (H			
PRIVATE		- UNK/NR	Total - Maka/Madal-	1001	Last 24	Hrs - L	INK/NR
SE LAND	Aircraft Typ	- UNK/NR e - UNK/NR	Make/Model- Instrument-	2/4	Last 30	Days- L	15
	Andraitiyp		instrument	0		Days	10
Instrument Rating(s) - NONE							
larrative						~~	
PLT REPORTED THAT THE ACFT WAS BLOWN C							
EES AT 20 KTS. THE RECORDED WIND FROM			IS. THE MAXIMUR	DEMONSTR	ATED CRUSSW	IND	
NENT FOR THIS ACFT IS 15 KTS FOR LAND							

File No. ~ 48 2/13/84 MAMMOTH LAKES,GA A/C Reg. No. N3194R Time (Lc1) - 0900 PST \_\_\_\_\_ ON GROUND ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION.OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND 2. 3. WEATHER CONDITION - HIGH WIND 4. WEATHER CONDITION - CROSSWIND 5. WEATHER CONDITION - GUSTS \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation TAXI - TO TAKEOFF Finding(s) 6. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND . \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,2,6

Basic Information			а. С		<b>-</b> .		
Type Operating Certificate-NONE (G		ircraft Dama <u>c</u> SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONA		ire	Crew		0	MILLON O	1
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	Ö
Accident Occurred During -LANDING		NONE	F 4 3 3	0	Ū	0	0
Aircraft Information							
Make/Model - CESSNA 172M	Eng Make/Mode	1 - LYCOMING	0-320-E2D	ELT	Installed/	Activate	d - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1			Stall Warni	ng Syste	m - YES
Max Gross Wt - 2300	Engine Type	- RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 150 HP	)				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS	Last Departure	Point		OFF A	IRPORT/STRI	Р	
Method - IN PERSON	ALMA,GA						
Completeness - UNK/NR	Destination			Airport			
Basic Weather - VMC	LOCAL			BACON			
Wind Dir/Speed- 005 KTS						- N/A	
Visibility - 15.0 SM	ATC/Airspace				y Lth/Wid	,	
Lowest Sky/Clouds - 25000 FT					y Surface		
Lowest Ceiling - NONE	Type of Cleara	nce - NONE		Runwa	y Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFF	IC PATTERN				
Precipitation - NONE		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information							- /
Pilot-In-Command	Age - 39		1 Certificat			O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie		Fligh	t Time (	Hours)		
STUDENT	Current - I	N/A To	otal -	23	Last 2	4 Hrs -	
	Months Since - I	N/A Ma	ike/Model-	11	Last 3	0 Days-	
	Aircraft Type - I	N/A In	nke/Model- nstrument- UN nti-Eng - UN		Last 9	0 Days-	
		Mu	IIti-Eng - UN	K/NR	Rotorc	raft -	UNK/NR
Instrument Rating(s) - NONE							
Narrative							
PLT WAS ON DOWNWIND AND REDUCED POWER	R, HE STATED, BEFORE APPLICA	TION OF CARBU	RETOR HEAT.	THE ENGI	NE LOST RPM	AND WHE	N
PLT TRIED TO REGAIN RPM. THE ENGINE S	STOPPED. THE PLT SAID HE TH	RIED TO RESTA	RT BUT FAILE	D AND TH	EN MADE A F	ORCED OF	F
LANDING THE ENGINE DAN NORMALLY	FER THE ACCIDENT WITH CARBU	JRETOR HEAT O	N AND OFF. T	HE ACFT	COLLIDED WI	TH TREES	
LANDING. THE ENGINE RAN NURMALLY AF							
LANDING. THE ENGINE RAN NORMALLY AF NG THE LANDING.							

File No. - 43 2/26/84 ALMA,GA A/C Reg. No. N23JT Time (Lcl) - 1745 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING ------Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - TREE(S) \_\_\_\_\_ --------Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) A i	rcraft Damage			Injur	ies	
	-	JBSTANTIAL	_	Fatal			None
Type of Operation -INSTRUCTION/ Flight Conducted Under -14 CFR 91		°e			0	0	1
Accident Occurred During -LANDING		DNE		0		•	0
ircraft Information							
Make/Model - BEECH BE-23	Eng Make/Model	- LYCOMING D-3	20-D2B				
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warnir:	ng System	- NO
Max Gross Wt - 2300 No. of Seats - 4	Engine Type Rated Power	- 115 HP		JR			
nvironment/Operations Information							
leather Data	Itinerary		,		roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure I SAME AS ACC/II			OFF AIF	PORT/STRIP		
Method - N/A Completeness - N/A	Destination		Λ.	irport Da	+->		
Basic Weather - VMC	LOCAL		А	,	B. RUSSEL		
Wind Dir/Speed- UNK/NR	LUURL				Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight P		•		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearand			Runway	Status -	DRY	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 33		ertificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho			
STUDENT	Current - N, Months Since: - N,	A Total	 -	80	Last 24	Hrs -	1 / / ND
	Aircraft Type - N	A Make/I	Model- ument- UNK/	8 /ND	Last 30	Days- UN Days-	
	An chant Type N	Multi	-Eng - UNK	/NR	Rotorcr	aft - UN	
Instrument Rating(s) - NONE							
arrative							
CFT LOST POWER IN THE TRAFFIC PATTERN AN . THE PLT SAID HE APPLIED CARBURETOR HEA			THER WAS CO	DNDUCIVE	TO CARBURE	TOR	
. THE FET SALE HE AFFEILD CARBONETOR HEA	A ALLA REDUCTING FUWER.						

Brief of Accident (Continued) File No. - 191 3/18/84 ROME, GA A/C Reg. No. N2387L Time (Lc1) - 1805 EST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENERAI	AVIATION)	Aircraft [	)amage	Injuries					
, , , , , , , , , , , , , , , , , , ,		SUBSTANTI			Serious	Minor	None		
Type of Operation -PERSONAL		Fire	Crew	/ 0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass		0	•	0		
vircraft Information									
Make/Model - CESSNA 172M	Eng Make/	/Model - LYCOM	11NG 0-320-E2D	ELT	Installed/				
Landing Gear - TRICYCLE-FIXED	Number Er	ngines – 1		1	Stall Warnin	ng System -	· YES		
Max Gross Wt - 2300			ROCATING-CARBUR	RETOR					
No. of Seats - 4	Rated Pov	ver - 15	50 HP						
Invironment/Operations Information									
leather Data	Itinerary				Proximity				
W× Briefing - NO RECORD OF BRIEFING				ON AI	RPORT				
Method - N/A	KEAHOLE				<b>.</b> .				
Completeness - N/A Basic Weather - VMC	Destination			Airport I					
Wind Dir/Speed- VARIABLE/013 KTS	SAME AS	ACC/INC			RS POINT NAV v Ident				
Visibility - UNK/NR	ATC/Airspace	_			y Lth/Wid				
Lowest Sky/Clouds - CLEAR	• • • • •	≠ light Plan - \			y Surface				
Lowest Ceiling - NONE	Type of CI				v Status				
Obstructions to Vision- NONE		Lindg - L		Kuliwa	y status	DRI			
Precipitation - NONE	Type Apeny	chag c							
Condition of Light - DAYLIGHT									
Personnel Information						_ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			
Pilot-In-Command	Age - 63	Me	dical Certifica			) WAIVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (I	Hours)				
PRIVATE	Current	- YES	Total -	209	Last 24	4 Hrs -	4		
SE LAND	Months Since	e - 6	Make/Model-	104	Last 30	) Days- UNK	K/NR		
	Aircraft Typ	be – UNK/NR	Instrument-	0	Last 90	) Days-	22		
Instrument Rating(s) - NONE									
larrative .CFT WAS OBSERVED TO LAND NOSE FIRST, COLL THE ACFT WAS STALLED FROM AN ALTITUDE OF			AINING SUBST DA	MAGE. INV	ESTIGATION F	REVEALED			

File No	182	2/15/84	BARBERS POINT,HI	A/C Reg. No. N5160R	Time (	Lc1) - 1604 HST
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Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND 2. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

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File No 135 1/01/84 MARIC	N,IA	A/C Reg. No.	N3641C	Time (Lc1) - 0730 CST				
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Aircraft Damag SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Inju Serious O O		None 2 1	
-Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4	Eng Make/Mod Number Engin	- RECIPROCA	0-540-J3C5D TING-CARBURE	ELT I St	nstalled// all Warnin	ng System	- YES	
Lowest Ceiling - 1000 FT OVER Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departury MARION,IA Destination DES MOINES, ATC/Airspace Type of Fligh CAST Type of Clear: Type Apch/Lndy	IA t Plan - IFR ance - IFR		Runway Runway	ORT ta APIDS	- GRASS/T	URF	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.CFI SE LAND.ME LAND Instrument Rating(s) - AIRPLANE	Age - 24 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES To 18 Ma UNK/NR In	tal - ke/Model- strument-	t Time (Ho 658 55 71	urs) Last 24 Last 30	AIVERS/LI 4 Hrs - ) Days- U ) Days-	1 NK/NR	
Narrative E ACFT COLLIDED_WITH A SNOWBANK AFTER SWERV DWDRIFT WHICH CHANGED THE ACFTS DIRECTION. FRACTED.								

File No 1	35 1/01/84 MARION,IA	A/C Reg. N	No. N3641C	Time (Lc1) - 0730 CST
	LOSS OF CONTROL - ON GROUND TAKEOFF - GROUND RUN			
2. DIRECTIONAL C	IES,RUNWAY/LANDING AREA CONDIT: ONTROL - NOT MAINTAINED - PILO RVE - UNCONTROLLED - PILOT IN (	T IN COMMAND		
	ON GROUND COLLISION WITH OBJE TAKEOFF - GROUND RUN	ЕСТ		
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDIT	ION - SNOWBANK		
Occurrence #3 Phase of Operation	GEAR COLLAPSED TAKEOFF - GROUND RUN			
Finding(s) 5. LANDING GEAR,NO 6. LANDING GEAR,MA	SE GEAR - OVERLOAD IN GEAR ATTACHMENT - OVERLOAD			
Probable Cause				
The National Transpo is/are finding(s) 2,3	rtation Safety Board determines 3	s that the Probable Cause(s	;) of this accident	

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

-Basic Information Type Operating Certifica	ato-NONE (GENERA		Aircraft Damage	2		Inju	rios	
Type operating certhics	ate NONE (GENERAL		SUBSTANTIAL		Fatal	Serious		None
Type of Operation	-BUSINESS		Fire			0		1
Flight Conducted Under			NONE					Í
Accident Occurred During	g -LANDING					-	-	
-Aircraft Information								
Make/Model - CESSNA		Eng Make/Moc	el - LYCOMING (	D-320-E20	ELT	Installed/		
Landing Gear - TRICYCL	E-FIXED		es - 1			tall Warni	ng System	- YES
Max Gross Wt - 2220			- RECIPROCA		TOR			
No. of Seats - 4			- 150 HP					
-Environment/Operations Inf								
Weather Data		Itinerary				Proximity		
	CORD OF BRIEFING		e Point		ON AIR	PORT		
Method - N/A		WAVERLY,IA					8	
Completeness - N/A		Destination			Airport D			
Basic Weather - VMC		SAME AS ACC	/INC			R MUNI		
Wind Dir/Speed- 090/00 Visibility - 15.0 Lowest Sky/Clouds -	J7 KTS					Ident		
Visibility - 15.(	) SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -		Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling					Runway	Status	- SNOW -	CRUSTED
Obstructions to Visior		Type Apch/Lnc	g - TRAFFI					
Precipitation Condition of Light	- NONE		FULL S	STOP				
Condition of Light	- DAYLIGHT							
-Personnel Information								/ <del>_</del>
Pilot-In-Command	``	Age - 36	Medica	1 Certificat			O WAIVERS	/LIMII
Certificate(s)/Rating(s	5)	Biennial Flight Rev			it Time (H			
PRIVATE		Current - Months Since -	YES TO	tal -	144	Last 2	4 Hrs -	1
SE LAND		Months Since -	5 Mai	<e model-<="" td=""><td>139</td><td>Last 3</td><td>0 Days-</td><td>35</td></e>	139	Last 3	0 Days-	35
		Aircraft Type -	UNK/NR Ins	strument-	2	Last 9	0 Days-	44
	\ <u></u>							
Instrument Rating(s)								
	\							

File No. - 199 1/08/84 ELKADER, IA A/C Reg. No. N73043 Time (Lcl) - 1500 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND з. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - AIRPORT PERSONNEL 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - AIRPORT PERSONNEL \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4,5

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

Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage		Injur		
Type of Operation -EXECUTIVE/COR Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	PORATE Fire NON		ss O	Serious O O	Minor O O	None 1 3
-Aircraft Information Make/Model - MITSUBISHI MU 2B-20 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8930 No. of Seats - 9	Eng Make/Model - Number Engines - Engine Type -	AIRESEARCH TPE331-1	1-151A EL1		ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 360/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po CHATTANOOGA,TN Destination SAME AS ACC/INC ATC/Airspace ERED Type of Flight P1 Type of Clearance Type Apch/Lndg	an - IFR	ON AI Airport MUNIC Runwa Runwa Runwa Runwa	SIPAL	ASPHALT	RED
-Personnel Information Pilot-In-Command	Age - 53 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK	Medical Certific Fli Total - Make/Model-	cate - VALI ight Time ( 10785 327 1356	Hours) Last 24 Last 30		3 K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative E ACFT LANDED IN A CROSSWIND ON A SNOW AND I LIDED WITH A SNOWBANK. THE PLT STATED HE AT DE TO THE LEFT.						

File No. - 109 1/24/84 AMES,IA A/C Reg. No. N123AX Time (Lcl) - 1055 CST \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ICY WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. TERRAIN CONDITION - SNOW COVERED 4. AIRSPEED - IMPROPER - PILOT IN COMMAND 5. WEATHER CONDITION - CROSSWIND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - SNOWBANK 9. LANDING GEAR - OVERLOAD \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injuries			
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE	NTIAL Crew Pass	-	Serious O O	Minor O O	None 2 0	
Aircraft Information Make/Mode1 - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A Stall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/009 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 17000 FT Lowest Ceiling - 17000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point CHARITON,IA Destination LOCAL ATC/Airspace Type of Flight Plan N Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport E CHARIT Runway Runway Runway		17 2800/ ASPHALT	60	
	Age - 27 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total - Make/Model-	ht Time (H 917 50 130	lours) Last 24 Last 30	) WAIVERS/ Hrs - ) Days- UN ) Days-	2 NK/NR	
Instrument Rating(s) - AIRPLANE							
-Narrative ACFT LOST POWER DURING TAKEOFF AND WAS FOR SS AFTER REFUELING THE ACFT AND DID NOT NOT ER IN THE FUEL FILTER AND TANKS. 4 INCHES O	ICE ANY WATER IN THE FUEL.	LATER EXAMINATION	OF THE AC	FT BY FAA S	HOWED	-	

2/14/84 File No. - 50 CHARITON, IA A/C Reg. No. N2502Y Time (Lc1) - 1810 CST ------------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - AIRPORT PERSONNEL 3. FLUID, FUEL - WATER 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - WET 8. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3,4

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Basic Information Type Operating Certificate-NONE (GENERAL		rcraft Damage				ries	
	•	UBSTANTIAL	_	Fatal	Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		re DNE	Crew Pass	0 0	0	0	
ircraft Information							
Make/Model - ROBERT H. LOW MUSTANG II	Eng Make/Model		320				ed – YES/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warni	ng Syste	em – NO
Max Gross Wt - 1500		- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 160 HP					
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AIR	PORT		
Method - N/A	SAME AS ACC/I	٩C					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC Wind Dir/Speed- 180/005 KTS	LOCAL		•	MORNIN	Ident	- 17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		/ 170
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clearan				Status		
Obstructions to Vision- NONE	Type Apch/Lndg			·····,	• • • • • • •		
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
	qe - 58	Medical (	Pertificat		MEDICAL-N		RS/LIMIT
	iennial Flight Revie			t Time (H			
PRIVATE	Current - Y		•			4 Hrs -	UNK/NR
SE LAND			Model-			O Days-	UNK/NR
· · · ·	Months Since - 10 Aircraft Type - U	NK/NR Instr	rument-	28 10	Last 9	0 Days-	3
Instrument Rating(s) - NONE							
larrative							
F THE PURPOSES OF THE FLT WAS FOR THE PLT	TO EXPERIENCE A TAKE	DEE AT MAX GROS	S WT. HE	PUT A 150	LB BAG OF		
IT IN THE RIGHT FRONT SEAT TO SIMULATE THE							
AFTER A RECENT THAW, USING 15 DEG OF FLAPS							
TO THE RWY & WAS SLOWED BY THE SOFT FIELD	CONDITIONS. ALSO, HE	SAID HE WAITED	TOO LONG	TO ABORT	& THE ACF	T	
OFF THE END OF THE RWY & THRU A FENCE.							
						• •	

2/25/84 File No. -4 DES MOINES,IA A/C Reg. No. N53BL Time (Lc1) - 1015 CST Occurrence #1 OVERRUN Phase of Operation TAKEOFF Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF Finding(s) 5. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3

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File No 75 1/06/84 ALMO,IC	)	A/C Reg. M	lo. N300DS		Time (Lc1)	- 1045	MST
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dan SUBSTANTIAL		Fatal	Inj Serious	uries Mino	n None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - HUGHES 269C			IG HIO-360-D1A				ed - NO -N∕.
Landing Gear - SKID	Number Engin			9	Stall Warr	ing Syste	∋m - NO
Max Gross Wt - 1670	Engine Type		UEL INJECTED				
No. of Seats - 3	Rated Power	- 180	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			OFF A	[RPORT/STR	IP	
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport [	Data		
Basic Weather - IMC	LOCAL						
Wind Dir/Speed- CALM					/ Ident		
Visibility - 2.000 SM	ATC/Airspace				/ Lth/Wid		
Lowest Sky/Clouds - PART OBS	Type of Fligh	t Plan - NOM	IE		/ Surface		
Lowest Ceiling - 700 FT OVERCA	ST Type of Clear			Runwa	/ Status		- COMPACTED
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lnd	g - FOF					VEGETATION
Personnel Information							
Pilot-In-Command A	ge - 54	Medi	cal Certifica	te - VALI	MEDICAL-	WAIVERS/I	_IMIT
Certificate(s)/Rating(s) E	iennial Flight Rev	iew	Flic	ht Time (I	lours)		
PRIVATE	Current -		Total -	857	Last	24 Hrs -	5
SE LAND	Months Since -	15	Make/Model-	776	Last	30 Days-	UNK/NR
HELICOPTER	Aircraft Type -	UNK/NR	Instrument-	2	Last	90 Days-	60
	5,				Rotor	craft -	776
Instrument Rating(s) - NONE							
Narrative							
PLT STATED, HE WAS ATTEMPTING TO DEPART WIT	W VISIBILITY OF 1/	8 TO 1/4 MT	IN FOG. SHORT	LY AFTER (	FPARTURE	THE	
BILITY DROPPED TO APPROXIMATELY 50 TO 100 F							
	PAGE 15	6					

		Brief	of Accident (Continued)	
File No	75 1/06/84	ALMO,ID	A/C Reg. No. N300DS	Time (Lcl) - 1045 MST
Occurrence #1 Phase of Operation		ITER WITH WEATHER		
Finding(s) 1. WEATHER CONDITI 2. FLIGHT INTO K		IER - INADVERTENT	- PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

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

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-Basic Information Type Operating Certificate-ON-DEMAND /	AIR TAXI Aircraf	t Damage		Injur	ies	
Name of Carrier -WESTCON ASS	OCIATES, INC. DESTRO		Fatal			None
Type of Operation -NON SCHED, [		Cre	w 1	0	0	0
Flight Conducted Under -14 CFR 135 Accident Occurred During -UNKNOWN	NONE	Pas	is 2	0	0	0
-Aircraft Information						
Make/Model - CESSNA C172N	Eng Make/Model - LY	COMING 0-320	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	ig System	- UNK/NR
Max Gross Wt - 2300		CIPROCATING-CARBL	IRETOR			
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information	<b>-</b>			<b>.</b>		
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point IDAHO FALLS,ID		UNK/NR			
Completeness - UNK/NR	Destination		Airport D	a+a		
Basic Weather - IMC	CHALLIS, ID		Anport b	ata		
Wind Dir/Speed- UNK/NR	01112210,10		Runwav	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan		Runway	Surface -	N/A	
Lowest Ceiling - OVERCAST	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	A			MERICAL		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 59 Biennial Flight Review	Medical Certific	ate - VALID ght Time (H		IVERS/LIM	11
CÖMMERCIAL.CFI	Current - YES	Total -		Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 5			Last 30		3
	Aircraft Type - UNK/NR			Last 90	Days-	9
		Multi-Eng -	269 828	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
					_ * - *	
ORDING TO COMPANY PERSONNEL, THE FLT WAS	OPERATED AS A CHARTER. THE P	LT, ALSO THE COMP	ANY DIRECTO	R OF OPERAT	IONS,	
NOT AUTHORIZED TO CONDUCT FAR 135 FLIGHT					D	
T HE WAS GOING TO "GET A SPECIAL VFR CLEA		KE IT UNDERNEATH.	" WITNESSES	REPORTED		
ING THE ACFT FLYING VERY LOW AND TO DISAP	PEAR INTO CLOUDS.					

File No. - 73 1/06/84 ARCO, ID A/C Reg. No. N5216E Time (Lc1) - 1245 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation CRUISE - NORMAL Finding(s) 4. TERRAIN CONDITION - HIGH TERRAIN \_\_\_\_\_ ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Air	rcraft Damage			Inju	uries	
		JBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		`e	Crew		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NC	INE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 172RGII	Eng Make/Model	- LYCOMING 0-360	)-F1A6	ELT I	nstalled/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines				all Warni	ing System	- YES
Max Gross Wt - 2650	Engine Type	- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
W× Briefing - FSS	Last Departure P	oint		ON AIRP	ORT		
Method - TELEPHONE	GOODING, ID						
Completeness - FULL	Destination			Airport Da			
Basic Weather - VMC	GRANGEVILLE, ID	)		IDAHO C			
Wind Dir/Speed- 220/012 KTS						- 07	
Visibility - 15.0 SM	ATC/Airspace					- 4507/	60
Lowest Sky/Clouds -	Type of Flight P					- ASPHALT	
Lowest Ceiling - 4500 FT BROKE				Runway	Status	- ICE COVE	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				SNOW - C	DMPACTED
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 39		tificat	e - VALID	MEDICAL-W	AIVERS/LIM	11
	Biennial Flight Review		Fligh	t Time (Ho	urs)	1. Lin	c
	Current - YE Months Since - 18	S lotal	-	475 23	Last 2	24 Hrs - 30 Davs- UNI	
SE LAND, ME LAND	Months Since - 18						
	Aircraft Type - UN				Last	0 Days-	23
		MUITI-E	ing -	19			
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT GROUND LOOPED DURING LANDING ON AN IC	Y RWY AND NOSED OVER A	FTER LEAVING THE	RWY. T	HE LANDING	WAS MADE	WITH A	
IT QUARTERING TAILWIND.							

File No. - 70 2/22/84 GRANGEVILLE, ID A/C Reg. No. N6522R Time (Lcl) - 1030 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - ICY 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 5. TERRAIN CONDITION - SNOW COVERED Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Basic Information					<b>-</b> .		
Type Operating Certificate-ON-DEMAND Name of Carrier -AVIATION		Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -SCHEDULED	DOMESTIC CARGO	Fire	Crew		0	M mor	1
Flight Conducted Under -14 CFR 13	5	NONE	Pass	-	õ	õ	i
Accident Occurred During -TAXI				-	-		
Aircraft Information							
Make/Model - PIPER PA-34-220T		/Model - CONTINE	NTAL TSI0-360		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2		5	tall Warni	ng System	- YES
Max Gross Wt - 4570 No. of Seats - 7	Rated Po	ype - RECIP-F wer - 220	HP				
Environment/Operations Information							
Weather Data	Itinerary	nture Detrit			Proximity		
W× Briefing - UNK/NR		rture Point		ON AIR	(PUK I		
Method - UNK/NR Completeness - UNK/NR	MADISON Destinatio			Airport D	19+9		
Basic Weather - VMC		ACC/INC		O'HARE			
Wind Dir/Speed- 270/008 KTS	SAME AS	ACC/ INC				- UNK/NR	
Visibility - 15.0 SM	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - UNK	/NR		Surface		
Lowest Ceiling - NONE	Type of C	learance - UNK	/NR		Status		
Obstructions to Vision- NONE	Type Apch	/Lndg - UNK	/NR	-			
Precipitation - NONE							
Condition of Light - NIGHT(DARK							
Personnel Information	A	Madi	aal Cantifiaa				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight		cal Certifica Flig	ht Time (H		U WAIVERS/	
ATP, CFI			Total -			4 Hrs -	5
SE LAND, ME LAND	Months Sinc	e - UNK/NR					
<u> </u>			Make/Model- Instrument-	1000	Last 9	0 Days-	150
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT WAS BEING TAXIED FROM LANDING. AT LIGHTS WERE REPORTEDLY ON AT THE TIME	A SERVICE RUAD INI	LE DRIVER OF THE	AGE TUG CULLI	NUS NUT IN	NC KIGHI W	A SMALL	
ON THE TAXIWAY, BUT INSTEAD HE JUST L	ONKED FOR BIG ACET	HE DRIVER OF THE	IGG SAID HE N	ANDI LU	ONLING FUR A	A JMALL	
on the taxiwat, but instead he oust e	OURED FOR DIG ACT.						
	-						

 File No. 26
 1/09/84
 CHICAGO,IL
 A/C Reg. No. N8424D
 Time (Lc1) - 2222 CST

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

 Finding(s)
 1. LIGHT CONDITION - DARK NIGHT
 2. OBJECT 3. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

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

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft D	amage			Inju	ries	
		SUBSTANTI	AL	F	atal	Serious	Minor	None
Type of Operation -INSTRUCT		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	I	Dass	0	0	0	0
ircraft Information								
Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED		Model - LYCOM				Installed/		
Max Gross Wt - 1670	Engine Ty		ROCATING-CA			tall Warni	ng system	- YES
No. of Seats - 2	Rated Pow			BURETUR				
nvironment/Operations Information								
leather Data	Itinerary					Proximity		
Wx Briefing - UNK/NR	Last Depar				ON AIR	PORT		
Method - UNK/NR	SAME AS							
Completeness - UNK/NR Basic Weather - VMC	Destinatior LOCAL	1			port D	ata N MEMORIAL		
Wind Dir/Speed- 320/010 KTS	LUCAL					Ident		
Visibility - 7.0 SM	ATC/Airspace					Lth/Wid		75
Lowest Sky/Clouds - CLEAR		, ight Plan - N	IONE			Surface		
Lowest Ceiling - NONE		earance - N				Status		
Obstructions to Vision- NONE		'Lndg - T			·····,	• • • • • • •		
Precipitation - NONE			ULL STOP					
Condition of Light - DAYLIGHT								
ersonnel Information Pilot-In-Command	A	Ma						
Certificate(s)/Rating(s)	Age - 34 Biennial Flight		dical Certi	flight T	imo (H	MEDICAL-W	AIVER5/LIM	11
STUDENT	Current		Total		4		4 Hrs - UN	K/NR
31002111	Months Since		Make/Mode Instrumen	1- 2	4	Last 30	0 Days- UN	
	Aircraft Typ		Instrumen	t- UNK/N	R	Last 90	0 Days-	
	21	·	Multi-Eng	- UNK/N	R	Rotorcı	raft - UN	K/NR
Instrument Rating(s) - NONE								
arrative								
TUDENT PLT SAID HE LOST TOO MUCH AIRS	SPEED DURING A NO POW	ER APPROACH A	ND MADE A HA	ARD LAND	ING. A	FTER A BOUN	NCE, THE	
	D. THE ACFT SKIDDED C							

موتند المحدية بنبي ويوسب ووتتمسم بتدي

File No	25 1/14/84	WAUKEGAN, IL	A/C Reg. No. N23781	Time (Lc1) - 1100 CST
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE,	TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPE 2. RECOVERY FROM B		AND MPROPER - PILOT IN CO	MMAND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO	SE GEAR - OVERLOAI	)		
Probable Cause				
The National Transpo is/are finding(s) 1,		ard determines that th	e Probable Cause(s) of this accide	ent

File No 27 1/15/84 HUNTLE	Y,IL A/C Re	9. No. N76310	T 	ime (Lcl) -	1045 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	SUBSTAN			Injur Serious O O		None 2 0
-Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	INENTAL C-85 PROCATING-CARBUE 85 HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/008 KTS Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 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 -		ON AIR Airport D LANDIN Runway Runway Runway		31 3000 -UN ASPHALT	
	Age - 63 f Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	ledical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 8522 480 1000	ours) Last 24 Last 30	IVERS/LIMJ Hrs - Days- UNK Days-	2
Instrument Rating(s) - AIRPLANE						
Narrative E STUDENT PLT ALLOWED THE ACFT TO DRIFT LEFT TUATION. THE ACFT CONTINUED TOWARD A SNOWBAN OID A COLLISION WITH A SNOWBANK.						

File No. - 27 1/15/84 HUNTLEY, IL A/C Reg. No. N76310 Time (Lc1) - 1045 CST Occurrence ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. WEATHER CONDITION - CROSSWIND 3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - DUAL STUDENT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) 7. TERRAIN CONDITION - SNOWBANK \_\_\_\_\_ ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airc	craft Damage			Injur		
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL Fire NOM	STANTIAL IE	Crew Pass	0		0 0	0
-Aircraft Information Make/Model - BEECHCRAFT B-19 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2250 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type - Rated Power -	LYCOMING 0-320-1 1 RECIPROCATING-C/ 150 HP	E3D ARBURETC	ELT I St	nstalled/A all Warnir	Activated ng System	- UNK/NR
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/013 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - 22000 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/ING Destination SAME AS ACC/ING ATC/Airspace TTERED Type of Flight Pl	an - NONE - NONF		ON AIRP rport Da LAKE IN Runway Runway Runway		- 26 - 3000/ - ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNM	5 Total Make/Mode	Flight - 7 el- nt-	Time (Ho '66 2 88	urs) Last 24 Last 30	) WAIVERS H Hrs - U ) Days- U ) Days-	NK/NR NK/NR
Instrument Rating(s) - AIRPLANE 							
ACFT HIT A SNOW BANK DURING AN APPROACH THE ACFT AND MADE THE FINAL LANDING WHEN			A GO-AR	OUND. TH	E CFI TOOM	CONTROL	

File No. - 85 1/22/84 CRYSTAL LAKE, IL A/C Reg. No. NO173S Time (Lc1) - 1310 CST \_\_\_\_\_ \_\_\_\_\_ . \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL ------------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2.3

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#### National Transportation Safety Board Washington, D.C. 20594 Brief of Accident 1/24/84 MACOMB,IL File No. - 98 A/C Reg. No. N66978 Time (Lcl) - 1200 CST -Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Serious Minor Fatal None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE 0 0 0 Pass 0 Accident Occurred During -LANDING --Aircraft Information----Eng Make/Model - LYCOMING 0-320 Make/Model - CESSNA C-172P ELT Installed/Activated - UNK/NR Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2150 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP \_\_\_\_\_ --Environment/Operations Information----Weather Data Itinerary Airport Proximity W× Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A GALESBURG.IL Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC MACOME MUNI Wind Dir/Speed- 180/010 KTS Runway Ident - 26 Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3900/ 60 Lowest Sky/Clouds - 25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT \_\_\_\_ ---Personnel Information----Age - 52 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Pilot-In-Command Biennial Flight Review Certificate(s)/Rating(s) Flight Time (Hours) Current - YES Months Since - 6 PRIVATE Total -236 Last 24 Hrs - UNK/NR SE LAND Make/Model-187 Last 30 Davs- UNK/NR Aircraft Type - UNK/NR Instrument-11 Last 90 Davs-2 Instrument Rating(s) - NONE ----Narrative----THE ACFT SWERVED OFF THE RWY INTO A DITCH DURING A CROSSWIND LANDING. THE WIND WAS FROM 180 DEGREES AT 10 KTS. THE PLT SAID THAT HE LOST DIRECTIONAL CONTROL OF THE ACFT BECAUSE OF THE WIND.

1/24/84 File No. - 98 MACOMB.IL A/C Reg. No. N66978 Time (Lc1) - 1200 CST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION ~ DITCH ----Probable Cause----

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

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

Type operatin	ng Certificat	e-NONE (GENERA	AL AVIATION)	Aircraft			Eatal	Injur Serious	ries Minor	_	None
Type of Opera Flight Conduc Accident Occu	ted Under	-APPROACH	٥	. SUBSTAN Fire NONE	IAL	Crew Pass	Fatal O O	0 0	M 1 1 1		0
ircraft Infor Make/Model Landing Gear Max Gross Wt No. of Seats	nation - PIPER PA- - TRICYCLE- - 3400	32R-300	Number	(e/Model - LYC) Engines - 2 Type - REC	MING 10-540	о-к1G5D	ELT I	installed// all Warnir			
Basic Weather Wind Dir/Sp Visibility Lowest Sky/ Lowest Ceii	- UNK/NR - UNK/NR s - UNK/NR - IMC peed- 170/005 - UNK/NR (Clouds - ing - ing - ins to Vision- on - of Light -	KTS 5000 FT SCAT 25000 FT BROK FOG	ST.LC Destinat SAME ATC/Airspa TERED Type of SEN Type of	AS ACC/INC ace Flight Plan - Clearance - ch/Lndg -			GREENVI GREENVI Runway Runway Runway Runway	RPORT/STRIF ata ILLE	- 18 - 4000/ - ASPHAL		5
ersonnel Infor Pilot-In-Comma Certificate( PRIVATE SE LAND					ledical Cert Total Make/Moo	Flight -	: Time (Ho 612	ours) Last 24	) WAIVER Hrs - ) Davs-	UNK/	NR
				ice - / Type - UNK/NR				Last 90			
	nt Rating(s)	- AIRPLANE									
			BEFORE THE ACC DA DURING THE AF								

File No. - 39 1/26/84 GREENVILLE,IL A/C Reg. No. N76AP Time (Lc1) - 0830 CST Occurrence IN FLIGHT COLLISION WITH OBJECT APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Phase of Operation Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - FOG 3. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION 5. MINIMUM DESCENT ALTITUDE - EXCEEDED - 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

	Brier	of Accident					
File No 44 2/01/84 LK I	N THE HILLS,IL	A/C Reg.	No. N36315	т	ime (Lcl) -	2135 CST	
-Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	AL AVIATION)	Aircraft D SUBSTANTI Fire NONE		-	Injur Serious O O		None O 3
Accident Occurred During -LANDING							
-Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Eng	gines – 1 De – RECIP	NENTAL 0-300-D ROCATING-CARBUR 5 HP	S	Installed/A tall Warnin	g System	- YES
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Type of Cle Type Apch/L	I,WI ACC/INC ight Plan - N earance - N Indg - T		ON AIR Airport Da LAKE II Runway Runway Runway		26 3000/ ASPHALT	50
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 45 Biennial Flight F Current Months Since Aircraft Type	Review - YES - 2		ht Time (Ho 351 351	ours) Last 24 Last 30	Hrs - Days- UN	2
Instrument Rating(s) - AIRPLANE							
-Narrative PLT MADE A HARD LANDING WHICH DAMAGED TH WBANK DURING A SUBSEQUENT LANDING.	E NOSE GEAR MAKING	IT IMPOSSIBL	E FOR THE PLT T	O AVOID A (	COLLISION W	ITH A	

File No. - 44 2/01/84 LK IN THE HILLS,IL Time (Lc1) - 2135 CST A/C Reg. No. N3631S Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - NIGHT 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET 3. TERRAIN CONDITION - SNOW COVERED 4. FLARE - MISJUDGED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND 5. Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 7. DIRECTIONAL CONTROL - NOT POSSIBLE -8. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

Basic Information Type Operating Certificate-NONE (GENERA	ι αντάττον) Δ	ircraft Damage			Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE		0 0	0 0	0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mode Number Engine	1 - LYCOMING 0-2 s - 1 - RECIPROCATIN	35-L2C G-CARBURE	ELT I St TOR	nstalled/A all Warnir	Activated ng System	- YES/YES - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 135/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/ Destination SAME AS ACC/ ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	INC INC Plan - NONE nce - NONE - FULL STOI	Ρ	Runway Runway Runway Runway	ORT	- 3300/ - ASPHALT - UNK/NR	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 36 Biennial Flight Revi Current - Months Since - Aircraft Type -	N/A Make/I	Flight - Model-	t Time (Ho 31 31	urs) Last 24 Last 30	) WAIVERS/ Hrs - UN Days- UN Days-	K/NR K/NR
Instrument Rating(s) - NONE							
Narrative ACFT COLLIDED WITH A SNOWBANK AND NOSED O NG LANDING ROLL AND HE WAS UNABLE TO KEEP			AID A NOSE	E WHEEL SH	IMMY DEVEL	OPED	

File No. - 165 3/03/84 TAYLORVILLE,IL A/C Reg. No. N67919 Time (Lc1) - 0800 CST ------\_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOWBANK ----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

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asic Information Type Operating Certificate-NONE (GEN				Inju		
T	SUBSTAN		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE	Pass	0	0	1	0
ircraft Information						
Make/Model - CESSNA 177RG	Eng Make/Model - LYC	OMING ID-360-A1B6D		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	5		S	tall Warnin	ng System ·	- YES
Max Gross Wt - 2800 No. of Seats - 4	Engine Type - REC Rated Power -	200 HP				
nvironment/Operations Information eather Data	Itinerary		Airport	Proximity		
Wx Briefing - NWS	Last Departure Point		ON AIR			
Method - UNK/NR	SAME AS ACC/INC					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	MILWAUKEE,WI			PORT MUNI	07	
Wind Dir/Speed- 300/008 KTS Visibility - 15.0 SM	ATC/Airspace			Ident · Lth/Wid ·		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface		00
Lowest Ceiling - NONE	Type of Clearance -			Status		
Obstructions to Vision- NONE	Type Apch/Lndg -			•••••		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	5	Medical Certificate			D WAIVERS/L	- 1 M I I
COMMERCIAL	Biennial Flight Review Current - YES		t Time (H 278		4 Hrs -	2
SE LAND	Months Since - 1	Make/Model~	16	Last 30	) Davs- UNH	_
	Aircraft Type ~ UNK/NR				) Days-	,
Instrument Rating(s) - AIRPLANE						
arrative						
LT STATED THAT THE ACFT ENG WAS RUNNI		D TO APPPOX 300 FT				
RN BACK TO RWY 27. A LANDING WAS MADE						
Y AND RAN SMOOTHLY TO 2300 RPM.						

File No	89 2/06/84 LOGANSPORT,IN	A/C Reg. No. N2514V	Time (Lc1) - 1250 EST
	LOSS OF POWER(PARTIAL) - NON-MECHANICAL TAKEOFF - GROUND RUN		
Finding(s) 1. ABORT - NOT PER	FORMED - PILOT IN COMMAND		
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - BASE TURN		
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 2. TERRAIN CONDITI			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Pro	bable Cause(s) of this accide	nt

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft	Damage		Injur	ries	
		SUBSTANT		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass				1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 172			INENTAL 0-300-D				
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System	- YES
Max Gross Wt ~ 2150			PROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 1	45 HP				
invironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depa			OFF AI	RPORT/STRIF	2	
Method - UNK/NR	HOBART,						
Completeness - WEATHER NOT PERTINEN				Airport D			
Basic Weather - VMC	LAFAYET	I, IN		HOBART		NI / A	
Wind Dir/Speed- 230/008 KTS Visibility - 7.0 SM	ATC/Airspac	~			Ident - Lth/Wid -		
Lowest Sky/Clouds - 20000 FT SCA			TED		Surface -		
Lowest Ceiling - NONE	Type of C	learance -			Status -		UKI
Obstructions to Vision- NONE	Type Of C	/Inda -	FORCED LANDING	Kuliway	Status	N/A	
Precipitation - NONE		/ Enag	DROLD LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 40	M	edical Certifica Flig Total -	te - VALID	MEDICAL-NO	) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		_
PRIVATE	Current	- YES	Total -	309	Last 24	1 Hrs -	3
SE LAND	Months Sinc	e - 1	Make/Model- Instrument-	303	Last 30	) Days- U	
	Aircraft Ty	pe – UNK/NR	Instrument-	0	Last 90	) Days-	93
Instrument Rating(s) - NONE							
larrative			-				-
CFT NOSED OVER DURING AN OFF ARPT FORCE							
WHILE CRUISING AT 5000 FT MSL BEFORE A				AFTER THE	ACCIDENT AN	NU NUTHIN	G
RONG MECHANICALLY ACCORDING TO THE CERT	IFIED A&P MECHANI	C WHU DID THE	INSPECTION.				

File No 1	38 2/09/84 CROWN POINT,IN	A/C Reg. No. N8544U	Time (Lc1) - 1230 CST
Occurrence #1 Phase of Operation			
4. WEATHER CONDITI	BURETOR - ICE AT - IMPROPER USE OF - PILOT IN COMMAND DN - CARBURETOR ICING CONDITIONS RECTIVES - NOT FOLLOWED - PILOT IN COMM		
Dccurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		· · · · · · · · · · · · · · · · · · ·
	NOSE OVER		

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

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Dam	nage	Injuries				
	,	SUBSTANTIAL		Fatal	Senious	Minon	None	
Type of Operation -PERSONAL		Fire	Crew	0	0 0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass				0	
Make/Model - CESSNA 150M	Eng Make/M	odel - CONTINE		ELT 1		ctivated -		
Landing Gear - TRICYCLE-FIXED					all Warnin	ng System -	YES	
Max Gross Wt - 1600		e - RECIPRO		ETOR				
No. of Seats - 2	Rated Powe	r - 100						
Environment/Operations Information Weather Data	Itinerary			Airport F	Provimity			
Wx Briefing - NO RECORD OF BRIEFING		ure Point		ON AIRF				
Method - N/A	CINCINNAT				0			
Completeness - N/A	Destination	,		Airport Da	ata			
Basic Weather - VMC	SAME AS ACC/INC			HAGERST				
Wind Dir/Speed- 090/006 KTS					Ident -			
Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	ght Plan - NON	IF			4000/ 20 GRASS/TUR		
Lowest Ceiling - NONE		arance - NON				SNOW - DR		
Obstructions to Vision- NONE		ndg - TRA		Kanway	512105			
Precipitation - NONE	51 1 1		L STOP					
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 31	Medi	cal Certifica			WAIVERS/L	MIT	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight R Current	eview	Total -	ht Time (Ho				
SE LAND	Months Since	- 18	Make/Model-	102	Last 24	Davs- UNK	NR NR	
	Months Since Aircraft Type	- UNK/NR	Instrument-	3	Last 90	Days-	7	
Instrument Rating(s) - NONE								
NAFFATIVE RING THE ROLLOUT AFTER A NORMAL LANDING THE FT NOSE GEAR AND DAMAGED THE PROPELLER AND I			ON THE SOD RW	Y. THE COLL	ISION COLL	APSED THE		

3/03/84 HAGERSTOWN, IN A/C Reg. No. N714MC File No. - 35 Time (Lc1) - 1215 EST \_\_\_\_\_ ------ON GROUND COLLISION WITH TERRAIN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK \_\_\_\_\_ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

Basic Information Type Operating Certificate-NONE (GEN	VERAL AVIATION)	Aircraft Damage			Inju	ries	
	,	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTI	ONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	l	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 152		del - LYCOMING 0-2				Activated	
Landing Gear - TRICYCLE-FIXED		nes - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670		- RECIPROCATIN	IG-CARBURE1	OR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			ON AIR	PORT		
Method - TELEPHONE	SAME AS AC	C/INC					
Completeness - PARTIAL,LMTD BY PI	LOT Destination		ļ	lirport Da			
Basic Weather - VMC	LOCAL			AUGUST			
Wind Dir/Speed- 320/014 KTS						- 35	
Visibility - 20.0 SM						- 3500/	50
Lowest Sky/Clouds - 4000 FT S						- ASPHALT	
Lowest Ceiling - NONE				Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lr	dg - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical C	ertificate	e - VALID	MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re Current	view	Flight	: Time (H	ours)		
STUDENT	Current	- N/A Total	-	19	Last 2		
	Months Since	- N/A Make/ - N/A Instr	Model-	19	Last 3	0 Days- UN	
	Aircraft Type	- N/A Instr	ument-	0	Last 9	O Days-	16
Instrument Rating(s) - NONE							
Narrative							
ACFT RAN OFF THE RWY DURING LANDING AN	ND COLLIDED WITH A PILE	OF DEBRIS, COLLAP	SING THE L	ANDING G	EAR.		

File No. - 155 1/28/84 AUGUSTA,KS A/C Reg. No. N24531 Time (Lcl) - 1455 CST \_\_\_\_\_ \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK 6. LANDING GEAR, NOSE GEAR - OVERLOAD 7. 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) 2,4

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

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File No 163 2/03/84 KAN	SAS CITY,KS	A/C Reg. No. N	7314V		Time (Lc1)	- 1417 CS	Г
-Basic Information Type Operating Certificate-NONE (GENE		ircraft Damage DESTROYED		Fatal	Inj Serious	uries Minor	None
Type of Operation -EXECUTIVE/		ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		IN FLIGHT	Pass	Ō	0	0	2
Make/Model - BELLANCA 17-30	Eng Make/Mode	1 - CONTINENTAL	IO-520-D	ELT	Installed	Activated/	- UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine	s - 1		1	Stall Warn	ing System	- UNK/NR
Max Gross Wt - 3000	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary		А		Proximity		
Wx Briefing - NO RECORD OF BRIEFI				ON AI	RPORT		
Method - N/A	KANSAS CITY,	MO					
Completeness - N/A	Destination		Ai	rport I			
Basic Weather - VMC	LAWTON, OK			FAIRF			
Wind Dir/Speed- 320/012 KTS					y Ident	- UNK/NR	
Visibility - 12.0 SM	ATC/Airspace				y Lth/Wid		
	TTERED Type of Flight				y Surface		
Lowest Ceiling - NONE	Type of Cleara			Runwa	y Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	~ UNK/NR					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51		Certificate			WAIVERS/LI	41 T
Certificate(s)/Rating(s)	Biennial Flight Revi		Flight				_
	Current -					24 Hrs -	6
SE LAND, ME LAND	Months Since -			4		30 Days- U	
	Aircraft Type -			79 99	Last	90 Days-	123
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT CAUGHT FIRE SHORTLY AFTER TAKEOFF,	THE PLT DECLARED AN FM	ERGENCY AND THE	ACET WAS CL	EARED	TO "TAKE A	Y RUNWAY	
ANY TAXIWAY." THE PLT LANDED IN AN OPEN H	IELD ON THE AIRPORT T	HE ACET WAS DES	TROYED BY FT	RE. IN	VESTIGATIO	REVEALED	
T THE MAIN SOURCE OF FIRE CENTERED AROUND							
TING ON THE BACK OF THE MANIFOLD PRESSUR							
THE FITTINGS WERE INTACT.							
	PAGE 186						

File No 16	63 2/03/84	KANSAS CITY,KS	A/C Reg. No. N7314V	Time (Lc1) - 1417 CST
Occurrence #1 Phase of Operation	FIRE TAKEOFF - INITIA	L CLIMB		
Finding(s) 1. FUEL SYSTEM,LINE 2. ENGINE INSTRUMEN	,	• · · · · · · · · · · · · · · · · · · ·		
Occurrence #2	FORCED LANDING	TOUCHDOWN		

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Dam SUBSTANTIAL	Fatal	None			
Type of Operation -PERSONAL		Fire	Crew		Serious O	Minor O	1
Flight Conducted Under -14 CFR 91		NONE	Pass	-	õ	ŏ	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182		Nodel - CONTINE	NTAL 0-470-L		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Eng				all Warnir	ig System	- YES
Max Gross Wt - 2550 No. of Seats - 4	Engine Typ Rated Powe		CATING~CARBUR HP				
Environment/Operations Information							
Weather Data	Itinerarγ			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ure Point		ON AIR			
Method - N/A	PONCA CIT	Ύ,ΟΚ					
Completeness - N/A	Destination.			Airport Da	ita		
Basic Weather - VMC	DERBY,KS			соок		· · · · · · · · -	
Wind Dir/Speed- 320/014 KTS						UNK/NR	
Visibility - 20.0 SM	ATC/Airspace		_		Lth/Wid -		40
Lowest Sky/Clouds - 2000 FT S					Surface -		
Lowest Ceiling - NONE		earance - NON Indo - UNK		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/L	.nag - UNK	/ NR				
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 58	Medi	cal Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight R	Review		ht Time (Ho		,	
PRIVATE	Current	- YES	Total -	433	Last 24	Hrs - UN	K/NR
SE LAND	Months Since	- 11 - UNK/NR	Make/Model-	159	Last 30	Days- UN	IK/NR
	Aircraft Type	e – UNK/NR	Instrument-	11	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
ING AN APCH FROM THE SOUTH IN GUSTY WIN							
LAPS. THE PLT REPORTED THAT BEFORE REA	NUSE GEAR CULLAPSED				IING IU		
CHED DOWN IN MUD, SHORT OF THE RWY. THE	THE WIND WAS FROM O						
	, THE WIND WAS FROM 3	320 DEG AT 14 G					
CHED DOWN IN MUD, SHORT OF THE RWY. THE	, THE WIND WAS FROM 3	320 DEG AT 14 G					
CHED DOWN IN MUD, SHORT OF THE RWY. THE	, THE WIND WAS FROM 3	320 DEG AT 14 G					

Time (Lcl) - 1115 CST File No. - 23 2/04/84 DERBY.KS A/C Reg. No. N6466A \_\_\_\_\_ UNDERSHOOT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION ~ FOG 3. COMPENSATION FOR WIND CONDITIONS - DISREGARDED - PILOT IN COMMAND 4. DISTANCE - MISJUDGED - PILOT IN COMMAND 5. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - WET \_\_\_\_\_ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. 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) 3,4,5

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

Basic Information Type Operating Certificate-NONE (GEI	NERAL AVIATION)	Aircraft D	amage		Ini	uries	
		SUBSTANTI		Fatal		Minor	None
Type of Operation -PERSONAL		Fire	Crev			0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING							
Aircraft Information		_					
Make/Model - CESSNA 150H			NENTAL 0-200-A				
Landing Gear - TRICYCLE-FIXED					Stall Warn	ing System –	· YES
Max Gross Wt - 1600			ROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Pow	er - 10 	U HP 				
Environment/Operations Information							
Weather Data Wx Briefing - UNK/NR	Itinerary	ture Defet			Proximity		
Method - UNK/NR	Last Depar WICHITA.				e		
Completeness - UNK/NR	Destination			Airport [	)ata		
Basic Weather - VMC	WICHITA.			Anport			
Wind Dir/Speed- 300/011 KTS				Runway	/ Ident	- UNK/NR	
Visibility - 20.0 SM	ATC/Airspace			Runway	/ Lth/Wid	- UNK/NR	
Lowest Sky/Clouds - 25000 FT S				Runway	/ Surface	- UNK/NR	
Lowest Ceiling - NONE		earance - N		Runway	/ Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/	Lndg - U	NK/NR				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 32	Me	dical Certifica	ate - VALTE	MEDICAL -	WATVERS/LIMI	т
Certificate(s)/Rating(s)	Biennial Flight	Review	Flio	aht Time (⊦	lours)		
PRIVATE	Biennial Flight Current	- YES	Total - Make/Model-	250	Last :	24 Hrs - UNK	
SE LAND	Months Since	- 22	Make/Model-	137	Last :	30 Days- UNK	
	Aircraft Typ	e – UNK/NR	Instrument-	10	Last 9	90 Days-	9
			Multi-Eng -	2			
Instrument Rating(s) - NONE							
Narrative							
THE OIL ACCESS COVER OPENED IN FLT, 1	THE PLT MADE A PRECAU	TIONARY LANDI	NG ON A ROAD. D	OURING THE	LANDING RO	OLL THE PLT	
ED DOWN TO PUSH IN THE CARBURETOR HEAT							

File No. - 95 2/12/84 CONWAY SPRINGS,KS A/C Reg. No. N22055 Time (Lcl) - 1730 CST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. DOOR, INSPECTION - OPEN 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - UTILITY POLE 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 6. \_\_\_\_\_\_ Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

-

is/are finding(s) 2,3,5,6

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

Basic Information Type Operating Certificate-ON-DEMAND AIR	SUBSTAN	ITIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Crew Pass	0 0	0 0	0 0	2 0
Aircraft Information						
Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - CON Number Engines - 1			/Installed Stall Warni		
Max Gross Wt - 1220		IPROCATING-CARBUR			ng bybion	
No. of Seats - 2	Rated Power -	65 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AI	RPORT		
Method - N/A Completeness - N/A	LAWRENCE,KS Destination		Airport [	<b>Data</b>		
Basic Weather - VMC	LOCAL			NCE MUNICIP	Δ1	
Wind Dir/Speed- 290/009 KTS	LUURL				- 19	
Visibility - 15.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- 3900/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			y Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		TOUCH AND GO				
Personnel Information						
	Age - 32	Medical Certificat			ATVERS/IT	мтт
	Biennial Flight Review		nt Time (H		AIVER5/CI	
COMMERCIAL, CFI	Current - YES	Total -			4 Hrs - U	INK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model-	55	last 3	0 Days- U	INK/NR
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	126 8	Last 9	0 Days-	154
Instrument Rating(s) - AIRPLANE						
Narrative DUAL STUDENT ALLOWED THE ACFT TO PORPOISE	& YAW AND LOST CONTROL OF T	WE ACET AS IT VEE				
D TRIED TO CORRECT THE SITUATION WITH RUDD				, DITON, IN		

2/13/84 File No. - 49 LAWRENCE,KS A/C Reg. No. N83032 Time (Lc1) - 1030 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - DUAL STUDENT 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 5. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) \_\_\_\_\_ ON GROUND COLLISION WITH TERRAIN Occurrence #2 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) 1,3,4

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

4

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information							
Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Eng Engine Typ Rated Powe	lodel - CONTINETAL gines - 1 ge - RECIPROCATI gr - 100 HP	NG-CARBURE	St TOR	all Warnin	ng System ·	- YES
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depart PHILLIPSE			Airport P ON AIRP	ORT		
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 290/005 KTS	Destination SAME AS A	CC/INC	,	Airport Da NORTON Runway		- 35	
Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	ght Plan - NONE parance - NONE ndg - TRAFFIC	PATTERN	Runway	Surface ·	- 2500/ - ASPHALT - ICE COVER	50 RED
Personnel Information Pilot-In-Command	Age - 17	Medical	Certificat				гт
Certificate(s)/Rating(s)	Riennial Flight R	leview	Flight	t Time (Ho	urs)	AIVER5/LIM.	
STUDENT	Months Since	- N/A Tota - N/A Make e - N/A Inst	/Model-	24 24	Last 24 Last 30	4 Hrs - UNH ) Days- UNH ) Days-	
Instrument Rating(s) - NONE							
Narrative SOLO STUDENT LANDED IN A LIGHT CROSSWINU CING AND COLLIDED WITH A SNOWBANK.	O ON A RWY WITH PATC	HES OF SNOW AND IC	E. THE ACF	T SLID SID	EWAYS AFTE	ER	

File No. - 117 2/20/84 NORTON,KS A/C Reg. No. N714CH Time (Lcl) - 1200 CST ------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL 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) 2,3,4

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

Basic Information Type Operating Certificate-NONE (GENE		Aircraft Da	made		Injur	ies	
Type operating certificate None (GENE	RAL AVIATION)	SUBSTANTIA		Fatal	Serious		None
Type of Operation -INSTRUCTIO	NAL	Fire			0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150L	Eng Make/	'Model - CONTIN	IENTAL 0-200 A	ELT	Installed/A	ctivated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600		/pe - RECIPR		ETOR			
No. of Seats - 2	Rated Pow	/er - 100	• HP				
Environment/Operations Information	<b>T 4 1</b> ··· - ·· - ··			Admmond	Deevietto		
Weather Data	Itinerary	ture Deint		ON AIR	Proximity		
W× Briefing - FSS Method - UNK/NR	Last Depar	ture Point		UN AIR	PURI		
Completeness - UNK/NR	HAYS,KS Destinatior			Airport D	a+a		
Basic Weather - VMC	SAME AS				LL FIELD		
Wind Dir/Speed- 090/014 KTS	SAME AS	ACC/ INC			Ident -	04	
Visibility - 10.0 SM	ATC/Airspace	<b>.</b>			Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR		' ight Plan - VF	R		Surface -		
Lowest Ceiling - BROKEN		earance - VF			Status -		
Obstructions to Vision- NONE	Type Apch/	'Lndg - TR	AFFIC PATTERN				
Precipitation - NONE			LL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25	Med	lical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		ht Time (H			
STUDENT	Current	- N/A	Total -	483	Last 24		4
	Months Since	e - N/A	Make/Model-	11	Last 30	Days-	
HELICOPTER	Aircraft Typ	be – N/A	Instrument-	87		Days-	
					Rotorcr	aft -	472
Instrument Rating(s) - HELICOPTE	R						
E STUDENT PLT STATED HE LANDED HARD, BOUN	CED AND IMPACTED TH	IE RWY AGAIN, C	OLLAPSING THE	NOSE GEAR.			

File No. - 197 2/25/84 FT RILEY,KS A/C Reg. No. N10144 Time (Lcl) - 1500 CST \_\_\_\_\_ Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND \_\_\_\_\_ NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Type of OperationERSONAL Fire Crew 0 0 0 0 Acicraft Information Make/Model - ERCUPE 41CC Eng Make/Model - CONTINENTAL C85 ELT Installed/Activated - NO Landing Gear - TRICYCLE-FIXED Number Engines - 1 Make/Model - ERCUPE 41SC Eng Make/Model - CONTINENTAL C85 ELT Installed/Activated - NO Landing Gear - TRICYCLE-FIXED Number Engines - 1 Make/Model - 1260 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Itinerary Airport Proximity W & Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Weather Data Itinerary Airport Data Basic Weather - WKC SAME AS ACC/INC HILLSIDE Wind Dir/Speed- 090/009 KTS Runway Ident - 18 Visibility - 7.0 SM ATC/Airspace Runway Surface - UNK/NR Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - UNK/NR Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - UNK/NR Dostructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) AIRPLANE Months Since - 15 Make/Model - 20 Last 24 Hrs - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LAND MORENT Type JONE RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATION SUB SOF	Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	amage		Inju	uries	
Flight Conducted Under       -14 CFR 91       NONE       Pass       0       0         Accident Occurred During       -LANDING       NONE       Pass       0       0         Accident Occurred During       -LANDING       None       Pass       0       0         Alrocraft Information       Make/Model       - ERCOUPE 415C       Eng Make/Model       - CONTINENTAL C85       ELT Installed/Activated - NO         Max Gross Wt       - 1260       Number Engines - 1       Stall Warning System - NO         Max Gross Wt       - 1260       Engine Type       - RECIPROCATING-CARBURETOR         No. of Seats -       2       Rated Power       - 85 HP         Environment/Operations Information       We Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Was Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT       Minot Dir/Speed- 090/009 KTS       Airport Data         Basic Wather       - N/A       Destination       Airport Data       Runway Idnet - 18         Wind Dir/Speed- 090/009 KTS       ATC/Airspace       Runway Lith/Wid - 2000/ 24         Lowest Sky/Clouds       - 4000 FT OKCAST Type of Flight Plan - NONE       Runway Suface - UNK/NR         Lowest Sky/Clouds       - 4000 FT OKCAST Type of Clearan			SUBSTANTI	AL Ő	Fatal	Serious	Minor	None
Accident Occurred During -LANDING         Aircraft Information Make/Model - ERCOUPE 415C       Eng Make/Model - CONTINENTAL C85       ELT Installed/Activated - NO         Make/Model - ERCOUPE 415C       Engine Type - RECIPROCATING-CARBURETOR       Stall Warning System - NO         Max Gross Wt - 1260       Engine Type - RECIPROCATING-CARBURETOR       Stall Warning System - NO         No. of Seats - 2       Rated Power - 85 HP         Environment/Operations Information Wather Data       Itinerary       Airport Proximity         Wx Briefing - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method - N/A       Destination       Airport Data         Basic Weather - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed - 090/009 KTS       ATC/Airspace       Runway Lth/Wid - 180         Visibility - 7.0 SM       ATC/Airspace       NONE         Lowest Sky/Clouds - 4000 FT SCATTERED       Type of Clearance - NONE       Runway Status - DRY         Obstructions to vision - NONE       Destructions to vision - NONE       Runway Status - DRY         Personnel Information       Age - 63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current - YES       Total - 14402       Last 24 Hrs - U					·· •		-	1
Aircraft Information Make/Model - ERCOUPE 415C Eng Make/Model - CONTINENTAL C85 ELT Installed/Activated - NO Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1260 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed -090/009 KTS Runway Lith/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT OVERCAST Type of Flight Plan - NONE Runway Lith/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT OVERCAST Type of Clearance - NONE Runway Surface - UNK/NR Lowest Sky/Clouds - 4000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Current - YES Total - 14402 Last 20 Last 20 HK/NR ATP SE LAND, ME LAND Monts Since - 15 Make/Model - 20 Last 20 Hk-S UNK/NR ATP SE LAND, ME LAND Monts Since - 15 Make/Model - 20 Last 20 Hk-S UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Arrative R AN ENG POWER LDSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN DNCE IN 7 MONTHS. THE 0D MOTIVE FUEL HAD DETERTORATED AND CONTAINED SEDMENTS. 5 GALLONS OF AVIATION FUEL HAD DETERTORATED AND CONTAINED SEDMENTS. 5 GALLONS OF AVIATION FUEL HAD DETER RODE IN 7 MONTHS. THE 0D NOTSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN DNCE IN 7 MONTHS. THE 0D NOTIVE FUEL HAD DETERTIORATED AND CONTAINED SEDMENTS. 5 GALLONS OF AVIATION FUEL HAD DETERTION ADO CONTAINED SEDMENTS. 5 GALLONS OF AVIATION FUEL HAD DETERTION ADO CONTAINED SEDMENTS. 5 GALLONS OF AVIATION FUEL HAD DETERTION ADO CONTAINED SEDMENTS. 5			NONE	Pas	s O	0	0	1
Aircraft Information Mak/Model - ERCUPE 4150 ELT Installed/Activated - NO Mak/Model - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1260 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HILLSIDE Wind Dir/Speed - 090/009 KTS Vision Airport SCATTERED Type of Flight Plan - NONE Runway Lifh/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Lifh/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Destructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Scattered - VMC Daty Lift - 18 Visibility - 7.0 SM ATC/Airspace - NONE Runway Status - DRY Destructions to Vision - NONE Type of Flight Plan - NONE Runway Status - DRY Destructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Distructions to Vision - NONE Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 14402 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Months Since - 15 Make/Model - 20 Last 30 Days UNK/NR Aircraft Type - UNK/NR LAND Months Since - 15 Make/Model - 20 Last 30 Days UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR LAST 30 Days UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR LAST 30 Days UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR LAST 30 Days UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Correaft - UNK/NR Nother Since - 15 Make/Model - 20 Last 30 Days UNK/NR Aircraft Type - UNK/NR The Statuon ONE IN 7 MONTHS. THE OLD MOST E ELAND ME LAND THE REGISTION REVEALED THAT THE ACFT NO THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD	Accident Occurred During -LANDING							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - ND Max Gross Wt - 1260 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 85 HP Environment/Operations Information Weather Data I Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point DN AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC HILLSIDE Wind Dir/Speed- 090/009 KTS Runway Ident - 18 Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NDNE Runway Surface - UNK/NR Obstructions to Vision- NDNE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Blennial Flight Review Flight Time (Hours) ATP SE LAND, ME LAND Months Since - 15 Make/Model - 20 Last 24 Hrs - UNK/NR Aircraft Type - VIS Total - 14402 Last 24 Hrs - UNK/NR Aircraft Type - VIS Total - 14402 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Aircraft Type - UNK/NR Instrument UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Source - 15 Narrative Narrative	Aircraft Information							
Max Gröss Wt - 1260       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats - 2       Rated Power - 85 HP         Environment/Operations Information       Weather Data         Wasther Data       Itinerary         Method - N/A       SAME AS ACC/INC         Completeness - N/A       Destination         Basic Weather - VMC       SAME AS ACC/INC         Wind Dir/Speed - 090/009 KTS       Runway Ident - 18         Uswest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - UNK/NR         Lowest Sky/Clouds - 4000 FT OVERCAST Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision- NONE       Type Apch/Lndg - FORCED LANDING         Precipitation - NONE       Current - YES       Total - 14402         Cartificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current - YES       Total - 14402       Last 30 Days- 6         Multi-Eng - 9048       Rotorcraft - UNK/NR       Aircraft Type - UNK/NR       Instrument Rating(s) - AIRPLANE         Narrative       RA       Nedical Certificate - VALID MEDICAL-WAIVERS/LIMIT		Eng Make/Mo	del - CONTIN	NENTAL C85	ELT	Installed/	'Activated	- NO -N/4
No. of Seats -       2       Rated Power       -       85 HP         Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       - N0 RECORD OF BRIEFING Last Departure Point       ON AIRPORT         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed-090/009 KTS       Runway Ident       - 18         Visibility       - 7.0       SM       ATC/Airspace       Runway Lth/Wid       - 2000/24         Lowest Sky/Clouds       - 4000 FT OVERCAST       Type of Clearance       - NONE       Runway Surface       - UNK/NR         Lowest Ceiling       - 1000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision- NONE       Type Apch/Lndg       - FORCED LANDING       - Maway Status       - DRY         Precipitation       - NONE       Current       - YES       Total       - 14402       Last 24 Hrs - UNK/NR         Aircraft Type       UNK/NR       Last 90 Days-       6       Multi-Eng - 9048       Rotorcraft - UNK/NR         SE LAND, ME LAND       Months Since - 15       Make/Model - 20       Last 24 Hrs - UNK/NR       Aircraft Type - UNK/NR						Stall Warni	ing System	- NO
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - 18 Visibility - 7.0 SM ATC/Airspace Runway Ident - 18 Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2000/ 24 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Signer - 1990 Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcaft - UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcaft - UNK/NR A AIRCraft Type - UNK/NR Instrument - UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcaft - UNK/NR A AIRCRAFT Type - UNK/NR Instrument - UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcaft - UNK/NR AIRCRAFT SEGAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONCY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FLUE HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF		0 11			RETOR			
Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       Destination       Airport Data         Basic Weather       - WMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed-090/009 KTS       Runway Ident       - 18         Visibility       - 7.0       SM       ATC/Airspace       Runway Ident       - 18         Lowest Sky/Clouds       - 4000 FT COVERCAST       Type of Flight Plan       - NONE       Runway Surface       - UNK/NR         Lowest Ceiling       - 1000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type Apch/Lndg       - FORCED LANDING       - Precipitation       - NONE         Personnel Information       Pilot-In-Command       Age - 63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         ATP       Current       - YES       Total       - 14402       Last 90 Days-       6         Months Since       - 15       Make/Model-       20       Last 90 Days-       6       Multi-Eng - 9048       R	No. of Seats - 2	Rated Power	- 8!					
Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       SAME AS ACC/INC       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed-090/009 KTS       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed-090/009 KTS       Runway Ident       - 18         Visibility       - 7.0       SM       ATC/Airspace       Runway Lth/Wid       - 2000/24         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan       - NONE       Runway Surface       - UNK/NR         Lowest Ceiling       - 1000 FT OVERAST Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       - NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       - MONE       Current       - YES         Condition of Light       - DAYLIGHT       - 63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current       - YES       Total       - 14402       Last 90 Days- 0K/NR         Aircraft Type       UNK/N	Environment/Operations Information							
Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       SAME AS ACC/INC       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed- 090/009 KTS       Runway Ident       - 18         Visibility       - 7.0       SM       ATC/Airspace       Runway Ident       - 18         Lowest Sky/Clouds       - 4000 FT SCATTERED       Type of Clearance       - NONE       Runway Surface       UNK/NR         Lowest Ceiling       - 1000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type Apch/Lndg       - FORCED LANDING       - NONE       Percipitation       - NONE         Condition of Light       - DAYLIGHT       - Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT       Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         Current       - YES       Total       - 14402       Last 24 Hrs - UNK/NR         Aircraft Type       - UNK/NR       Last 30 Days       O Multi-Eng - 9048       Rotorcraft - UNK/NR         Aircraft Type       - MIK/NR       Last 20 Days       - 6       Multi-Eng - 9048       Rotorcraft - UNK/NR         Ai	Veather Data				Airport	Proximity		
Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed - 090/009 KTS       Runway Ident - 18         Visibility - 7.0       SM       ATC/Airspace         Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Lth/Wid - 2000/ 24         Lowest Ceiling - 1000 FT OVERCAST Type of Clearance - NONE       Runway Surface - UNK/NR         Destructions to Vision- NONE       Type Apch/Lndg - FORCED LANDING         Precipitation - NONE       Condition of Light - DAYLIGHT         Personnel Information       Pilot-In-Command         ATP       Age - 63         Months Since - 15       Make/Model - 20         ATP       Current - YES         Aircraft Type - UNK/NR       Instrument Rating(s) - AIRPLANE         Narrative       RAN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONCE IN 7 MONTHS. THE OLD         NOTIVE FUEL HAD DETERTORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF	Wx Briefing - NO RECORD OF BRI				ON AI	RPORT		
Basic Weather - VMC       SAME AS ACC/INC       HILLSIDE         Wind Dir/Speed-090/009 KTS       Runway Ident - 18         Wind Dir/Speed-090/009 KTS       ATC/Airspace       Runway Ident - 18         Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - UNK/NR         Lowest Ceiling - 1000 FT OVERCAST Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type Apch/Lndg - FORCED LANDING         Precipitation - NONE       Type Apch/Lndg - FORCED LANDING         Personnel Information       Pilot-In-Command         Age - 63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current - YES       Total - 14402       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s) - AIRPLANE       Aircraft Type - UNK/NR       Instrument - UNK/NR         Narrative       RA NENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED       NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD       NOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDEDE TO THE 8 GALLONS OF </td <td>Method - N/A</td> <td>SAME AS AC</td> <td>C/INC</td> <td></td> <td></td> <td></td> <td></td> <td></td>	Method - N/A	SAME AS AC	C/INC					
Wind Dir/Speed- 090/009 KTS       Runway Ident - 18         Visibility - 7.0       SM       ATC/Airspace       Runway Lth/Wid - 200/ 24         Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - UNK/NR         Lowest Ceiling - 1000 FT OVERCAST Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type Apch/Lndg - FORCED LANDING         Precipitation - NONE       Type Apch/Lndg - FORCED LANDING         Condition of Light - DAYLIGHT       - 63         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         ATP       Current - YES         SE LAND, ME LAND       Months Since - 15         Make/Model - 20       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s) - AIRPLANE         Narrative       RA NENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FLOW NONCE IN 7 MONTHS. THE OLD								
Visibility       -       7.0       SM       ATC/Airspace       Runway Lth/Wid       -       2000/24         Lowest Sky/Clouds       -       4000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - UNK/NR         Lowest Ceiling       -       1000 FT OVERCAST       Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       -       NONE       Condition of Light       DAYLIGHT         Personnel Information       Pilot-In-Command       Age - 63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current       - YES       Total       - 14402       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Instrument- UNK/NR       Last 90 Days-       6         Multi-Eng - 9048       Rotorcraft - UNK/NR       Instrument - UNK/NR       Last 90 Days-       6         Nose GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED       NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD		SAME AS AC	C/INC					
Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - UNK/NR Lowest Ceiling - 1000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 15 Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								
Lowest Ceiling - 1000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 15 Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF	1.0 0.0							24
Obstructions to Vision- NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       - NONE         Condition of Light       - DAYLIGHT         Personnel Information       Pilot-In-Command       Age - 63         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         ATP       Current       - YES         SE LAND,ME LAND       Months Since - 15       Make/Model - 20         Last 30 Days-       6         Multi-Eng -       9048       Rotorcaft - UNK/NR         Instrument Rating(s)       - AIRPLANE         Narrative       R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF								
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 15 Make/Model - 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days - 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF					Runway	/ Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 15 Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF		Type Apch/Ln	dg - F	DRCED LANDING				
Personnel Information Pilot-In-Command Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 14402 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 15 Make/Model- 20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								
Pilot-In-Command       Age -       63       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current       - YES       Total       - 14402       Last 24 Hrs - UNK/NR         SE LAND, ME LAND       Months Since -       15       Make/Model-       20       Last 30 Days-       UNK/NR         Aircraft Type -       UNK/NR       Instrument-       UNK/NR       Last 90 Days-       6         Multi-Eng -       9048       Rotorcraft -       UNK/NR         Narrative       R       AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED       NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         ATP       Current       - YES       Total       - 14402       Last 24 Hrs - UNK/NR         SE LAND,ME LAND       Months Since       - 15       Make/Model-       20       Last 30 Days-       UNK/NR         Aircraft Type       UNK/NR       Instrument-       UNK/NR       Last 90 Days-       6         Multi-Eng       9048       Rotorcraft       - UNK/NR         Instrument Rating(s)       - AIRPLANE         Narrative       R       AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED         NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD         MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF							AIVERS/LIN	111
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF				F   1	ght lime (F	lours)	4 11 11	114 / 110
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 6 Multi-Eng - 9048 Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF		Current	- YES	lotal -	14402	Last 2		
Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF	SE LAND, ME LAND		- 15	Make/Model-	20	Last 3		
Instrument Rating(s) - AIRPLANE Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF		Aircraft Type	- UNK/NR	Instrument-		Last 9		
Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF				Multi-Eng -	9048	ROLOPE	rart - UN	NK/NK
Narrative R AN ENG POWER LOSS DURING TAKEOFF CLIMB, THE PLT LANDED THE ACFT ON THE REMAINING RUNWAY. THE HARD LANDING RESULTED NOSE GEAR COLLAPSE. POST ACCIDENT INVESTIGATION REVEALED THAT THE ACFT HAD ONLY FLOWN ONCE IN 7 MONTHS. THE OLD MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								
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MOTIVE FUEL HAD DETERIORATED AND CONTAINED SEDIMENTS. 5 GALLONS OF AVIATION FUEL HAD BEEN ADDED TO THE 8 GALLONS OF								,
	NUSE GEAR COLLAPSE POST ACCIDENT IN							
······································		THE SECTION OF ARE	SILE OF AVIA	IST FOLL HAD				
	MOTIVE FUEL HAD DETERIORATED AND CONT							
	MOTIVE FUEL HAD DETERIORATED AND CONT							
	MOTIVE FUEL HAD DETERIORATED AND CONT							

File No	67 2/25/84 N. STILLWELL,KS	A/C Reg. No. N3112H	Time (Lc1) - 1430 CST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. FLUID,FUEL GRAD 2. AIRCRAFT SERV 3. FLUID,FUEL - CO	ICE - IMPROPER - OTHER PERSON		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. FLARE - MISJUDG	ED - PILOT IN COMMAND		
Probable Cause			
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that the P 4	Probable Cause(s) of this accid	lent

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

#### Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL /				Injur	100	
Type operating centricate-none (General A	SUBSTA	t Damage	Fatal	-		None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pass	-	õ	õ	ò
Aircraft Information						
Make/Model - CESSNA 182Q	Eng Make/Model - CO	NTINENTAL 0-470-U	ELT	Installed/A	ctivated	- YES/NC
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 2950	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS Last Departu			ON AIR			
Method - TELETYPE	SAME AS ACC/INC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	LIBERAL,KS		GILMOR	E		
Wind Dir/Speed- CALM			Runway	Ident -	UNK/NR	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds -	Type of Flight Plan		Runway	Surface -	ASPHALT	
Lowest Ceiling - 1500 FT BROKEN	Type of Clearance	- NONE	Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Ag	ge - 42	Medical Certifica	te – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) B	iennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	912	Last 24	Hrs -	2
SE LAND	Months Since - 18	Make/Model-	809	Last 30	Days-	13
	Aircraft Type - UNK/NR	Instrument-	12	Last 90	Days-	20

----Narrative----

THE PLT STATED THAT HE TAXIED THROUGH MUD AND SNOW ENROUTE TO THE RWY. HE SAID WHEN HE APPLIED RT RUDDER AND BRAKE THE ACFT FAILED TO RESPOND. THE LEFT WING HIT A POLE.

\_\_\_\_\_

File No 175 2/27/84 PLEASANTON,KS	A/C Reg. No. N735UY	Time (Lcl) - 1530 CST
Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF		
Finding(s) 1. OBJECT - UTILITY POLE 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. TERRAIN CONDITION - SLUSH COVERED 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. TERRAIN CONDITION - SOFT		

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
,	SUBSTA		Fatal	Serious		n None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	5 O	0	0	3
Aircraft Information Make/Model - STINSON 108-1	Eng Make/Model - FR	ANKLIN 644-150-82	сі т	Installed/A	ctivate	ad - VES/N
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin		
Max Gross Wt - 2078	Engine Type - RE			carr warmin	ig Syste	
No. of Seats - 4	Rated Power -		2.2.			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	STRIP		
Method - N/A	READING, PA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	ANNAPOLIS, MD		LEE	Televet	20	
Wind Dir/Speed- UNK/NR Visibility - UNK/NR	ATC/Airspace			Ident - Lth/Wid -		/ 40
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kullway	Jiaius	102 00	JVERED
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apen/ Endg	INALLIG PATTERN				
Personnel Information						
Pilot-In-Command	Age - 44	Medical Certifica			IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES					1
SE LAND	Months Since - 18					
	Aircraft Type - UNK/NR	Instrument-	U	Last 90	Days-	20

----Narrative----

THE PLT LANDED FASTER THAN NORMAL AND LOST CONTROL OF THE ACFT ON THE ICY RWY. THE PLT SAID HE OVER-CORRECTED WITH LEFT RUDDER AND THE ACFT WENT OFF THE RWY AND SLID ON A FROZEN FIELD COLLAPSING THE RIGHT MAIN GEAR.

File No. - 56 1/15/84 ANNAPOLIS.MD A/C Reg. No. N9229K Time (Lc1) - 1130 EDT --------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 2. WEATHER CONDITION - CROSSWIND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 5. AIRSPEED - ABOVE - PILOT IN COMMAND -----Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3.4

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Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	1e		Inju	ries	
,		SUBSTANTIAL	,-	Fatal	Serious		None
Type of Operation -INSTRUCTI		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 150E	Eng Make/Mc	odel - CONT 0-20 nes - 1	A-00	ELT	Installed//		
Landing Gear - TRICYCLE-FIXED					tall Warnin	ng Syster	m - YES
Max Gross Wt - 1600		- RECIPROCA		ETOR			
No. of Seats - 2	Rated Power	- 100 HF					
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF		ire Point		ON AIR	PORT		
Method - N/A	BREWER, ME						
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			BREWER			
Wind Dir/Speed- CALM Visibility - 15.0 SM	ATC/Airspace			,	Ident ·		
Lowest Sky/Clouds - 10000 FT S					Lth/Wid · Surface ·		
Lowest Sky/Crodus - 10000 FT S	Type of Close	Int Plan - NONE			Status ·		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clea	idg - TOUCH		Runway	status .		
	Type Apen/En		AND GO				
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 34	Medica	1 Certificat	te - VALID	MEDICAL-WA	IVERS/L	ІМІТ
Certificate(s)/Rating(s)	Age - 34 Biennial Flight Re	view	Fligh	nt Time (H	ours)		
CFI	Current	- YES To	otal -	360	Last 24	l Hrs - l	JNK/NR
SE LAND	Months Since	- UNK/NR Ma	ke/Mode1-	4	Last 30	) Days- l	JNK/NR
	Aircraft Type	- YES To - UNK/NR Ma - UNK/NR Ir	strument-	78	Last 90	) Days-	10
Instrument Rating(s) - UNK/NR							
arrative							
CFT WAS ON A LOCAL PRE-SOLO TAKEOFF A	ND LANDING PRACTICE FL	IGHT. SEVERAL L	ANDINGS WERE	E MADE WIT	H THE STUDE	NT PILO	г
TING FOR WIND CONDITIONS BELOW A TREE							
AND STARTED TO SETTLE UNTIL THE RIGH							

File No	62 1/27/84 BREWER,ME	A/C Reg. No. N8941U	Time (Lc1) - 0900 EST
Phase of Operation Finding(s) 1. PROPER ALIGNMEN 2. DIRECTIONAL CON	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN T - NOT MAINTAINED - DUAL STUDENT TROL - NOT MAINTAINED - DUAL STUDENT - DELAYED - PILOT IN COMMAND(CFI)		
	ON GROUND COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN ON - SNOWBANK		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the Prob 2,3	able Cause(s) of this accident	

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

Type Operating Certificate-NONE (GE		Aircraft D	amage		Inju	ries	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0 0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 172			ING 0-320-H2AD		installed/#		
Landing Gear - TRICYCLE-FIXED					all Warnir	ng System	- YES
Max Gross Wt - 2220			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Pow	er - 160					
nvironment/Operations Information							
eather Data	Itinerary			Airport H			
W× Briefing - UNK/NR	Last Depar			ON AIR	PORT		
Method - UNK/NR	SAME AS			Ainmont D	**		
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL			Airport Da	WNSHIP		
Wind Dir/Speed- CALM	LUCAL				Ident -	- 23	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid ·		50
Lowest Sky/Clouds - 2500 FT	Type of F1	ight Plan - N	DNE		Surface		
Lowest Ceiling - 2500 FT	BROKEN Type of C1	earance - N	DNE	Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - T	RAFFIC PATTERN				
Precipitation - NONE		FI	JLL STOP				
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 32 Biennial Flight Current	Me	dical Certifica	te - VALID	MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	ours)		
PRIVATE	Current	- YES	Total -	49	Last 24	4 Hrs -	1
SE LAND	Months Since		Make/Model- Instrument-	6		) Days- UN Days-	0 0
	Alleration	e - UNK/NR	Instrument-	2	Last St	J Days-	2
Instrument Rating(s) - NONE							
arrative							
LT LANDED LEFT OF THE RWY CENTERLINE	WITH THE ACFT 5 DEGR	EES LEFT OF TI	HE RWY HEADING.	HE DID NOT	CORRECT 1	ГО ТНЕ	
AND THE ACFT COLLIDED WITH A SNOWBA							

File No. - 29 1/07/84 HOLLAND, MI A/C Reg. No. N739BV Time (Lc1) - 1430 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 1. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SNOWBANK + Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ige		Inju	ries	
		SUBSTANTIAL				Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -LANDING				-	·	·	-
-Aircraft Information							
Make/Model - PIPER PA-28-140			6 O-32O-E2A				- YES-UNK/N
Landing Gear – TRICYCLE-FIXED Max Gross Wt – 1180	Number Engine		ATING-CARBURE		tall Warni	ng System ·	- UNK/NR
No. of Seats - 4		~ 150 F	IP				
-Environment/Operations Information							
Weather Data	Itinerary			,	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur GRAND RAPII			ON AIR	PORT		
Completeness - N/A	Destination	JS, MI		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	C/INC		TUPLIP			
Wind Dir/Speed- 360/020 KTS	/				Ident		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh				Lth/Wid Surface		70
Lowest Ceiling - 2800 FT	Type of Clear				Status		
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRAF	FIC PATTERN	Rannay	Statuo		
Precipitation - NONE		FULL					
Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Ago - 42	Modia	al Certificat				TMTT
Certificate(s)/Rating(s)	Age - 43 Biennial Flight Rev	/iew	Fligh			J WAIVERS/1	
PRIVATE	Current -	- YES T	otal -	131	Last 24	4 Hrs - UNH	
SE LAND	Months Since	- 30 M	lake/Model-	89	Last 3	Days- UN	
	Months Since - Aircraft Type -	-UNK/NR I M	nstrument- UN  ulti-Eng - UN	<td>Last 90 Rotorci</td> <td>D Days- raft - UNH</td> <td>3 </td>	Last 90 Rotorci	D Days- raft - UNH	3 
Instrument Rating(s) - NONE							
-Narrative							
ACFT CONTACTED A SNOWBANK DURING LANDING.			ED OVER. THE	PLT STATE	D THAT THE	WINDS	
OLD THE AGET OFF THE GENTERLINE OF THE RWY	THE UNPLOWED A	ANLA UF SNUW.					

File No. - 63 1/07/84 HOLLAND.MI A/C Reg. No. N6372W Time (Lc1) - 1845 EST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENE	•	rcraft Damage JBSTANTIAL		Fetel	Inju Serious	ries Minor	None
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NAL Fir NO		Crew Pass	Fatal O O	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1104 No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power	- 1 - RECIPROCATING	-CARBURET	S DR	Installed/ Stall Warni	ng Systen	n - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/003 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last Departure F SAME AS ACC/IN Destination LOCAL ATC/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	NC 21an - NONE ce - NONE	A	Airport ON AIR irport E ST. CL Runway Runway Runway	Proximity PORT	INT. - 04 - 5104/ - ASPHALT	100 /ERED
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 21 Biennial Flight Review Current - N/ Months Since - N/ Aircraft Type - N/	/ /A Total /A Make/M	Flight -	Time (H 8	Last 2	0 WAIVERS 4 Hrs - L 0 Days- L 0 Days-	INK/NR INK/NR
Instrument Rating(s) - NONE							
Narrative STUDENT PLT LOST CONTROL OF THE ACFT ON OFF AFTER A TOUCH AND GO LANDING AND TH OWBANK OCCURRED. THIS WAS THE STUDENTS	ACFT VEERED TO THE LEFT	. THE ACFT WAS	NOT CORREC	CTED BEF	ORE A COLL		

File No. - 28 1/11/84 PORT HURON,MI A/C Reg. No. N63546 Time (Lcl) - 1330 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND) IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 2. 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY 5. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. TERRAIN CONDITION - SNOWBANK \_\_\_\_\_ ----Probable Cause----

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

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

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Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRL		Fire	Crew		0		1
Flight Conducted Under -14 CFF Accident Occurred During -LANDIN	IG	NONE		0		0	
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/	Model - LYCOMING O-			installed/4		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670		gines - 1 pe - RECIPROCATI			all Warnir:	ng System	- YES
No. of Seats - 2	Rated Pow	er - 110 HP		JR			
Environment/Operations Information-							
Weather Data	Itinerary		,		roximity		
W× Briefing - UNK/NR Method - UNK/NR	Last Depar SAME AS			ON AIRP	VORT		
Completeness - UNK/NR	Destination		Δ	irport Da	ita		
Basic Weather - VMC	SAME AS		-		-PONTIAC		
Wind Dir/Speed- 200/012 KTS					Ident -	27R	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR	Type of F1	ight Plan - NONE		Runway	Surface -		
Lowest Ceiling - 15000 F	T OVERCAST Type of C1	earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lndg - TRAFFIC	PATTERN				
Condition of Light - DAYLIGH	т						
Pilot-In-Command	Age - 33	Medical	Certificate	- VALTO	MEDICAL -NO	WATVERS	I TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (Ho	urs)	, <b>WAIVER</b> 3/	C1001 (
STUDENT	Current	- N/A Tota	1 -	26	Last 24	Hrs - UN	NK/NR
	Months Since	Review - N/A Tota - N/A Make e - N/A Inst	/Model-	23	Last 30	) Days- UN	NK/NR
	Aircraft Typ	e – N/A Inst	rument~	1	Last 90	) Days-	7
Instrument Rating(s) - NONE							
Narrative							
NG A CROSS WIND LANDING THE ACFT VE S.	ERED LEFT, COLLIDED WIT	H A SNOWBANK AND NO	SED OVER. TH	HE WINDS	WERE GUSTI	NG TO 20	

File No. - 91 1/28/84 PONTIAC,MI A/C Reg. No. N4888H Time (Lc1) - 1219 CST

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

Finding(s)

WEATHER CONDITION - CROSSWIND
 COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
 SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
 WEATHER EVALUATION - MISJUDGED - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SNOWBANK

----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

3asic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN			Serious	Minor	None
Type of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1 NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - LYC Number Engines - 1	OMING 0-320-D23	ELT	Installed/		
Landing Gear - TRICYCLE-FIXED				tall Warni	ng System	I - YES
Max Gross Wt - 2150	Engine Type - REC		TOR			
No. of Seats - 4	Rated Power -					
Environment/Operations Information	-					
Veather Data	Itinerary			Proximity		
Wx Briefing - NWS	Last Departure Point		ON AIR	PORT		
Method - IN PERSON	SAME AS ACC/INC					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	LOCAL		CAPITA			
Wind Dir/Speed- 160/012 KTS				Ident		76
Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT S	ATC/Airspace	NONE		Lth/Wid Surface		
Lowest Sky/crouds - 2000 Fr	Type of Cloapapao	NONE		Status		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg -	TDAFETO DATTEDN	Runway	Status	DRI	
Precipitation - NONE	Type Apeny Endg	TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certificat	e - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Rioppial Elight Poviow	Fligh	t Time (H	ours)		
PRIVATE	Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total -	75	Last 2	4 Hrs -	0
SE LAND	Months Since - 4	Make/Model-	7	Last 30	) Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	D Days-	8
Instrument Rating(s) - NONE						
larrative ACFT VEERED OFF THE RWY DURING LANDING INUED OFF THE RWY INTO A GULLY OF SNOW		HE ACFT WITH RUDDE	R PRESSUR	E BUT THE A	ACFT	
·						

File No 137 2/12/8	LANSING,MI	A/C Reg. No. N62244	Time (Lc1) - 1400 EST
Occurrence #1 LOSS OF CONTR Phase of Operation LANDING - ROL			
Finding(s) 1. DIRECTIONAL CONTROL - NOT MAIN 2. GROUND LOOP/SWERVE - NOT CORREC			
Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLI	-		
Finding(s) 3. TERRAIN CONDITION - DITCH			
Probable Cause			
The National Transportation Safety H is/are finding(s) 1,2	Board determines that the	Probable Cause(s) of this accide	ent

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1
Aircraft Information						
Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	PROCATING-CARBURE	S	Installed/4 tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point CRIVITZ,WI			Proximity RPORT/STRIF	5	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/005 KTS	Destination MENOMINEE,MI		Airport D CRIVIT Runway	Z	- N/A	
Visibility - 12.0 SM Lowest Sky/Clouds - Lowest Ceiling - 10000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - N Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Lth/Wid - Surface - Status -	- N/A	
Personnel Information						
Pilot-In-Command	Age - 34 M Biennial Flight Review	ledical Certificat Fligh	e - VALID	MEDICAL-WA	IVERS/LI	TIN
PRIVATE SE LAND	Current - YES Months Since - 36 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	159 145 3	Last 24 Last 30 Last 90	Hrs - U  ) Days- U  ) Days-	NK/NR NK/NR 2
Instrument Rating(s) - NONE					·	
Narrative ACFT LANDED IN A SWAMP AND NOSED OVER AFTEN G. THE PLT REPORTED THAT HE EXPERIENCED CA ING.						

File No. - 136 2/18/84 MENOMINEE,MI A/C Reg. No. N5828E Time (Lc1) - 1115 CST \_\_\_\_\_ LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS \_\_\_\_\_ 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

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

File No 38 3/22/84 DETRO	DIT,MI A/C Re	g. No. N9823Q			2218 ES	
-Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crei Pas	w O	0	0	1
-Aircraft Information Make/Model - SMITH AEROSTAR 600 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5500 No. of Seats - 6	Eng Make/Model - LYC Number Engines - 2 Engine Type - REC Rated Power -		S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 270/014 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 1500 FT SCAT Lowest Ceiling - 2100 FT BROK Obstructions to Vision- NONE - Precipitation - SNOW SHOWER Condition of Light - NIGHT(DARK)	MUSEGAN,MI ATC/Airspace TERED Type of Flight Plan - EN Type of Clearance -		ON AIR Airport D DETROI Runway Runway Runway	ata T CITY Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND	Age - 37 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Total - Make/Model-	ght Time (H 3392 237 393	ours) Last 24 Last 30	) WAIVERS Hrs - ) Days- U ) Days-	7 NK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative TAXIWAY COLLAPSED UNDER THE ACFT AS THE P SION AND A FOUR FT HOLE RESULTED. THE ACFT	LT PREPARED FOR TAKEOFF. THE		GAVE WAY DI	JE TO SUB-S	URFACE	
		1. A.				

File No. - 38 3/22/84 DETROIT,MI A/C Reg. No. N9823Q Time (Lc1) - 2218 EST \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. AIRPORT FACILITIES, TAXIWAY CONDITION - INADEQUATE 3. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT MAINTAINED - AIRPORT PERSONNEL ------Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAXI - TO TAKEOFF Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

Basic Information								
Type Operating Certificate-NON	NE (GENERAL AVIATION	•	t Damage				uries	
		SUBSTA		F	atal	Serious		None
Type of Operation -INS		Fire		Crew	0	0	0	1
Flight Conducted Under -14 Accident Occurred During -TAk	KEOFF	NONE		Pass	0	0	0	0
Aircraft Information								
Make/Model - CESSNA 152	En	g Make/Model - LY	COMING 0-235-L	.2C	ELT I	installed,	Activated	d - YES/YE
Landing Gear - TRICYCLE-FIXE	) Nu	mber Engines - 1			St	all Warn	ing System	m - UNK/NR
Max Gross Wt - 1670	En	gine Type - RE	CIPROCATING-CA	RBURETOR				
No. of Seats - 2	Ra	ted Power -	110 HP					
Environment/Operations Informat	ion							
Weather Data	Itine	rary		Ai	rport P	roximity		
Wx Briefing - UNK/NR		t Departure Point			ON AIRP			
Method - UNK/NR		AME AS ACC/INC						
Completeness - UNK/NR		ination		Air	port Da	ta		
Basic Weather - VMC		DCAL				-OAKLANO		
Wind Dir/Speed- 080/010 KTS					Runwa∨	Ident	- 09L	
Visibility - 12.0 SM	ΑΤC/Α	irspace			Runway	Lth/Wid	- 2350/	75
Lowest Sky/Clouds - CLEA		e of Flight Plan	- NONE		Runwav	Surface	- ASPHAL	т
Lowest Ceiling ~ NONE		e of Clearance	- VFR			Status		
Obstructions to Vision- NONE		e Apch/Lndg	- TRAFFIC PATT		,			
Precipitation - NONE								
Condition of Light - DAYL								
Personnel Information								
Pilot-In-Command	Age -	45	Medical Certi	ficate -	VALID	MEDICAL-	VAIVERS/L	IMIT
Certificate(s)/Rating(s)		Flight Review		Flight T	ime (Ho	urs)		
STUDENT	Curre	nt - N/A	Total	- 1	6	Last :	24 Hrs - l	UNK/NR
	Month	s Since - N/A	Make/Mode	1- 1	6	Last 3	30 Days- l	
		aft Type - N/A	Make/Mode Instrumer	nt-	0	Last	0 Days-	
Instrument Rating(s) - NO	JNE							
Narrative								
PLT STATED THAT THIS WAS HIS FIF		THE EIRST TAKEOF					ACET WE	лт
THE LEFT SIDE OF THE RWY AND COL							_ ,,_, , ,,_,	
The left side of the kwi AND out	LEIDED WITH A SNOWDAN		LIGION THE AU					
							-	

File No. - 142 3/26/84 PONTIAC,MI A/C Reg. No. N68155 Time (Lc1) - 0920 EST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - PERFORMED - PILOT IN COMMAND 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - SNOWBANK 6. TERRAIN CONDITION -----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) 1,2,5,6

Type Operating Certificate-NONE (GENERAL			Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -LANDING	SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Serious 1 O	Minor O O	None O O
Aircraft Information Make/Model - BIRDMAN ENTERPRISES CHIN Landing Gear - UNK/NR Max Gross Wt - 590 No. of Seats - 1	NOOK Eng Make/Model - ROTEX 277 Number Engines - 1 Engine Type - RECIPROCATING Rated Power - 28 HP	ELT -CARBURETOR	Installed/A Stall Warnin	g 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- VARIABLE/OO3 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 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 - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PA	Airport ON AI MECOS Runwa Runwa Runwa Runwa Runwa	Proximity RPORT Data TA MORTON TW	N UNK/NR 2850/ GRASS/TU	200
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Rieppial Elight Boyiow	rtificate - NO M Flight Time ( - 10 odel- 7 ment- 0		Hrs - UN Days- UN Days-	K/NR K/NR 7
Instrument Rating(s) - NONE					
Narrative ACFT STALLED DURING A FORCED LANDING AND T POWER WAS NOT OBTAINED AND A TURN OF 180 LETELY ON DOWNWIND AND THE PLT STALLED THE H CREATED A VACUUM IN THE TANK THAT LED TO	DEGREES WAS INITIATED TO RETURN TO THE VEHICLE. THE PLT STATED THAT HE FAILE	E AIRSTRIP. THE	ENGINE FAILE	D	

File No	11 3/26/84	MECOSTA,MI	A/C Reg. No. NONE	Time (Lcl) - 1605 EST
		TAL) – NON-MECHANICAL RN TO REVERSE DIRECTIO	Ν	
Finding(s) 1. FUEL SYSTEM,VEN 2. AIRCRAFT PREF 3. FLUID,FUEL - ST	LIGHT - INADEQUATE	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING LANDING			

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

Basic Information Type Operating Certificate-NONE (GENERA		Aircraft D			Ind	iuries	
Type operating centri cate-none (Genera	L AVIATION)	SUBSTANTI	-	Fatal	Serious		None
Type of Operation -PERSONAL		Fire		rew O	0		1
Flight Conducted Under -14 CFR 91		NONE	Pa	iss 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-18-150		e/Model - LYCOM	IING 0-320-A2A	B EL			
Landing Gear - SKI		ngines - 1			Stall Warr	ning System	- UNK/NR
Mạx Gross Wt - 1625	5	ype - RECIP		SURETOR			
No. of Seats - 2	Rated Pc	ower - 15	O HP				
Environment/Operations Information							
Weather Data	Itinerary				t Proximity	/	
W× Briefing - NO RECORD OF BRIEFING		rture Point		ON A	IRPORT		
Method - N/A	MILACA,			• · · ·	<b>.</b> .		
Completeness - N/A Basic Weather - VMC	Destinatio			Airport	Data		
Wind Dir/Speed- VARIABLE	SAME AS	ACC/INC		Dunn	av Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspac				ay Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - N				- GRASS/TI	IDE
Lowest Ceiling - NONE		learance - N				- SNOW - 1	
Obstructions to Vision- NONE		/Lndg - F		Karin	ay Status	51101	
Precipitation - NONE	.)po Apon	, Endg	022 010				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55	Me	dical Certifi			WAIVERS/LIM	TIN
Certificate(s)/Rating(s)	Rignnial Flight	Doviow	F1	ight Time			
PRIVATE	Current	- YES	Total -	1746	Last	24 Hrs -	
SE LAND, ME LAND	Months Sinc	e - 13	Make/Model-	760		30 Days- U	
	Aircraft Ty	pe – UNK/NR	Instrument-	0	Last	90 Days-	20
		·	Multi-Eng -	35			
Instrument Rating(s) - NONE							
Narrative							
PLT STATED THAT WHILE LANDING ON A SNOW CO	OVERED FIELD ONE	OF THE LANDIN	G SKIS BROKE	WHEN IT ST	RUCK A DIRT	MOUND	
W THE SNOW. THE ACFT CARTWHEELED AND FLIP	PED OVER.						

1/02/84 File No. - 87 SAUK RAPIDS, MN A/C Reg. No. N82667 Time (Lc1) - 1500 CST Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, SKI ASSEMBLY - FAILURE, PARTIAL Occurrence #3 LOSS OF CONTROL - ON GROUND 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) 1,2,4

File No 86 1/18/84 HAWLE	Y,MN A/CR	eg. No. N9248L	Time (Lcl) - 1145 CST			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -	SUBSTA Fire NONE	Crew Pass	0	0 0	Minor O O	None 1 0
-Aircraft Information Make/Model - GRUMMAN AA-1A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	ELT	Installed// Stall Warnin	Activated	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/008 KTS Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point HAWLEY,MN Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport C HAWLEY Runway Runway Runway	)ata	- ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 34 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat Fligh Total - Make/Model- Instrument-	nt Time (H 20	lours) Last 24	4 Hrs -	2
Instrument Rating(s) - NONE						
Narrative E ACFT RAN INTO A SNOWBANK DURING THE LANDI LINDER FROZE BUT THIS COULD NOT BE CONFIRME		-	THE RIGHT	BRAKE PEDA	۹L	

File No	86 1/18	/84 HAWLEY,MN	A/C Reg. No. N9248L	Time (Lc1) - 1145 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDIT: 2. COMPENSATION		D ITIONS - IMPROPER - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation				
	ENT - NOT MAI	NTAINED - PILOT IN COMMAN	D EXPERIENCE - PILOT IN COMMAND	
Probable Cause-				

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage				uries	
		TANTIAL		Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		Crew	0	0		) 1 1 0
Accident Occurred During -LANDING	NONE		Pass	0	•		1 0
Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/Model -						ted - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warr	ning Syst	tem – YES
Max Gross Wt - 1600	Engine Type -		IG-CARBURETO	IR			
No. of Seats - 2	Rated Power -	100 HP					
Environment/Operations Information							
Weather Data	Itinerary		Α		Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		OFF AI	RPORT/STR	21P	
Method - N/A Completeness - N/A	LAKEVILLE, MN		A -	nnont D	o + 0		
Basic Weather - VMC	Destination LAKEVILLE,MN		AI	rport D	ala		
Wind Dir/Speed- 110/004 KTS	CARE VIELE, MIN			Punway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 1500 FT	Type of Flight Pla	n - NONE			Surface		
	AST Type of Clearance	- NONE			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Medical C	ertificate			NO WAIVE	ERS/LIMIT
	Biennial Flight Review		Flight	Time (H	ours)	04.11	
PRIVATE	Current - YES	lotal	- 1	18	Last	24 Hrs -	
SE LAND	Months Since - 12 Aircraft Type - UNK/		Model- ument-	/8	Last	30 Days- 90 Days-	
	ATTCCATL Type - UNK	NR INSU	uller (	0	Lasi	50 Days	29
Instrument Rating(s) - NONE							
Narrative ACFT LANDED IN A SNOW COVERED FIELD FOLLOW							
H INCLUDED CHECKING THE FUEL FOR CONTAMINA	TING A PARITAL POWER LUSS	STICATION DE	VEALED WATE	D IN TH			ICE
HE FUEL LINES NEAR THE BELLY DRAIN.	TIGH. FUST ACCIDENT INVE	STIGATION KL	VEALED WATE	ах <u>т</u> ал III			100
The fold lines hear the bleet brain.							

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File No. - 96 1/29/84 FARIBAULT, MN A/C Reg. No. N9205U Time (Lc1) - 1330 CST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, FILTER - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, LINE - FROZEN \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SNOW COVERED \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.4

Brief of Accident (Continued)

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

-Basic Information Type Operating Certificate-NONE (GENERAL	ΑνταττοΝ)	Aircraft Da	amage		Injur	ies	
Type operating certificate None (denerat	AVIATION)	SUBSTANTIA		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0 0	1	0
Flight Conducted Under - 14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	; O	0	1	0
Aircraft Information				<b>F</b> 1 <b>T</b>	T	- 4 4 4 4	
Make/Model - NAVION A Landing Gear - TRICYCLE-RETRACTABLE	Number Engi	ines - 1	VENTAL E-185-9	S	Installed/A tall Warnin		
Max Gross Wt - 2550 No. of Seats - 5	0 11	r = - RECIPE	ROCATING-CARBUR 5 HP				
-Environment/Operations Information Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu NEWPORT,MN				RPORT/STRIP		
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL				. PAUL MUNI		
Wind Dir/Speed- 150/010 KTS Visibility - 8.0 SM	ATC/Airspace				Ident - Lth/Wid -	N/A N/A	
Lowest Sky/Clouds - CLEAR	Type of Flic	ght Plan - NG	DNE		Surface -		
Lowest Ceiling - NONE	Type of Clea	arance - NO	DNE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FC	RCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information				· · · · · · · · · · · · · · · · · · ·			
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 59 Biennial Flight Re	Mec	dical Certifica Flic	ht Time (H	nurs)		
COMMERCIAL.CFI	Current	- YES	Total -	2716	Last 24	Hrs -	3
SE LAND	Months Since Aircraft Type	- 1	Make/Model-	550	Last 30	Days- UNM	(/NR
	Aircraft Type	- UNK/NR	Instrument-	160	Last 90	Days-	35
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT ENGINE FAILED WHEN THE PLT APPLIED CA STIGATION REVEALED A HOLE IN THE LEFT MUFF							
SURETOR HEAT WAS APPLIED.							

File No. - 161 2/22/84 NEWPORT, MN A/C Reg. No. N4893K Time (Lc1) - 1415 CST \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. EXHAUST SYSTEM, MUFFLER - BURNED 2. CARBURETOR HEAT - SELECTED - PILOT IN COMMAND 3. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - WIRE, STATIC \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

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	NERAL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL		Crew	0	0	-	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF		Pass	0	0	-	0
Aircraft Information						
Make/Model - MOONEY M2OC	Eng Make/Model - LYC				ctivated -	
Landing Gear - TRICYCLE-RETRACTABL				all Warnir	ng System -	YES
Max Gross Wt - 2575 No. of Seats - 4	Engine Type - REC Rated Power -		JK			
Environment/Operations Information	-					
Veather Data	Itinerary		Airport P	-		
Wx Briefing - NO RECORD OF BRIE			ON AIRP	ORT		
Method - N/A	SAME AS ACC/INC	•		*-		
Completeness - N/A Basic Weather - VMC	Destination PANAMA CITY,FL	А	irport Da SKI HAR			
Wind Dir/Speed- 170/011 KTS	PANAMA CITY, FL		-		36	
Visibility - 15.0 SM	ATC/Airspace				2600 -UN	
Lowest Sky/Clouds -	Type of Flight Plan -	NONE			GRASS/TUR	
	OVERCAST Type of Clearance -				SNOW - WE	
Obstructions to Vision- NONE	21		Rannay	514145	51101 112	
Precipitation - NONE	rype Apony Endg	Sinty the				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	5	Medical Certificate				
Certificate(s)/Rating(s)	Biennial Flight Review		Time (Ho			1
PRIVATE	Current - NO	Total - UNK	/NR	Last 24	Hrs - UNK	
SE LAND	Months Since - 8	Make/Model- UNK Instrument- UNK	/ NR /ND	Last 30	) Days- UNK	
	Aircraft Type - UNK/NR	Instrument- UNK Multi-Eng - UNK			) Days- UNK `aft - UNK	•
Instrument Rating(s) - NONE						
Instrument Pating(s) - NONE						

File No. - 173 1/01/84 PITTSBURG,MO A/C Reg. No. N2998L Time (Lc1) - 1115 CST Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. OBJECT - TREE(S) 6. AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL 7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND ----Probable Cause----

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

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

asic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Da	nage		Injur	ries	
		SUBSTANTIA	_	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 150			ENTAL 0-200 A		Installed/#		
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System	- YES
Max Gross Wt - 1600			DCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power						
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		ON AIR	PORT		
Method - N/A	KIRKSVILLE,	MO					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			KIRKSV	ILLE MUNI		
Wind Dir/Speed- 270/007 KTS				Runway	Ident -	- 18	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	- 6004/	100
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NO	٧E	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - F01	RCED LANDING				
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 30	Med	ical Certifica			VERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flig	ht Time (H	ours)		
PRIVATE	Current -	YES	Total -	219	Last 24	Hrs -	2
SE LAND	Months Since -	9	Make/Model-	216	Last 30	) Days- UN	IK/NR
	Current - Months Since - Aircraft Type -	UNK/NR	Instrument-	0	Last 90	) Days-	11
Instrument Rating(s) - NONE							
arrative							
CFT LOST POWER AND EMITTED BLACK SMOKE DU							
ER WAS CONDUCIVE TO CARBURETOR ICING. THE	E PLT SAID THAT HE H	AD NOT USED	CARBURETOR HE	AT ANYTIME	DURING THE	SEQUENCE	
ENTS.							

File No 1	28 1/02/84	KIRKSVILLE,MO	A/C Reg. No. N45638	Time (Lc1) - 1245 CST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICA L CLIMB	L	•
Finding(s) 1. WEATHER CONDITI 2. CARBURETOR HE 3. FUEL SYSTEM,CAR	AT - NOT USED - PI			
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

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

is/are finding(s) 2,3

Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0	1 0
Aircraft Information Make/Model - YOUNG-LOSEY Q-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - RA Number Engines - 1	VENMASTER R-2100 CIPROCATING-CARBURE <td>ELT S TOR</td> <td>Installed/A Stall Warnin</td> <td>ctivated g System</td> <td>- NO</td>	ELT S TOR	Installed/A Stall Warnin	ctivated g System	- NO
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point KANSAS CITY,MO		Airport ON AIF	Proximity RPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 240/007 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Data RDS-GEBAUR / Ident - / Lth/Wid - / Surface - / Status -	8925/ ASPHALT	150
	Age - 32 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 92 17 K/NR	Hours) Last 24 Last 30 Last 90	Hrs -	1 K/NR 18
Instrument Rating(s) - NONE						
Narrative ACFT COLLIDED WITH A RWY MARKER AFTER BOUN TO A TOUCHDOWN. THE TAILWHEEL ACFT BOUNCED IN THE GRASS.						

File No 1	31 1/04/84	KANSAS CITY,MO	A/C Reg. No. N82YL	Time (Lc1) - 1624 CST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. FLARE - MISJUDG 2. RECOVERY FROM B		AND MPROPER - PILOT IN COMM	IAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - RUNWAY	LIGHT			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accide	ent

File No 15 1/07/84 ST. (	CHARLES, MO A/C Reg	g. No. N5396P	т·	ime (Lcl) -	1650 CST	
 Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
	DESTROYE		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire NONE	Crew Pass	1 0	0 0	0 0	0
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYCC	MING 0-235-L2C		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	g System	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - RECI Rated Power -	PROCATING-CARBURE	IUR			
		. 12 IIF				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AIF	RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		ST. CHA			
Wind Dir/Speed- 300/005 KTS			Runway	Ident -	27	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid –		50
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan - Type of Clearance -			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	Status -	DRT	
Precipitation - NONE		TOROED EARDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 45 M	ledical Certificat		MEDICAL-WAT	VERS/LIM	тт
Certificate(s)/Rating(s)	Biennial Flight Review	Fliah	t Time (Ho			
PRIVATE	Cuppent - UNK/ND	Total -	211	last 24	Hrs - UN	K/NR
SE LAND	Months Since - UNK/NR	Make/Model-	30	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	Make/Model- Instrument- UN Multi-Eng -	K/NR	Last 90	Days-	20 k / ND
		munti-eng -	2	RULUPCP2	ant - UN	
Instrument Rating(s) - NONE						
Narrative	LANDING WUEN IT COLLIDED WITH	TRANSMICSION WIT				
ACFT WAS PROGRESSING FROM A TOUCH-AND-GO JT 27 FT AGL. THE WEATHER WAS CONDUCIVE TO						
RAL GALLONS OF FUEL DRAINED FROM THE ACFT						

File No	15 1/07/84	ST. CHARLES,MO	A/C Reg. No. N5396P	Time (Lcl) - 1650 CST
Occurrence #1 Phase of Operation				
	ON - CARBURETOR ICI AT - IMPROPER USE O	NG CONDITIONS F - PILOT IN COMMAND		·
Occurrence #2 Phase of Operation		· .		
Occurrence #3 Phase of Operation	LANDING			
Occurrence #4 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Board	d determines that the	Probable Cause(s) of this accide	nt

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

#### Brief of Accident

File No 164 1/20/84 LI	RTY,MO A/C Reg. No. N83MC		т	ime (Lcl) -	2350 CST	-	
Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI Airci	raft Damage			Injur		
Name of Carrier -CENTRAL A	IR CHARTER SUB	STANTIAL		Fatal			None
Type of Operation -NON SCHED Flight Conducted Under -14 CFR 13	,DOMESTIC,PASSENGER Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING	5 NON	E	Pass	0	0	0	0
Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - AERO COMMANDER 690A			1-5-251		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warnin	ig System	- YES
Max Gross Wt - 10250	Engine Type -						
No. of Seats - 9	Rated Power -	717 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Weather Data * Wx Briefing - FSS	Last Departure Po	int		UNK/NR			
Method - UNK/NR	LORAIN, OH						
Completeness - UNK/NR	Destination		A	Airport D	ata		
Basic Weather - VMC	KANSAS CITY,KS						
Wind Dir/Speed- 200/007 KTS							
Visibility - 10.0 SM	ATC/Airspace					UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla						
Lowest Ceiling - NONE Obstructions to Vision- HAZE	Type of Clearance		DINO	Runway	Status -	UNK/NR	
Precipitation - NONE	Type Apch/Lndg	- FURGED LAN	DING				
Condition of Light - NIGHT(BRIG	HT )						
Personnel Information							
Pilot-In-Command	Age - O	Medical Cer	tificate	e - VALID	MEDICAL-WA	IVERS/LIM	117
Certificate(s)/Rating(s)	Biennial Flight Review			: Time (H			
COMMERCIAL, ATP, CFI		Total				Hrs -	5
SE LAND, ME LAND	Months Since - 3					) Days- UN	•
	Aircraft Type - UNK,			553		Days-	220
		Multi-F	na ~ 4	1800	Rotorcr	aft -	53

#### Instrument Rating(s) - AIRPLANE

\_\_\_\_\_

----Narrative----

THE PLT STATED THAT APPROXIMATELY 15 MIN FROM HIS DESTINATION THE LOW FUEL LIGHT ILLUMINATED IN THE COCKPIT. THE ACFT WAS FLOWN FOR APPROX 10 MIN WHEN THE ENGINES SPUTTERED AND QUIT. THE PLT STATED HE "CAME IN TOO HOT AND BOUNCED OFF THE RWY, PULLED THE GEAR UP LOOKED FOR A FIELD OR ROAD FINALLY COMING TO REST ON A FROZEN POND. POST ACCIDENT INVESTIGATION REVEALED LESS THAN 2 GAL OF FUEL ABOARD THE ACFT.

File No 1	54 1/20/84 LIBERTY,MO	A/C Reg. No. N83MC	Time (Lc1) - 2350 CST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA CRUISE - NORMAL	L	
3. FUEL SUPPLY - II	HAUSTION NNING/PREPARATION - IMPROPER - PILOT I NADEQUATE - PILOT IN COMMAND N CALCULATIONS - INACCURATE - PILOT IN		
Occurrence #2 Phase of Operation	FORCED LANDING Landing – Flare/Touchdown		
Finding(s) 5. OBJECT - TREE(S			

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

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

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

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Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	Ift Damage		ime (Lc1) -  Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	ANTIAL Cree Pas:	s O	0 0	0 0	None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - Number Engines -	YCOMING O-235 L2C 1 ECIPROCATING-CARBU	ELT S RETOR	Installed/A tall Warnir	activated ng System	- YES/NO - UNK/NR
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 20000 FT THI Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace N OVC Type of Flight Plar Type of Clearance	- NONE	ON AIR Airport D SPIRIT Runway Runway Runway	ata OF ST LOUI	25 6008/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 54 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ght Time (H	ours) Last 24	Hrs - UN	K/NR
Instrument Rating(s) - NONE						
Narrative E ACFT BOUNCED DURING A TOUCH AND GO LANDI THE NOSE GEAR, PROPELLER AND WING TIPS.	NG. THE PLT WAS UNABLE TO C	ONTROL THE BOUNCING	G AND THE A	CFT RECEIVE	D DAMAGE	

File No 1	32 1/22/84	CHESTERFIELD, MO	A/C Reg. No. N6377B	Time (Lcl) - 0940 CST
Occurrence #1 Phase of Operation				
3. RECOVERY FROM B	E OF PROCEDURE,LAC OUNCED LANDING - I	AND K OF TOTAL EXPERIENCE - MPROPER - PILOT IN COMM - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		- ON GROUND		•
Probable Cause				
The National Transpo is/are finding(s) 1,	,	rd determines that the I	Probable Cause(s) of this accide	ent

File No 118 1/25/84 KENNE	ТТ, МО	A/C Reg. N	0. N78FR 	T 	ime (Lc1) -	0620 CST	
Basic Information Type Operating Certificate-NONE (GENERA Type of OperationPERSONAL		Aircraft Dam DESTROYED Fire	Crew	Fatal O	Injur Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED	Eng Make/Mod Number Engin		G 0-320-H2AD		Installed/A tall Warnir		
Max Gross Wt - 1330	Engine Type		CATING-CARBURE		tari warnin	ig system	- 123
No. of Seats - 4	Rated Power	- 160					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - FSS Method - IN PERSON	Last Departur DAYTON,OH	e Point		OFF AI	RPORT/STRIF	,	
Completeness - FULL	Destination			Airport D			
Basic Weather - IMC	KENNET,MO			KENNET			
Wind Dir/Speed- 280/003 KTS					Ident -		_
Visibility125 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - 300 FT PART					Surface -		
Lowest Ceiling - UNK/NR	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- FOG	Type Apch/Lndg						
Precipitation - NONE Condition of Light - NIGHT(DARK)		FUL	L STOP				
 Personnel Information							
Pilot-In-Command	Age - 26	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H			
PRIVATE	Current -	NO	Total -	98	last 24	Hrs -	2
SE LAND	Months Since -		Make/Model-	95	Last 30	Davs- UN	
	Aircraft Type -		Instrument- UN	K/NR	Last 90	Days-	
		•	Make/Model- Instrument- UN Multi-Eng -	3	Rotorcr	aft - UN	
Instrument Rating(s) - NONE							
-Narrative							
ACFT CRASHED IN IMC WEATHER AFTER THE ENG	THE LOST POWER DUE TO		STION THE PLT	HAD RECE			
WEATHER PRIOR TO DEPARTURE. POST ACCIDENT							
Τ.							

1/25/84 A/C Reg. No. N78FR Time (Lc1) - 0620 CST File No. - 118 KENNETT, MO Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - CIRCLING(IFR) Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 4. FUEL SUPPLY - EXCEEDED - 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) 5. 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

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

Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage			Injur	ios	
Type operating certhicate None (General		JBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		re	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	N	DNE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model ~ PIPER PA~20	Eng Make/Model Number Engines	- LYCOMING O-	-320	ELT 1	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	ig System –	- NO
Max Gross Wt - 1800	Engine Type		ING-CARBURE	FOR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Veather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING		Point		ON AIRF	PORT		
Method - N/A	LEXINGTON, MO						
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/I		4	Airport Da			
Wind Dir/Speed- 230/012 KTS	SAME AS ACC/II	NC			/IERTEL MEM Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight I	Plan - NONE			Surface -		00
Lowest Ceiling - NONE	Type of Clearan				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		PATTERN	·····,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical	Certificate			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - Yl	N .		t Time (Ho			
PRIVATE	Current - YI	ES Tota			Last 24		2
SE LAND	Months Since - 1:	2 Make	e/Model- UNk	K/NR	Last 30	Days- UN	(/NR
	Aircraft Type - U	NK/NR Inst	rument-	3	Last 90	Days-	3
Instrument Rating(s) - NONE							
Jarrative ACFT NOSED OVER AFTER LANDING. THE PLT SA AND HAS BLOWN OTHER ACFT THE SAME WAY". RWY.							

File No 1	26 2/13/84	BOONVILLE, MO	A/C Reg. No. N4944M	Time (Lcl) - 1200 CST	
Occurrence #1 Phase of Operation		- ON GROUND			
		NED - PILOT IN COMMAND D - PILOT IN COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					

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

Brief of Accident

File No 9 2/14/84 SPR		A/C Reg. No. I					
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		atal			None
Type of Operation -INSTRUCTIO	NAL	Fire	Crew	0	0	-	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172P		'Model - LYCOMING O					
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnir	ng System	- YES
Max Gross Wt - 2150		/pe - RECIPROCAT:	ING-CARBURETOR				
No. of Seats - 4	Rated Pov	ver - 160 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Ai	rport F	Proximity		
W× Briefing - FSS	Last Depar	rture Point		ON AIRF	PORT		
Method - TELEPHONE	COLUMBIA	, MO					
Completeness - FULL	Destination	า่	Air	port Da	ata		
Basic Weather - VMC	SPRINGF	LED,MO		SPRING	IELD DOWN	TOWN	
Wind Dir/Speed- 160/010 KTS						28	
Visibility - 15.0 SM	ATC/Airspace	9			Lth/Wid -		
Lowest Sky/Clouds - 25000 FT TH Lowest Ceiling - NONE	IN OVC Type of Fi	ight Plan - NONE			Surface -		
				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAFFI					
Precipitation - NONE		TOUCH A	AND GO				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 60	Medical	Certificate -	VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review <sup>.</sup>	Flight T al - 21	ime (Ho	ours)		
STUDENT	Current					Hrs - U	•
	Months Since	e – N/A Make	e/Model- 21	1	Last 30	) Days- U	
	Aircraft Typ	oe − N/A Ins <sup>.</sup>	trument- UNK/N ti-Eng - UNK/N	R	Last 90	) Days-	
		Mu1	ti-Eng - UNK/N	R	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE							
Narrative							

.

File No. - 9 2/14/84 SPRINGFIELD, MO A/C Reg. No. N55277 Time (Lcl) - 1730 CST \_\_\_\_\_ 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. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND NOSE OVER Occurrence #2 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) 3,5,6

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	•	ft Damage	<b>-</b> .		juries	
		ANTIAL	Fata			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		Crew O	-	C	
Accident Occurred During -LANDING	NONE		Pass 0	_	-	) 0
Aircraft Information						
Make/Model - CASSNA 152	Eng Make/Model - L		2C E	LT Installe		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall War	ning Syst	em - YES
Max Gross Wt - 1670	Engine Type - R		RBURETOR			
No. of Seats - 2	Rated Power -					
nvironment/Operations Information Veather Data						
Wx Briefing - TV WX	Itinerary	<b>_</b>		rt Proximit AIRPORT	У	
Method - TV/RADIO	Last Departure Poir LEE'S SUMMIT,MO	IT	UN	AIRPURI		
Completeness - WEATHER NOT PERTINENT	Destination		Airpor	+ Data		
Basic Weather - VMC	LOCAL			ORIAL		
Wind Dir/Speed- 235/008 KTS	EGOAL			way Ident	- 18	
Visibility - 10.0 SM	ATC/Airspace			way Lth/Wid		)/ 50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		way Surface		
Lowest Ceiling - NONE	Type of Clearance			way Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTE	ERN	2		
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 23	Medical Certi			-WAIVERS/	LIMIT
	Biennial Flight Review		light Time			
PRIVATE	Current - YES	Total			24 Hrs -	
SE LAND	Months Since - 8	Make/Mode	- 56		30 Days-	
	Aircraft Type - UNK/N	R Instrument	t- 4	Last	90 Days-	UNK/NR
Instrument Rating(s) - NONE						
arrative					· ·· · - <b>- ·</b>	
CFT MADE A STEEP APPROACH WITH FULL FLAPS					WHEEL	
PSED AND THE ACFT FLIPPED OVER. THE PLT S	TATED THAT HE DID NUT STA	RI THE LANDING P	LARE SUUN	ENUUGH.		
		· .				

File No	66 2/20/84	INDEPENDENCE,MO	A/C Reg. No. N25756	.Time (Lc1) - 1415 CST
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDG 2. RECOVERY FROM B		AND MPROPER - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the Pr	robable Cause(s) of this accide	nt

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

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN	NTIAL	Fatal	Injur Serious		None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Crev	-			None
Accident Occurred During -LANDING	NONE		-	0		1
	NONE	Pass	s 0	0	0	3
rcraft Information						
Make/Model - PIPER PA-28-181	Eng Make/Model - LY(	COMING 0-360-A4M	ELT 1	[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		St	tall Warnin	ıg System	- YES
Max Gross Wt - 2550	Engine Type - RE(		ETOR			
No. of Seats - 4	Rated Power -					
vironment/Operations Information						
ather Data	Itinerary		Airport F	roximity		
Wx Briefing - FSS	Last Departure Point		ON AIRF	ORT		
Method - TELEPHONE	ST. JOSEPH,MO					
Completeness - FULL	Destination		Airport Da			
Basic Weather - IMC	SAME AS ACC/INC			SON CITY		
Wind Dir/Speed- 340/010 KTS				Ident -		
Visibility - 1.500 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 600 FT	Type of Flight Plan			Surface -		
Lowest Ceiling - 600 FT OBSCUR			Runway	Status -	SNOW - D	RY
Obstructions to Vision- BLOWING SNOW	Type Apch/Lndg	- ILS-LOCALIZER				
Precipitation - SNOW						
Condition of Light - DAYLIGHT						
rsonnel Information						
	ge - 55	Medical Certifica			IVERS/LIM	IT
	iennial Flight Review Current - YES	Flig	ht Time (Ho	urs)		
COMMERCIAL		lotal -	3901	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model- Instrument-	546	Last 30	Days- UN	A/ NR 10
	ATTCTATE Type - UNK/NR	Multi-Eng -	216	Last 90	/ Days-	10
		Muiti-Eng -	210			
Instrument Rating(s) - AIRPLANE						
rrative						
FT DRIFTED LEFT DUE TO A CROSSWIND DURING		HE ACFT INTO SNOW	WHICH HAD E	EEN PLOWED	/ ALONG	
Y SIDE. THE COLLISION PULLED THE ACFT OFF	THE RWY.					

File No	5	2/27/84	JEFFERSON CITY,MO	A/C Reg. No. N7734C	Time (Lc1) - 1312 CST
			ION WITH TERRAIN		
hase of Operation	LAND	ING - FLARE/	TOUCHDOWN		
inding(s)					
<b>U</b> .	TIES, RUI	WAY/LANDING	AREA CONDITION - SNOW C	OVERED	
2. PLANNING-DEC	ISION -	IMPROPER -	PILOT IN COMMAND		
3. WEATHER CONDIT					
4. WEATHER CONDIT					
5. WEATHER CONDIT					
<ol> <li>WEATHER CONDIT</li> <li>TERRAIN CONDIT</li> </ol>					
			ED - PILOT IN COMMAND		
Probable Cause-					
he National Transpo	ortatio	n Safety Boa	rd determines that the P	robable Cause(s) of this accide	ent

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

is/are finding(s) 2

.

Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL	SUBSTA	t baillage				
		NTIAL	Fatal		ries Minor	None
	Fire	Crew	v O	0	0	1
Flight Conducted Under ~14 CFR 91	NONE	Pass	5 O	0	0	1
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - LYC	COMING 0-320 A2A	ELTI	nstalled/	Activated	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED				all Warni:	ng System	- NO
Max Gross Wt - 1750	Engine Type - REC		?ETOR			
No. of Seats - 2	Rated Power -	150 HP 				
nvironment/Operations Information						
eather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFIN			ON AIRP	ORT		
Method - N/A	SAME AS ACC/INC		Adament Dr	**		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ATA AM CLARK		
Wind Dir/Speed~ 270/005 KTS	LUCAL			Ident		
Visibility - 15.0 SM	ATC/Airspace				- 3600/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	,			
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 50 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Medical Certifica	ite – VALID	MEDICAL-W	AIVERS/LIM	AIT .
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	yht Time (Hc	ours)		
COMMERCIAL	Current - YES	Total -	1917	Last 2	4 Hrs -	3
SE LAND	Months Since - 7	Make/Model-	50	Last 3	O Days- UN	
GLIDER	Aircraft Type - UNK/NR	Instrument-	130	Last 9	0 Days-	25
Instrument Rating(s) - AIRPLANE						
arrative LT ANGLED IN ON THE FINAL APPROACH AT L INTO THE SNOW AND IT NOSED OVER.	OW ALT. AND THE RIGHT LANDING	GEAR HIT A SNOWE	ANK. THE CC	LLISION P	ULLED THE	

File No. - 24 2/29/84 POINT LOOKOUT,MO A/C Reg. No. N74WB Time (Lcl) - 1215 CST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - SNOWBANK 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND -----Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,3

Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft D	amage		In	juries	
		SUBSTANTI Fire NONE	AL	Fata	1 Seriou	s Mino	r None
Type of Operation -INSTRUCTION	NAL	Fire	Cr	rew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-38		e/Model - LYCOM	ING 0-235 L20	С Е	LT Installe	d/Activate	ed - YES/N
Landing Gear - TRICYCLE-FIXED		2			Stall Warı	ning Syste	∋m − YES
Max Gross Wt - 1670		Type - RECIP		BURETOR			
No. of Seats - 2	Rated P	ower - 11					
Environment/Operations Information Weather Data	Itinerarv			A	nt Dnovimit		
Wx Briefing - FSS	5	arture Point		•	rt Proximity AIRPORT	Ý	
Method - TELEPHONE	EMPORI			UN	AIRFORT		
Completeness - FULL	Destinati			Airpor	t Data		
Basic Weather - VMC		S ACC/INC			ECRANS MEMO	RIAL	
Wind Dir/Speed- 100/010 KTS				Run	way Ident	- 17	
Visibility - 20.0 SM	ATC/Airspa				way Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of	Flight Plan - V Clearance - N	FR	Run	way Surface	- ASPHAI	_T
Lowest Ceiling - NONE					way Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apc	h/Lndg - T	RAFFIC PATTER	(N			
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 36 Biennial Fligh	Me	dical Certifi			-WAIVERS/I	IMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	F1	ight Time	(Hours)	~ ~ · ·	
STUDENT	Current Mantha Cin	- N/A	lotal -	· 41	Last	24 Hrs -	2
	Months Sin	- N/A ce - N/A ype - N/A	Make/Model-	- 41	Last	30 Days-	
	Ancialt	ype N/A	That rullerit	0	Last	50 Days	14
Instrument Rating(s) - NONE							
Narrative	IE AGET DALLOONED						
ACFT WAS LANDED IN A GUSTY CROSSWIND. TH	16 ACFI BALLUUNED	AND LANDED HAR	D WHICH CULLA	NYSED THE	NUSE GEAR.		

File No. - 149 4/06/84 ST. JOSEPH, MO A/C Reg. No. N25731 Time (Lc1) - 1800 CST \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLARE - MISJUDGED - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. WEATHER CONDITION - GUSTS 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

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

is/are finding(s) 2

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft	Damage			Inju	ries	
		SUBSTAN	TIAL	Fa	atal	Serious	Minor	None
Type of Operation -PERSONAL		Fire		rew	0	0	-	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	P	ass	0	0	0	1
Aircraft Information								
Make/Model - BEECH 19A			OMING 0-320-E2					
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1			St	all Warnir	ng System	- YES
Max Gross Wt - 2250	Engine Ty	pe - REC	IPROCATING-CAR	BURETOR				
No. of Seats - 4	Rated Pow	er -	150 HP					
Invironment/Operations Information								
Veather Data	Itinerary					roximity		
Wx Briefing - NO RECORD OF BRIEFING				(	ON AIRS	TRIP		
Method ~ N/A	LAKE PRO	,			_			
Completeness - N/A	Destination				port Da			
Basic Weather - VMC Wind Dir/Speed- 070/006 KTS	SAME AS	ACC/INC				00D PLANT/ Ident		
Visibility - 10.0 SM	ATC/Airspace					Lth/Wid		35
Lowest Sky/Clouds - 2500 FT SCAT	TEPED Type of El		NONE			Surface ·		30,
Lowest Ceiling - NONE						Status -		
Obstructions to Vision- NONE		Inda -	TRAFFIC PATTE	RN '	Carrinay	5 14 140	301 1	
	· ) P = · · P = · ·		FULL STOP					
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 49		Medical Certif	icate -	VALID	MEDICAL-WA	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F	light T	ime (Ho	urs)		
PRIVATE	Current	- YES	Total Make/Model	- UNK/N	2	Last 24	4 Hrs - U	
SE LAND	Months Since	- UNK/NR	Make/Model	- UNK/NF	2	Last 30	Days- U	
	Aircraft Type	e – UNK/NR	Instrument	- UNK/NF	2	Last 90	) Days- U	
			Multi-Eng	- UNK/NH	ł	Rotorci	raft - U	NK/NR
Instrument Rating(s) - NONE								
larrative								
PLT CIRCLED THE AIRSTRIP PRIOR TO LANDING	AND RELIEVED THE		EA TN SUTTABLE	CONDIT	UN DU	DING THE I		

File No 102 2/	17/84 MAYERSVILLE,MS	A/C Reg. No. N5081T	Time (Lcl) - 1220 CST
Occurrence #1 LOSS OF ( Phase of Operation LANDING -			
3. VISUAL LOOKOUT - INACCURAT	MAINTAINED - PILOT IN COMMAND		
Occurrence #2 ON GROUND Phase of Operation LANDING -			
Finding(s) 6. TERRAIN CONDITION - DITCH			
Probable Cause			
The National Transportation Saf is/are finding(s) 2,3,4,5	ety Board determines that the Pu	robable Cause(s) of this accide	ent

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

File No 14 2/25/84 CRAWF	ORD,MS A/C	Reg. No. N731RJ	т	ime (Lcl) -	1320 CST	
 Basic Information						
Type Operating Certificate-AGRICULTURAL		ft Damage		Injur		
Type of Operation -AERIAL APPLI	DESTR CATION Fire		Fatal Yew O	Serious 1	Minor O	None O
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	ON GR		iss O	o	õ	õ
Aircraft Information						
Make/Model - CESSNA A-188B	Eng Make/Model - C			Installed/Ac		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 4200 No. of Seats - 1	Engine Type - R Rated Power -	300 HP	D			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin CRAWFORD,MS	t	UNK/NR			
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 180/003 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	N/A	
Precipitation - NONE	Type Apen/Endg					
Condition of Light - DAYLIGHT						
Dependent Information						
Personnel Information Pilot-In-Command	Age - 54	Medical Certifi	cate - VALID	MEDICAL-WAT		ΙТТ
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (He		ivers) en	
COMMERCIAL	Current - YES	Total -	14000	Last 24	Hrs -	5
SE LAND	Months Since - 17			Last 30		60
	Aircraft Type - UNK/N			Last 90		60
		Multi-Eng -	UNK/NR	Rotorcra	aft - UN	K/NR
Instrument Rating(s) - NONE						
E ACFT STALLED DURING AN AERIAL APPLICATION	TURN-AROUND BEFORE RECOV	ERV FROM THE STAL	I THE ACET (		тн	
EES, A POWER LINE AND THE GROUND. NO EVIDEN				COLLIDED WI		

File No	14 2/25/84 CRAWFORD,MS	A/C Reg. No. N731RJ	Time (Lc1) - 1320 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICATION		
2. AIRSPEED - NOT	IATED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - UNCONTROLLED		
Finding(s) 4. OBJECT - TREE(S 5. OBJECT - WIRE,T	RANSMISSION		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		

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

Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA C-172F Eng Make/Model - CONTINENTAL O-300D ELT Landing Gear - TRICYCLE-FIXED Number Engines - 1 S Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP Environment/Operations Information Weather Data Itinerary Airport UNK/NR Method - N/A GULFPORT,MS Completeness - N/A Destination Airport D: Basic Weather - VMC LOCAL Wind Dir/Speed- 180/003 KTS Runway Visibility - 20.0 SM ATC/Airspace Runway Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lowest Ceiling - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Age - 31 Medical Certificate - VALID	Serious Minor None
Aircraft Information Make/Model - CESSNA C-172F Eng Make/Model - CONTINENTAL 0-300D ELT Landing Gear - TRICYCLE-FIXED Number Engines - 1 S Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 145 HP -Environment/Operations Information Weather Data Itinerary Airport I Wx Briefing - NO RECORD OF BRIEFING Last Departure Point UNK/NR Method - N/A GULFPORT,MS Completeness - N/A Destination Airport D Basic Weather - VMC LOCAL Wisibility - 20.0 SM ATC/Airspace Runway Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lowest Ceiling - NONE Type of Clearance - NONE Runway Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING - Precipitation - NONE - NO	0 0 0
Environment/Operations Information Weather Data Itinerary Airport I Wx Briefing - NO RECORD OF BRIEFING Last Departure Point UNK/NR Method - N/A GULFPORT,MS Completeness - N/A Destination Airport Da Basic Weather - VMC LOCAL Wind Dir/Speed- 180/003 KTS Runway Visibility - 20.0 SM ATC/Airspace Runway Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lowest Ceiling - NONE Type of Clearance - NONE Runway Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID	Installed/Activated - YES/NG tall Warning System - YES
Pilot-In-Command Age - 31 Medical Certificate - VALID	Proximity
Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Narrative	( anuc

File No	83 3/03/84	PASCAGOULA, MS	A/C Reg. No. N8662U	Time (Lc1) - 1515 CST
Occurrence #1 Phase of Operation	LOSS OF POWER CRUISE			
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	DN - WATER,GLASSY			
Probable Cause				

and a second sec

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

#### . PAGE 263

	0, 10,	of Accident					
File No 134 1/05/84 HOMES	FEAD, MT	A/C Re	g. No. N25230		Time (Lc1) -	1015 MST	
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	_ AVIATION)	Aircraft DESTROY Fire NONE	ED	Fatal Crew O Pass O	Injuri Serious 1 1		None 0 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number En	gines – 1 pe – REC	DMING 0-235 L IPROCATING-CAP 110 HP		[ Installed/Ac Stall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ACC/INC ight Plan - earance -		UNK/N Airport Runwa Runwa Runwa	Data	UNK/NR	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Instrument Rating(s) - NONE	Age - 27 Biennial Flight Current Months Since Aircraft Typ	Review - N/A - N/A	Total	light Time ( - 123 - 123 - UNK/NR	Hours) Last 24 Last 30 Last 90	Hrs - Days- UNH Days- ft - UNH	(/NR 36
-Narrative ACFT CRASHED FROM AN ALTITUDE OF 200 FT WH UPANTS AND FULL FUEL. THERE WERE NO FAA REC			K. THE ACFT WA	S OVERLOADED	) BY 135 LBS W	VITH 2	

File No. - 134 1/05/84 HOMESTEAD, MT A/C Reg. No. N25230 Time (Lc1) - 1015 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND 7. 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) 5,6

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTANT		Injuries Fatal Serious Minor Nom			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 0	1 0	0 1
Aircraft Information Make/Model - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power -	INENTAL C-65 Procating-carbure	ELT	<sup>-</sup> Installed/ Stall Warni	ng Syster	n - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/013 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 10000 FT SCAT Lowest Ceiling - 20000 FT BROK Obstructions to Vision- HAZE Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	UNK/NR Destination BUTTE,MT ATC/Airspace TERED Type of Flight Plan - EN Type of Clearance -	VFR	Airport ON AI Airport BILLI Runwa Runwa Runwa	NGS LOGAN	- 27R - 10500/ - ASPHALI	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review Current - NO Months Since - O	edical Certificato Fligh Total - Make/Model-	: Time ( 137 115	Hours) Last 2 Last 3	0 WAIVERS 4 Hrs - 0 Days- l	4
Instrument Rating(s) - NONE	Aircraft Type - UNK/NR	Instrument-	7	Last 9	0 Days-	23
Narrative PLT STATED THAT DURING TAKEOFF A GUST OF ABORT THE ACFT DEPARTED THE RWY, WENT DOW			TO ABOR	T THE TAKEO	FF. DURIN	IG

File No. - 51 1/30/84 A/C Reg. No. N6741H Time (Lc1) - 1330 MST BILLINGS,MT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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

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Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Aircr	aft Damage			Ini	uries	
type operating out threat	C NONE (GENERAL		TANTIAL		Fatal			None
Type of Operation	-PERSONAL	Fire		Crew	0	0	1	0
Flight Conducted Under		NONE		Pass	0	0	1	0
Accident Occurred During								
Aircraft Information								
Make/Model - MAULE M-49		Eng Make/Model -				Installed		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines -				Stall Warn	ing System	ı - YES
Max Gross Wt - 2300		Engine Type -		IG-CARBURE1	FOR			
No. of Seats - UNK/NR		Rated Power -	145 HP					
Environment/Operations Info								
Weather Data		Itinerary				: Proximity		
5	RD OF BRIEFING	Last Departure Poi	nt		OFF A	IRPORT/STR	IP	
Method - N/A		SAME AS ACC/INC				<b>_</b> .		
Completeness - N/A		Destination		4	Airport	Data		
Basic Weather - VMC		ENNIS,MT			<b>_</b>	T de l	NI / -	
Wind Dir/Speed- CALM	<b>CM</b>					y Ident		
Visibility - 60.0		ATC/Airspace				y Lth/Wid		
Lowest Sky/Clouds -		Type of Flight Pla				y Surface		
Lowest Ceiling -		Type of Clearance Type Apch/Lndg				iy Status	- DRY SNOW -	עפת
Obstructions to Vision- Precipitation -		Type Apeny Lindg	VALLEY/	ERRAIN FUL	LOWING		SINUW -	
Condition of Light -								
Personnel Information		Acc - 52	Modical C	ontificat.				MTT
Pilot-In-Command Certificate(s)/Rating(s)		Age - 53 Biennial Flight Review		Eliabi	r Timo (		WAIVERS/LI	INIT
PRIVATE		Current - YES	Total	riign	715	lact	24 Hrs -	1
SE LAND, SE SEA		Months Since - 6	IUTAI Maka/	/Model-	715	Lasi Iset	30 Days- L	
JE LAND, JE JEA		Aircraft Type - UNK/	Make/	Numert- UNL		Lasi lact	90 Days- t	
		Aircraft Type - UNK/	Multi	-Eng - UNA	K/NR	Rotor	craft - l	
<b>_</b>					,			,
Instrument Rating(s)								

2/05/84 THREE FORKS.MT File No. - 7 A/C Reg. No. N9832M Time (Lc1) - 1120 MST \_\_\_\_\_\_ IN FLIGHT COLLISION WITH TERRAIN Occurrence Phase of Operation MANEUVERING Finding(s) 1. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 2. AIRSPEED(VS) - REDUCED -3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. PULL-UP - ATTEMPTED - PILOT IN COMMAND 6. STALL/MUSH - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

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

National Transportation Safety Board Washington, D.C. 20594 Brief of Accident File No. - 101 2/11/84 CAROLINA BEACH.NC A/C Rea. No. N733NU Time (Lc1) - 1120 EST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Serious Minor SUBSTANTIAL Fatal None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE 0 0 0 з Pass Accident Occurred During -LANDING \_\_\_\_\_ ----Aircraft Information----Make/Model - CESSNA C-172 Eng Make/Model - LYCOMING 0-320-H2AD ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP \_\_\_\_\_ ----Environment/Operations Information----Itinerary Weather Data Airport Proximity ON AIRSTRIP Wx Briefing - FSS Last Departure Point - UNK/NR Method SUMMERVILLE,SC Completeness - UNK/NR Airport Data Destination Basic Weather - VMC SAME AS ACC/INC PILOTS RIDGE Wind Dir/Speed- 170/014 KTS Runwav Ident - 09 Visibility - 15.0 SM Runway Lth/Wid - 3600/ 200 ATC/Airspace Lowest Sky/Clouds - 2900 FT SCATTERED Type of Flight Plan - VFR Runway Surface - DIRT Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN Obstructions to Vision- NONE FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Age -39Medical Certificate -VALID MEDICEBiennial Flight ReviewFlight Time (Hours)Current- YESMonths Since -13Months Since -13Make/Model -33Last 30 Days-7 Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE ----Narrative----THE PLT REPORTED A NORMAL LANDING ROLL UNTIL HE REACHED THE END OF THE HARD-PACKED CLAY SURFACE AND ROLLED INTO SAND. THE ACFT MIRED IN AND NOSED OVER. THIS WAS THE PILOT'S FIRST LANDING AT THIS ARPT. PAGE 270

File No. ~ 101 2/11/84 CAROLINA BEACH.NC Time (Lc1) - 1120 EST A/C Reg. No. N733NU Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE 2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND IMPROPER USE OF FACILITY, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND З. Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident (Continued)

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

Basic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION) A i	rcraft Damage			Inju	ries	
	SI	JBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		-	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		DNE	Pass	0	0	0	5
Aircraft Information							
Make/Model - CESSNA C-303	Eng Make/Model	- CONTINENTAL	TSI0-520	AE ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTAB	E Number Engines	- 2		S	tall Warnin	ng System	- YES
Max Gross Wt - 5150	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 250 HP					
Environment/Operations Information	•						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure I			ON AIR			
Method - UNK/NR	FT. LAUDERDAL	E.FL					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/I	1C		HICKOR	Y MUNICIPAL	_	
Wind Dir/Speed- 150/011 KTS				Runway	Ident ·	- 19	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid ·		150
Lowest Sky/Clouds - 10000 FT					Surface -		
Lowest Ceiling - NONE	Type of Clearan			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - NIGHT(DAF	2K)						
Personnel Information							
Pilot-In-Command	Age - 51				MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
ATP, CFI	Current - YI	ES Tota	1 -			1 Hrs -	
SE LAND, ME LAND	Months Since - 3		/Model-			) Days- UNI	
	Aircraft Type - U		rument-			) Days-	
		Mult	i-Eng -	1639	Rotorcr	raft - UNI	K/NR
Instrument Rating(s) - AIRPLAN	IE						
E ACFT OVERRAN THE RWY AND COLLIDED WIT							
D A DOME LIGHT THAT COULD NOT BE TURNED							
E PLT SAID SHE LANDED LONG AND WAS LATE							
CILI SALU SHE LANDED LONG AND WAS LATE	. IN DETECTING THE RWTS END	. THERE WERE ST	NID MARKS		LONG UN	INC KWIS	
ר ר							
D.							

2/12/84 File No. - 100 HICKORY,NC A/C Reg. No. N9457C Time (Lcl) - 2154 EST \_\_\_\_\_ \_\_\_\_\_ OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. AIR COND/HEATING/PRESSURIZATION, CABIN TEMP CONTROL - INOPERATIVE 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, VISUAL/AURAL DETECTION - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT 5. IMPROPER USE OF PROCEDURE PHYSICAL IMPAIRMENT (OTHER ORGANIC PROBLEM) - PILOT IN COMMAND 6. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - INOPERATIVE 7. IMPROPER USE OF PROCEDURE, FATIGUE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. OBJECT - FENCE 9. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,7,9 Factor(s) relating to this accident is/are finding(s) 1,4,6,8

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Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Da	1200		Injur	ies	
Type operating der till reate none		SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation -BUSI		Fire	Crew	0	1	0	0
Flight Conducted Under -14 C		NONE	Pass	0	1	0	0
Accident Occurred During -MANE	UVERING						
Vircraft Information							
Make/Mode1 - HUGHES 269	Eng Make,	/Model - LYCOMI	NG H0-360-B1B	ELT	[nstalled/A	ctivated	- NO -N/
Landing Gear - SKID	Number Er	ngines – 1		S	tall Warnin	g System	~ NO
Max Gross Wt - 1550			DCATING-CARBURET	FOR			
No. of Seats - 2	Rated Por	wer - 180	HP 				
nvironment/Operations Informatic							
leather Data				Airport			
Wx Briefing - NO RECORD OF				UNK/NR			
Method - N/A Completeness - N/A Basic Weather - IMC	GEORGET						
Completeness - N/A Basic Weather - IMC	Destination WILMING		4	Airport Da	ata		
Wind Dir/Speed- 070/011 KTS				Pupway	Ident -		
Visibility - UNK/NR	ATC/Airspace	2			Lth/Wid -		
Visibility - UNK/NR Lowest Sky/Clouds - UNK/N	R Type of F	- light Plan - NOI	NE		Surface -		
Lowest Ceiling - 100	FT OVERCAST Type of C	learance - NOI			Status -		
Obstructions to Vision- FOG	Type Apch,	/Lndg - NOI	NE				
Precipitation - NONE							
Condition of Light - NIGHT							
Personnel Information							
Pilot-In-Command	Age - 30		ical Certificate				
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	t Time (Ho	ours)		
COMMERCIAL	Current	- YES	Total -	469	Last 24	Hrs -	5
SE LAND	Months Since	e - 6	Make/Model-	58	Last 30	Days- UN	
HELICOPTER	Biennial Flight Current Months Since Aircraft Typ	De - UNK/NR	Multi-Eng - UNK	K/NR K/NR	Rotorcr	aft - UN	29 K/NR
Instrument Rating(s) - NON							
larrative PLT AND PASSG STATED THAT AS THE	FLT APPROACHED SUPPLY, NO	C, THE WX CONDI	IONS DETERIORIA	TED AND 1	HE HELICOP	TER	
INTERED A FOG BANK. THE PASSG REC OST. THE PLT DECIDED TO FLY EAST K A TREE AND CRASHED.							

File No 174 3/19/84 SUPPLY,NC	A/C Reg. No. N8782F	Time (Lc1) - 2200 EST
Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL		
Finding(s) 1. WEATHER CONDITION - FOG 2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN CO 3. WEATHER CONDITION - LOW CEILING 4. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN CO 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING		
Finding(s) 7. OBJECT - TREE(S) 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND		
Probable Cause		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6,8

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

Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft SUBSTAN	Damage TIAI	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1
Aircraft Information Make/Model - PIPER J-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBUR	ELT S ETOR	Installed/4 Stall Warnir	ctivated ng System	- YES-UNK/M - NO
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - 2500 FT OVERC Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Point NORFOLK,NE Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan -	NONE NONE	Airport UNK/NF Airport E Runway Runway Runway	Proximity	· UNK/NR · UNK/NR · UNK/NR	
	Age - 49 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - UNK/NR	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 7350 85 645	lours) Last 24	) WAIVERS/   Hrs - ) Days- UN ) Days-	2 NK/NR
Instrument Rating(s) - AIRPLANE						
Narrative HE ACFT AS TAXIING ON A HARD PACKED SNOW COVE ISPECTION DID NOT SHOW ANY SIGNS OF FATIGUE. VIDENT.					/AS	

File No 160	1/09/84	BATTLE CREEK,NE	A/C Reg. No. N6839H	Time (Lc1) - 1530 CST	
Occurrence	MAIN GEAR COLLAP	SED			
Phase of Operation	TAXI - FROM LAND	ING			
Finding(s)					
1. LANDING GEAR, MAIN	I GEAR SHOCK ABSO	RBING STRUT - OVERLOAD			
2. TERRAIN CONDITION	I - SNOW COVERED				
<ol><li>TERRAIN CONDITION</li></ol>	I - ROUGH/UNEVEN				
Probable Cause					

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

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	mage		Injur	ies	
		SUBSTANTIA	L	Fatal			None
Type of Operation -PERSONA		Fire NONE	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF			Pass		0	0	2
Aircraft Information							
Make/Model - GULFSTREAM AMERICA			NG 0-360-A4K				
Landing Gear - TRICYCLE-FIXED		igniee i			tall Warnir	g System -	· YES
Max Gross Wt - 2000 No. of Seats - 4		ype - RECIPR wer - 180	DCATING-CARBURET	JR			
Environment/Operations Information	 Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		•	RPORT/STRIP		
Method - N/A	PAPILLI				•		
Completeness - N/A	Destinatio		A	irport Da			
Basic Weather - VMC	MARYVIL	LE,MO		SOUTH C			
Wind Dir/Speed- 280/007 KTS	ATC/Airspace				Ident -		
					Lth/Wid -		
Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE					Surface - Status -		(r
Obstructions to Vision- NONE	Type Of C Type Apch,	/Inda - NO		Runway	status -	WEI	
Precipitation - NONE	rype Apen,						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 18 Diappiel Elight	Med	ical Certificate Flight	- VALID	MEDICAL-NU	WAIVERS/L	.IMI I
Certificate(s)/Rating(s) PRIVATE	Current		Total -		Jac+ 24	Hrs - UNK	
SE LAND	Months Since		Make/Model-	2	Last 30	Davs- UNK	(/NR
	Aircraft Tv	be - UNK/NR	Instrument- UNK/	/NR	Last 90	Days-	5
		,	Total - Make/Model- Instrument- UNK/ Multi-Eng - UNK/	NR	Rotorcr	aft <sup>°</sup> - UNK	(/NR
Instrument Rating(s) - NONE							
larrative							
LT OVERRAN DURING AN ATTEMPTED TAKE	OFF ON THE WATER COVE	RED RWY. THE AC	FT FAILED TO ATTA	IN THE P	PROPER		
PEED FOR LIFT OFF. DURING THE OVERRU	N THE NOSE GEAR SHEARI	ED OFF. THE PLT	SAID THE STANDIN	NG WATER	ON THE TUR	FRWY	
NTED PROPER ACCELERATION.							

File No 1	98 2/20/84	PAPILLION, NE	A/C Reg. No. N28673	Time (Lc1) - 1459 CST
Occurrence #1 Phase of Operation				
	T ATTAINED - PILOT OBTAINED - PILOT I - DELAYED - PILOT UDGED - PILOT IN C	N COMMAND IN COMMAND OMMAND	ΈT	
Occurrence #2 Phase of Operation		RUN		
Probable Cause				
The National Transpo is/are finding(s) 2,	2	rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1		

asic Information Type Operating Certificate-NONE (GE		Aircraft Damag			Iniu	ries	
Type operating certificate NoNE (GE	NERAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0			1
Flight Conducted Under -14 CFR 9	1	NONE	Pass			0	0
Accident Occurred During -TAXI							
ircraft Information							
Make/Model - CESSNA 172P		Model - LYCOMING				Activated	
Landing Gear - TRICYCLE-FIXED		gines – 1			all Warni:	ng System	- YES
Max Gross Wt - 2400		pe - RECIPROCA		ETOR			
No. of Seats - 4		er - 160 HF					
nvironment/Operations Information							
eather Data Wx Briefing - NWS	Itinerary			Airport F	•		
	Last Depar			ON AIRF	'UR I		
Method - UNK/NR	SARGENT,			Airport Da	**		
Completeness - UNK/NR Basic Weather - VMC	Destination SAME AS			MUNICIF			
Wind Dir/Speed- 330/024 KTS	SAME AS	ACC/ INC			Ident	- 30	
Visibility - 10.0 SM	ATC/Airspace					- 3740/	50
Lowest Sky/Clouds - 3000 FT						- CONCRETE	
Lowest Ceiling - 8000 FT					Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAFF	IC PATTERN				
Precipitation ~ NONE	51 1-7	5					
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 51	Medica	1 Certifica	te – VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Flig	ht Time (Ho	ours)		
COMMERCIAL, CFI	Current	- YES To	otal -	7200	Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since	- 2 Ma e-UNK/NR Ir	ıke∕Mode1-	700	Last 3	0 Days- UN	K/NR
	Aircraft Typ	e-UNK/NR Ir	strument-	1000	Last 9	0 Days-	99
		Mu	ılti-Eng -	1500			
Instrument Rating(s) - AIRPLAN	E						
arrative							
T OF WIND OVERTURNED THE ACFT DURING	TAXI FROM LANDING.	THE WIND WAS FROM	330 DEGREE	S AT 24 KTS	GUSTING	то за ктѕ.	

File No 1	21 3/07/84	BROKEN BOW,NE	A/C Reg. No. N52252	Time (Lc1) - 1350 CST	
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITI 2. WEATHER EVALU		- PILOT IN COMMAND			
Occurrence #2 Phase of Operation		ING			
Probable Cause					
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent	

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

Basic Information Type Operating Certificate-NONE (GENERAL	ΑνταττοΝ)	Aircraft Da	amago		Injur	ies	
Type operating certificate None (GENERAL	AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre		0		1
Flight Conducted Under -14 CFR 91		NONE			Ó	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model ~ ROBINSON R-22	Eng Make/M	odel - LYCOM	ING 0-320	ELT	Installed/A		
Landing Gear - SKID	Number Eng	ines - 1		S	tall Warnir	ng System	- NO
Max Gross Wt - 2350			ROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Powe	r - 124	1 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart			UNK/NR			
Method - N/A	NASHUA, NH			• • • • • • • • •			
Completeness - N/A Basíc Weather - VMC	Destination LOCAL			Airport D	ата		
Wind Dir/Speed- 230/005 KTS	LUCAL			Bubbo	Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - N			Surface -		
Lowest Ceiling - NONE		arance - N			Status -		
Obstructions to Vision- NONE		ndg - Ul		Kanway	512105	14/ A	
Precipitation - NONE		nag 0.					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 53	Med	dical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Age - 53 Biennial Flight R	eview	Flio	aht Time (F	lours)		
PRIVATE	Current Months Since Aircraft Type	- UNK/NR	Total -	1563	Last 24	l Hrs - U	
SE LAND	Months Since	- UNK/NR	Make/Model-	213	Last 30	) Days- U	
HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	170	Last 90	) Days-	
					Rotorcr	aft -	213
Instrument Rating(s) - AIRPLANE,HEL	ICOPTER						
Narrative					NED TO THOP		
HELICOPTER LEFT SKID HOOKED ON THE GUARD F R TO LIFT. THE ACFT ROLLED OVER AND THE MA				PLI CUNTIN	UED TO INCR	CEASE	
K TO LIFT, THE AGET ROLLED OVER AND THE MA	ATIN KUTUK HIT THE	HOUD OF THE	RACIUR.				

File No 57	1/27/84	NASHUA, NH	A/C Reg. No. N8431Y	Time (Lc1) - 1545 EDT	
	ROLL OVER TAKEOFF				
Finding(s) 1. LANDING GEAR,SKID 2. CLEARANCE - MIS 3. ROTOR SYSTEM,MAIN 4. THROTTLE/POWER	JUDGED - PILOT IN ROTOR BLADE - MO	COMMAND	V COMMAND		
Probable Cause					

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	•	ircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	F	ire NONE	Crew Pass	0 0	0 0	0 0	1 3
Aircraft Information Make/Mode1 - ROCKWELL COMMANDER 114 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3140 No. of Seats - 4	Number Engines Engine Type	I - LYCOMING TIO s - 1 - RECIP-FUEL I - 260 HP			Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 320/016 KTS Visibility - 75.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure LAS VEGAS,NV Destination LONG BEACH,C/ ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	Plan - NONE nce - VFR		ON AIR MCCARR Runway Runway Runway Runway		- 01L - 5001/ - ASPHAL	
	Age - 58 Biennial Flight Revie Current - 1 Months Since - 1	ew (ES Total	Flight -	: Time (H 315 242	Last 2	4 Hrs - O Days-	UNK/NR 14
Instrument Rating(s) - NONE	Aircraft Type - l				Last 9	O Days-	21
Narrative ACFT VEERED OFF THE RWY IN A STRONG GUSTY ED THAT SHE OVER-CORRECTED HAVING NEVER AT				IG GEAR C	DLLAPSED.	THE PLT	

File No. - 187 1/11/84 LAS VEGAS, NV A/C Reg. No. N50BG Time (Lcl) - 1437 PST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. TERRAIN CONDITION - SOFT 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. WEATHER CONDITION - GUSTS ------Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD 7. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (G		ft Damage		Injur	ies	
	•	ANTIAL	Fatal	Serious		None
Type of Operation -PERSONA	L Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 152II		YCOMING 0-235-L2C	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng System	I - YES
Max Gross Wt - 1670 No. of Seats - 2		ECIPROCATING-CARBURE 110 HP	IUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poin SAME AS ACC/INC	t	ON AI	RPORT		
Completeness - UNK/NR	Destination		Airport	Data		
Basic Weather - VMC	MINDEN, NV			AS COUNTY		
Wind Dir/Speed- CALM				y Ident -		
Visibility - 20.0 SM	ATC/Airspace			y Lth/Wid -		
	SCATTERED Type of Flight Plan			y Surface -	-	
Lowest Ceiling 1- 5000 FT Obstructions to Vision- NONE			Runwa	y Status -	DRY	
Precipitation - NONE	Type Apch/Lndg	- TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certificat	e - VALI	D MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		+ Time (			
STUDENT	Current - N/A	Total -		Last 24	Hrs -	3
	Months Since - N/A	Make/Model-		Last 30	) Days- U	NK/NR
	Aircraft Type - N/A	Instrument-	4	Last 90	Days-	30
Instrument Rating(s) - NONE						
Narrative						
ACFT LANDED FAST AND DURING SUBSEQUE	NT ROUNCING THE NOSE GEAD PROVE	OFE THIS STUDENT O				
FLT EXPERIENCE.	AL DODIGTING THE NOSE GEAR BROKE	STT. THIS STODENT P	LI HAD U	HEI ABOOI S		
, 2, 20 ENIENCE.						

Time (Lc1) - 1330 PST A/C Reg. No. N25807 File No. - 71 2/11/84 MINDEN,NV -----Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND NOSE GEAR COLLAPSED Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft [	Jamane			Inii	uries	
Type operating ber thindate none (denergy	L AVIATION)	SUBSTANT	Ų		Fatal	Serious	Minor	n None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE		Crew Pass	0 0	0	0 0	
Aircraft Information Make/Model - CESSNA 150	Eng Make/M		ING D-200A		FIT	Installed.	Activate	nd - NO -N
Landing Gear – TRICYCLE-FIXED Max Gross Wt – 1600	Number Eng Engine Typ	ines – 1 e – RECII	PROCATING-CA		S	tall Warn	ing Syste	em - YES
No. of Seats - 2	Rated Powe	r - 1(	DO HP					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/003 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Itinerary Last Depart SENECA FA Destination LOCAL ATC/Airspace Type of Fli Type of Cle Type Apch/L	LLS,NY ght Plan - M arance - M	IONE		ON AIR Airport Da SENECA Runway Runway Runway	ata FALLS Ident Lth/Wid Surface	- 3200/ - ASPHAL	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 33 Biennial Flight R Current Months Since Aircraft Type	eview - NO - UNK/NR	Total Make/Mode	Fligh - 1-	t Time (Ho 52 52	ours) Last 2 Last 3		2 UNK/NR
Instrument Rating(s) - NONE								
Narrative NG THE LANDING ROLLOUT THE ACFT HIT AN IC` DED INTO A SNOWBANK AND NOSED OVER.	Y PATCH OF RWY AND	AT THE SAME	E TIME ENCOU	NTEREI	D A GUSTY	CROSSWIND	D. THE AC	CFT

File No	58 1/12/84	SENECA FALLS,NY	A/C Reg. No. N8108U	Time (Lcl) - 1615 EST
Occurrence #1 Phase of Operation		- ON GROUND		
3. AIRPORT FACILIT 4. GROUND LOOP/S	ONTROL - NOT MAINT IES,RUNWAY/LANDING WERVE - NOT CORREC	AINED - PILOT IN COMMANE AREA CONDITION - SNOW C TED - PILOT IN COMMAND AREA CONDITION - ICY		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that the F	Probable Cause(s) of this accid	ent

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE		Aircraft [	amane		Injur	ios	
Type operating certificate None (dent	KAL AVIATION)	SUBSTANTI		Fatal	•		None
Type of Operation -PERSONAL		Fire		∋w O			1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pa	-		0	1
Aircraft Information							
Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED	Eng Make	/Model - CONTI	NENTAL 0-200A	ELT	Installed/A tall Warnin		- YES-UNK/
Max Gross Wt - 1600			ROCATING-CARB		tali warnin	g system	- 165
No. of Seats - 2		wer - 10	O HP				
Environment/Operations Information							
Weather Data	Itinerary	uture Deint			Proximity		
Wx Briefing - NWS Method - UNK/NR	Last Depa AKRON,N			UFF AI	RPORT/STRIP		
Completeness - UNK/NR	Destinatio			Airport D	ata		
Basic Weather - VMC	BUFFALO			AKRON	ata		
Wind Dir/Speed- 040/005 KTS		,			Ident -	06	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		light Plan - N			Surface -		
Lowest Ceiling - NONE		learance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	lype Apch,	/Lndg - F	ORCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62 Biennial Flight	Me	dical Certific				
Certificate(s)/Rating(s)	Biennial Flight	Review	F1	ight Time (H	ours)		
PRIVATE SE LAND	Current	- YES	Total - Make/Model-	344	Last 24	Hrs - U Davs- U	
SE LAND	Aircraft Ty	e - b na - link/NP	Instrument-	217	Last 30	Days- U Days-	
	Anciartiy		That unert	5	2431 30	Days	0
Instrument Rating(s) - NONE							
E ACFT LOST POWER DURING TAKEOFF AND LAND	ED OFF ARPT IN THE	SNOW COLLAPST	NG THE NOSE G	AR. WEATHER	CONDITIONS	WERE	
NDUCTIVE TO CARBURETOR ICING AND THE ABNO							

1

File No. - 60 1/28/84 AKRON, NY A/C Reg. No. N63678 Time (Lcl) - 1515 EST -----------\_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - SNOW COVERED 4. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

	Brief of Accide	nt				
File No 32 2/02/84 HAUP	PAUGE,NY A/C	Reg. No. N199MG	T -	me (Lc1) -	1630 EST	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST. Fire NONE	Pass	0 0		Minor O O	None 1 O
-Aircraft Information Make/Model - GORDON TEENIE TWO Landing Gear - TRICYCLE-FIXED Max Gross Wt - 600 No. of Seats - 1	Eng Make/Model - Vi Number Engines -	ECIPROCATING-CARBURE 65 HP	ELT I St	nstalled/Ac all Warning	ctivated ·	
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 190/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin MASTIC,NY Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	t - UNK/NR - UNK/NR	Airport Da Runway Runway Runway Runway	PORT/STRIP	N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - UNK/NI	Fligh Total - Make/Model- R Instrument-	t Time (Ho	urs)		
Instrument Rating(s) - AIRPLANE						
-Narrative ACFT ENGINE FAILED INTERNALLY AND OIL SP DING. DURING THE ROLLOUT ON A ROAD THE AC THE LEFT REAR CYLINDER. THE LEFT REAR SPA ZED, AND THERE WAS A HOLE IN THE LEFT REA	FT COLLIDED WITH A STOP SIG RK PLUG WAS FOULED, THE RING	N. AN EXAM REVEALED	THERE WAS	NO COMPRESS		

- see and the second second

File No	32 2/02/84 HAUPPAUGE,NY	A/C Reg. No. N199MG	Time (Lcl) - 1630 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILUR CRUISE - NORMAL	E/MALFUNCTION	
2. FLUID,OIL - LEA	OMPARTMENT WINDOW/WINDSHIELD - DIRTY	(F0GGY)	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Probable Cause			

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Inju	ries	
,,,	,	SUBSTANTIA	۱L		Serious	Minor	
Type of Operation -PERSONAL		Fire	Crew	0	0	0 0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/M		IENTAL 0-200-A				
Landing Gear - TRICYCLE-FIXED	Number Eng	jines - 1		S	tall Warni	ng System	- YES
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Engine Typ		OCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 100					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
W× Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI	Р	
Method - N/A	PHILLIPSE Destination			Airport D	- + -		
Completeness - N/A Basic Weather - VMC	LOCAL			Airport D	ata		
Wind Dir/Speed- 220/010 KTS	LUCAL			Runway	Ident	- N/A	
Visibility - $15.0$ SM	ATC/Airspace				Lth/Wid		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	Type of Fli		INF		Surface		
Lowest Ceiling - NONE	Type of Cle				Status		
Obstructions to Vision- NONE		nda - NO		,	- · ·		
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							,
-Personnel Information							
Pilot-In-Command	Age - 66 Biennial Flight R	Med	lical Certifica	te – VALID	MEDICAL-W	AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight R	leview.	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -	396	Last 2	4 Hrs -	2
SE LAND	Months Since		Total - Make/Model- Instrument-	82	Last 3	O Days- UNF O Days-	K/ NR
	Aircraft Type	· - UNK/NR	Instrument-	12	Last 9	0 Days-	2
Instrument Rating(s) - NONE							
-Narrative							
ACFT COLLIDED WITH A POWER LINE WHILE PRA	CTICING AN EMERGEN	JCY APPROACH T	O A FIELD. THE	PLT STATE	D HE STRUC	К ТНЕ ТОР	

File No. - 90 2/02/84 NEW PARIS,OH A/C Reg. No. N63452 Time (Lc1) - 1025 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - NORMAL Finding(s) 1. OBJECT - WIRE, STATIC 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - SIMULATED - 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) 2,3,4

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

Brief of Accident

Basic Information Type Operating Certificate-NONE ((	GENERAL AVIATION)	Aircraft Damage	!		Injur	ies		
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONA		Fire	Crew	0	0	1	0	
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Aircraft Information								
Make/Model - BRYAN DRAGON FLY		e/Model - REVMASTER			Installed/A			
Landing Gear - UNK/NR		Engines - 1			tall Warnin	ig System	- UNK/NR	
Max Gross Wt - UNK/NR		Type - RECIPROCAT	ING-CARBURE	TOR				
No. of Seats - 2	Rated F	ower - 64 HP						
Environment/Operations Information	· · · · · · · · · · · · · · · · · ·							
Weather Data			Airport	Proximity				
Wx Briefing - UNK/NR	Last Der	parture Point		ON AIR	PORT			
Method - UNK/NR		S ACC/INC						
Completeness - UNK/NR	Destinati	on		Airport D	ata			
Basic Weather - VMC	LOCAL			DAYTON	INT'L			
Wind Dir/Speed- 220/008 KTS				Runway	Ident -	24L		
Visibility - 8.0 SM	ATC/Airspa	ice		Runway	Lth/Wid -	7000/	150	
Lowest Sky/Clouds - 25000 F1	SCATTERED Type of				Runway Surface - CONCRETE			
Lowest Ceiling - NONE	Type of	Clearance - NONE		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apo	h/Lndg - TRAFFI	C PATTERN					
Precipitation - NONE			LANDING					
Condition of Light - DAYLIGH	-							
Personnel Information								
Pilot-In-Command	Age - 58	Medical Nt Review	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Fligh	nt Review	Fliah	nt Time (H	ours)			
PRIVATE						Hrs - UN	K/NR	
SELAND	Months Sir	ice - UNK/NR Mak Type - UNK/NR Ins	e/Model-	828	Last 30	Days- UN		
	Aircraft 1	$V_{\rm DP} = U_{\rm NK} / N_{\rm P}$ The	trumont-	35	1ast 90	Days-		

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT AFTER TAKEOFF, WHILE ON DOWNWIND, THE ENG FAILED. HE ATTEMPTED TO LAND BACK ON THE RUNWAY WHEN THE LEFT WING STRUCK THE GROUND. THE ACFT THEN STRUCK A 55 GAL CONCRETE DRUM AND A CHAIN LINK FENCE. EXAMINATION OF THE ACFT REVEALED THAT A PLASTIC INSERT WHICH SERVES AS A MIXTURE FRICTION LOCK ON THE POSA CARBURETOR FAILED.

File No. - 88 2/08/84 VANOLIA,OH A/C Reg. No. N1711D Time (Lcl) - 1545 EST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - FAILURE, TOTAL 2. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER 3. FUEL SYSTEM - STARVATION 4. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN(STANDARD/REQUIREMENT), CONTROL SHAPE/SIZE - MANUFACTURER Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 5. TERRAIN CONDITION - GROUND 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 7. OBJECT ~ FENCE ----------Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERAI		rcraft Damage			Inju		
	-	UBSTANTIAL	_	Fatal			None
Type of Operation -BUSINESS		re	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ONE	Pass	-	0	0	1
Aircraft Information							
Make/Model - CESSNA R172K	Eng Make/Model	- CONTINENTA	L ID-360-К	1 ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnii	ng System	- YES
Max Gross Wt - 2550	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 195 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departure	Point		ON AIR	PORT		
Method - UNK/NR	QUINCEY,IL						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC/I	NC		MARION			
Wind Dir/Speed- 300/015 KTS						- 24	100
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds -	Type of Flight				Surface		
Lowest Ceiling - 2300 FT BROK			00	Runway	Status	- ICE COVE	RED
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	STRAIG					
Precipitation - NONE Condition of Light - NIGHT(DARK)		FULL S					
Personnel Information	Age - 51	Madiaal	Contifica		MEDICAL-W		ITT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 51 Rioppial Elight Boyio	weurcar		ht Time (H		AIVER5/LIM	
PRIVATE	Biennial Flight Revie Current - Y	w FS Tot	al -			4 Hrs -	10
SE LAND	Months Since - 1	1 Mak	e/Model-			) Davs- UN	
SE ERID	Aircraft Type - U	NK/NR Ins	trument-	115	Last 9	) Days-	
		21.0					
Instrument Rating(s) - AIRPLANE							
No							
Narrative							
PLT LOST DIRECTIONAL CONTROL OF THE ACFT [ AND CONTACTED A SNOWBANK, AFTER WHICH IT			USIT CRUSS	WIND. INC.	ACT SKIDDI		
AND CONTACTED A SNOWDANK, AFTER WHICH IT	NUSED OVER.						

File No 3	0 2/29/84 M/	ARION,OH	A/C Reg.	No. N736JT	Time (Lc1) - 1930 EST
Occurrence #1 Phase of Operation		N GROUND			
5. DIRECTIONAL CONT	N - CROSSWIND	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation		WITH TERRAIN			
Finding(s) 7. TERRAIN CONDITIO	N - SNOWBANK				
Occurrence #3 Phase of Operation					
Probable Cause					

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

Brief of Accident

File No. - 171 3/04/84 STRONGSVILLE.OH Time (Lc1) - 1658 EST A/C Reg. No. N48898 ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -INSTRUCTIONAL Fire Crew 0 0 Ο. 2 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING \_\_\_\_\_ ----Aircraft Information----Make/Model - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activated - YES/YES Number Engines - 1 Landing Gear - TRICYCLE-FIXED Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 110 HP \_\_\_\_\_ ----Environment/Operations Information----Airport Proximity Weather Data Itinerary Last Departure Point ON AIRPORT Wx Briefing - FSS - ACFT RADIO CLEVELAND,OH Method Airport Data Completeness - PARTIAL, LMTD BY FCSTR Destination Basic Weather - VMC SAME AS ACC/INC STRONGSVILLE Runway Ident Wind Dir/Speed- 150/010 KTS ~ 09 Visibility - 15.0 SM Runway Lth/Wid - 2800/ ATC/Airspace 36 Lowest Sky/Clouds -Type of Flight Plan - NONE Runway Surface - ASPHALT Runway Status - SNOW - DRY Lowest Ceiling - 3700 FT OVERCAST Type of Clearance - NONE Type Apch/Lndg Obstructions to Vision- NONE NONE Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Total - 364 Last 24 Hrs -COMMERCIAL, CFI Current - YES 4 Last 30 Days- UNK/NR SE LAND Months Since - 4 Make/Model-250 Last 90 Davs-Aircraft Type - UNK/NR Instrument-48 89 Multi-Eng -9 Instrument Rating(s) - AIRPLANE \_\_\_\_\_ ----Narrative----THE CFI STATED THAT ON THE SECOND LANDING, DURING THE FLARE, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY DUE TO THE RT CROSSWIND. HE STATED THAT HE ATTEMPTED TO TAKE CONTROL OF THE ACFT BUT IT WAS ALREADY OFF THE RWY IN A TWO TO THREE FT DEEP SNOWBANK. THE ACFT NOSED OVER. PAGE 300

File No. - 171 3/04/84 STRONGSVILLE.OH A/C Reg. No. N48898 Time (Lc1) - 1658 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT З. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT 4. COMPENSATION FOR WIND CONDITIONS - POOR - DUAL STUDENT 5. REMEDIAL ACTION - DELAYED ~ PILOT IN COMMAND(CFI) 6. GROUND LOOP/SWERVE - UNCONTROLLED - DUAL STUDENT 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI) \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. TERRAIN CONDITION - SNOWBANK \_\_\_\_\_ ----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					<b>T</b> 1		
Type Operating Certificate-NONE (GENERAL		rcraft Damage SUBSTANTIAL		Fatal		ries Minor	None
Type of Operation -INSTRUCTIONAL		re	Crew	0	0		2
Flight Conducted Under -14 CFR 91	N	IONE	Pass	0		0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150		- CONTINENTAL			[nstalled/		
Landing Gear - TRICYCLE-FIXED		- 1			tall Warni	ng System	n - YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATI	NG-CARBURE	TUR			
	Rated Power						
nvironment/Operations Information	·						
Veather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Doint		ON AIR	Proximity		
Method - N/A	SAME AS ACC/I			UN AIR	URI		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			•	RE MUNICIP	AL	
Wind Dir/Speed- 300/010 KTS				Runway	Ident	- 28	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -	Type of Flight	Plan - NONE			Surface		•
Lowest Ceiling - 5000 FT BROKE Obstructions to Vision- NONE	N Type of Clearar Type Apch/Lndg			Runway	Status	- DRY	
Precipitation - NONE	Type Apch/Lhug	- TOUCH A	ND GU				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Fligh	nt Time (Ho			
COMMERCIAL, CFI	Current - Y Months Since -	ES Tota	1 -	594	Last 2 Last 3	4 Hrs -	3
SE LAND,SE SEA	Months Since -	3 Make	/Model-	284	Last 3		
	Aircraft Type - U	NK/NR Inst	rument-	79	Last 9	O Days-	85
Instrument Rating(s) - AIRPLANE							
larrative		C MADE THOOPER					
TUDENT PLT MADE A HARD LANDING AND DURING AS ABOARD THE ACFT. BY THE TIME THE CFI T						U IME CFI	
AUGARD THE AGE . OF THE TIME THE CFI I	SOR CORRECTIVE ACTION	THE AUFT STAL	LLU ANU UK	AGGLU A W.			

	ile No	140	3/31/84	DELAWARE, OH	 . No. N11347	Time (Lcl) - 1620 EST
Occurrence	ce	HAF	2D LANDING			

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT

2. RECOVERY FROM BOUNCED LANDING - IMPROPER - DUAL STUDENT

3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None			
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		C	rew O ass O	0 0	0	1 0	
Aircraft Information Make/Model - GRUMMAN G-164B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6075 No. of Seats - 1	Number Engines - Engine Type -	RECIPROCATING-CAR 450 HP	S BURETOR	tall Warnir	ng System	- UNK/NR	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 14000 FT SCA Lowest Ceiling - 25000 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WASH. COURTHOUS Destination LOCAL ATC/Airspace TTERED Type of Flight Pl RCAST Type of Clearance Type Apch/Lndg	int ,OH an - NONE - NONE	OFF AI Airport D Runway Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface - Status -	- N/A - N/A - N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND GLIDER Instrument Rating(s) - AIRPLANE	Age - 39 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK	Medical Certif F Total Make/Model	icate - VALID light Time (H - 8004 - 2280 - 403	MEDICAL-WA ours) Last 24 Last 30	Hrs - ) Days- U	4	

File No 139	4/08/84	LEESBURG, OH	A/C Reg. No. N48546	Time (Lcl) - 1125 EST	
	E OVER DING - ROLL				
Finding(s)					

1. TERRAIN CONDITION - SOFT

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

----Probable Cause----

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

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

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a presidente de la presidente de la construcción de la construcción de la construcción de la construcción de la

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSQNAL Flight Conducted Under -14 CFR 103 Accident Occurred During -CRUISE		Fire NONE	Crew Pass	0 0	1 0	0 0	0 0
Aircraft Information Make/Model - EIPPER QUICKSILVER MX Landing Gear - TRICYCLE-FIXED Max Gross Wt - 460 No. of Seats - 1	Number Engin	- RECIPROCATING		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departur EUGENE,OR	e Point		Airport UNK/NR	Proximity		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 220/004 KTS						UNK/NR	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Fligh Type of Clear Type Apch/Lnd	ance - NONE				UNK/NR UNK/NR	
Personnel Information							
	Age - 40 Biennial Flight Rev	Medical Ce iew		e ~ NO ME t Time (H			
	Current -	N/A Total	- 0	100	Last 24	Hrs -	
	Months Since -	N/A Make/M	odel-	45	Last 30	Days- UNK	:/NR

#### Instrument Rating(s) - NONE

----Narrative----

- -

ACCORDING TO THE PLT, HE WAS OPERATING THE ULTRALIGHT BETWEEN 50 & 200 FT AGL, WHEN HE EXPERIENCED THROTTLE CONTROL DIFFICULTIES. HE REPORTED THAT WHILE CORRECTING THE PROBLEM, HIS ATTENTION TO THE SURROUNDING ENVIRONMENT WAS REDUCED. WHEN HE RETURNED HIS CONCENTRATION TO THE FLT PATH, HE SAW POWER LINE POLES, PERPENDICULAR TO HIS DIRECTION OF FLT, BUT HE BELIEVED HE WOULD CLEAR ANY WIRES. IMMEDIATELY THEREAFTER, THE ULTRALIGHT STRUCK THE 3 TOPMOST WIRES, APRX 27 FT AGL. THE ULTRALIGHT THEN IMPACTED THE GROUND ABOUT 84 FT BEYOND THE WIRES.

\_\_\_\_\_

File No 1	22 1/04/84	JUNCTION CITY,OR	A/C Reg. No. NONE	Time (Lc1) - 1400 PST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS CRUISE	SION WITH OBJECT		
	T - INADEQUATE - F	PILOT IN COMMAND RCRAFT,DIVERTED ATTENTIC	NN - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2,		ard determines that the	Probable Cause(s) of this acci	dent

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft	)amane			Iniur	ies	
		SUBSTANT			Fatal			None
Type of Operation -PERSONAL		Fire	С	rew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	P	ass	0	0	0	1
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA28R-200			1ING ID-360-C			nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE					St	all Warnir	ng System	n - YES
Max Gross Wt - 2650			-FUEL INJECT	ED				
No. of Seats - 4	Rated Powe	er - 2	)O HP 					
Environment/Operations Information	<b>•</b> • • • • • • • • •							
leather Data	Itinerary			,	Airport P			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depar HILLSBOR				ON AIRP	URI		
Completeness - N/A	Destination	,		Λ.	irport Da	ta		
Basic Weather - VMC	SAME AS			~		MUNICIPAL		
Wind Dir/Speed- 030/015 KTS	0					Ident -		
Visibility - 75.0 SM	ATC/Airspace				Runway	Lth/Wid -	5077/	150
Lowest Sky/Clouds - CLEAR		ight Plan - I			Runway	Surface -	ASPHALT	-
Lowest Ceiling - NONE	Type of Cle	earance -	IONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/I	_ndg -	ULL STOP					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information							TVEDC (1. T	
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 48 Biennial Flight I	M	edical Certif	1cate	- VALID	MEDICAL-WA	IVERS/LI	MITI
PRIVATE	Current		r Total			urs)   act 0/	Hre - I	
SELAND	Months Since	- 3	Make/Model	_ `	23	Last 30	Davs-l	
SE EAND	Current Months Since Aircraft Type		Instrument	_	0	Last 90	) Davs-	19
		,					,	
Instrument Rating(s) - NONE								
larrative						DEEN NOTA		
ACFT COLLIDED WITH A DITCH DURING LANDING OF SERVICE EXCEPT FOR THE LAST 2000 FT. TH								
RUCTION DITCH HAD BLOWN OVER PRIOR TO HIS			DARKIEKS MA	RAING	THE POST	TION OF TH	1	
ROUTION DITCH HAD BEOWN OVER FRIOR TO HI.	J LANDING.							

File No. - 127 1/14/84 NEWPORT, OR A/C Reg. No. N55624 Time (Lc1) - 1135 PST \_\_\_\_\_ Occurrence ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. NOTAMS - NOT USED - PILOT IN COMMAND 4. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE 5. AIRPORT OPERATIONS - INADEQUATE - AIRPORT PERSONNEL ---------Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Inju	uries	
		SUBSTANTI		Fat <b>a</b> l	•		None
Type of Operation -PERSONAL		Fire		ew O	0	-	1
Flight Conducted Under -14 CFR 91		NONE	Pa	iss O	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-18-135			IING 0-290-D2	EL.	[ Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		gines – 1			Stall Warni	ing System	- YES
Max Gross Wt - 1750			ROCATING-CARE	URETOR			
No. of Seats - 2	Rated Pow	er - 13 	15 HP				
Invironment/Operations Information							
leather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON A	IRSTRIP		
Method - N/A	KLAMATH	,					
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	LOCAL			_	<b>-</b> · ·		
Wind Dir/Speed- 240/010 KTS					ay Ident		
Visibility - 10.0 SM Lowest Sky/Clouds -	ATC/Airspace	ight Plan - N			ay Lth/Wid ay Surface		
Lowest Ceiling - 1200 FT OVER					ay Surface ay Status		JRF
Obstructions to Vision- NONE	Type Apch/			KUIIWa	ay status	- WCI	
Precipitation - NONE	туре дрепу	Lindy	IONE				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44	Ме	dical Certifi	cate - VAL	D MEDICAL-W	AIVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennia! Flight	Review		ight Time			
COMMERCIAL	Current Months Since	- YES	Total -	2066	Last 2	24 Hrs -	1
SE LAND, ME LAND			Make/Model-	200	Last 3	30 Days- UN	IK/NR
GLIDER	Aircraft Type	e – UNK/NR		51	Last 9	90 Days-	30
			Multi-Eng -	11	Rotorc	craft -	25
Instrument Rating(s) - AIRPLANE							
larrative							
LT ATTEMPTED A TAKEOFF ON A SLUSHY SOFT							
ERATION. DURING THE ABORT THE ACFT COLLI						INS AND	
RETOR ICE.	DED MINN A TENDE /						

File No	65 1/22/84	KLAMATH FALLS,OR	A/C Reg. No. N99620	Time (Lc1) - 1210 PST
Occurrence #1 Phase of Operation				
5. OBJECT - FENCE	RRAIN - SELECTED - ON - CARBURETOR IC ATA - NOT UNDERSTO ON - MISJUDGED - P	PILOT IN COMMAND ING CONDITIONS OD - PILOT IN COMMAND ILOT IN COMMAND		
Occurrence #2	NOSE OVER	RUN		

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

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

2

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da		<b>5</b> - + - 1	Injur		Nama
Type of Operation -PERSONAL		SUBSTANTIA Fire		Fatal w O	Serious O	Minor O	• None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Cre Pas		0	0	1
Accident Occurred During -LANDING			ras		-	-	. 1
Aircraft Information							
Make/Model - PIPER PA-20			NG 0-290-D				
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				itall Warnir	ng Syste	em – YES
Max Gross Wt - 1800	Engine Type		ROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power	- 125					
Environment/Operations Information							
Veather Data	Itinerary	n - Dadat			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departu			UFF AJ	RPORT/STRIF	,	
	PENDLETON.	UR		Ainmont D	ate.		
Completeness - UNK/NR Basic Weather - VMC	Destination	00		Airport [	ata		
Wind Dir/Speed- CALM	LORDS FLAT	, UR		Bunway	Jdent -	NI/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -	Type of Flic	nht Dlan - Nr	NE		Surface -		
Lowest Ceiling - 1500 FT BRO	KEN Type of Clea				Status -		CRUSTED
Obstructions to Vision- NONE	Type Apch/Lr		RCED LANDING	Kariway	514145	5110 1	0100120
Precipitation - NONE		iag ic	KOLD LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33	Mec	dical Certific			) WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			ght Time (H			
PRIVATE	Current	- YES	Total -	125		Hrs -	
SE LAND	Months Since		Make/Model-				
	Aircraft Type	- UNK/NR	Instrument-	5	Last 90	) Days-	70
Instrument Rating(s) - NONE							
Narrative							
ACFT NOSED OVER DURING A FORCED LANDING						SE POWE	R
BOUT 6500 FT MSL. AN INSPECTION OF THE E	NG DID NOT REVEAL AM	Y MECHANICAL	MALFUNCTION	OR DISCREPA	NCY.		

File No 1	25 1/27/84 IMNAHA,OR	A/C Reg. No. N7771K	Time (Lc1) - 1130 PST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICA CRUISE - NORMAL	L	
	BURETOR - ICE AT - IMPROPER USE OF - PILOT IN COMMAN DN - CARBURETOR ICING CONDITIONS	D	
Occurrence #2 Phase of Operation	LANDING - FLARE/TOUCHDOWN		
Occurrence #3	NOSE OVER LANDING - ROLL		

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

is/are finding(s) 2

Basic Information						
Type Operating Certificate-EXTERNAL		craft Damage		Injur		
		STROYED	Fatal			None
Type of Operation -POSITIONI Flight Conducted Under -14 CFR 91			Crew 1	1	-	0
Accident Occurred During -TAXI	NUI		Pass O	0	-	0
Aircraft Information						
Make/Model - SIKORSKY S-61L	Eng Make/Model		EL1	Installed/4		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warnir	ng System	- NO
Max Gross Wt - 22000	Engine Type					
No. of Seats - 2	Rated Power	- 1500 HP				
nvironment/Operations Information				<b>-</b>		
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF			ON AI	RPORT		
Method - N/A	SAME AS ACC/INC	2				
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	UNK/NR			RD-JACKSON C		
Wind Dir/Speed- CALMABLE					UNK/NR	
Visibility - 30.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 18000 FT				y Surface -		
Lowest Ceiling - 18000 FT 0			Runwa	ay Status -	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	100 25	Madiael Canti				/1 TMTT
Certificate(s)/Rating(s)	Age - 35 Biennial Flight Review	Medical Certi	Flight Time (		WAIVERS	
COMMERCIAL, ATP	Current - YES		- 10000		Hrs - U	
SE LAND	Months Since - 7		1~ 5000		) Days-	
HELICOPTER	Aincheft Type - 10		1- 5000		) Days-	
HELICOPTER	Aircraft Type - UN	Multi-Epa	- 25		aft -	
		MULT TENG	- 25	ROTOPER	art -	8900
Instrument Rating(s) - AIRPLANE	,HELICOPTER					
larrative						
LT DEVIATED FROM THE PAINTED TAXI LIN			WITH A HANGAR			
HIT THE DOOR AND FLYING DEBRIS DAMAG			HIN A HANGAR	book. The p		
	2 LANGERS, O AGET AND 2 C	/h/y.				

2/05/84 MEDFORD, OR A/C Reg. No. N6981R File No. - 12 Time (Lc1) - 1140 PST ------Occurrence #1 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. OBJECT - BUILDING(NONRESIDENTIAL) 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND 3. OBJECT - BUILDING(NONRESIDENTIAL) 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND \_\_\_\_\_ ----Probable Cause----

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

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

asic Information			_					
Type Operating Certificate-ON-DEMAND AI	R TAXI	Aircraft			<b>F</b> - 1 - 1	Injur		
Name of Carrier -AEROSPORT	AESTIC MATL ONLY	SUBSTAN Fire	IIAL	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -NON SCHED,DOM Flight Conducted Under -14 CFR 135	MESTIC, MAIL UNLY	NONE		Pass	-	0	0	0
Accident Occurred During -LANDING		NOME		F 4 5 5	0	0	Ū	Ū
ircraft Information							~	
Make/Model - PIPER PA-34-200			DMING ID-360	)		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				S	tall Warnir	ng System	- YES
Max Gross Wt - 3600			IP-FUEL INJE	CTED				
No. of Seats - 2	Rated Power	·	180 HP					
nvironment/Operations Information eather Data	Itipopopy				Ainnont	Proximity		
Wx Briefing - FSS	Itinerary Last Departu	ure Point			ON AIR			
Method - TELEPHONE	SAME AS AC				UN AIR	FURI		
Completeness - WEATHER NOT PERTINENT					Airport D	ata		
Basic Weather - IMC	REDMOND, OF	2				MUNICIPAL		
Wind Dir/Speed- CALM						Ident -	12	
Visibility - 2.000 SM	ATC/Airspace				Runway	/Lth/Wid -	5100/	150
Lowest Sky/Clouds - PART OBS	Type of Flig					Surface -		
Lowest Ceiling - OBSCURED	Type of Clea				Runway	Status -	SNOW -	WET
Obstructions to Vision- NONE	Type Apch/Lr	ndg -	TRAFFIC PAT					
Precipitation - SNOW			PRECAUTIONA	ARY LAP	NDING			
Condition of Light - NIGHT(DARK)								
ersonnel Information		•	-					
Pilot-In-Command			Medical Cert				WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re		<b>T</b> - 1 - 1		ht Time (H		11	•
	Current		Total Make/Moo		1264	Last 24 Last 30		2 18
SE LAND, ME LAND	Months Since Aircraft Type					Last 30		50
	апспатт туре	- UNK/NK	Multi-Er			Last st	Days-	50
Instrument Rating(s) - AIRPLANE								
arrative								
AFRATIVE PARTURE THE PILOT HEARD A THUMPING NOISE						TOUTS WENT		
TED A VISUAL RETURN AND APPROACH TO A PRI								
TED A VISUAL RETURN AND AFFRUACH TU A FR	ECAULIONART EANDING	a. DURING	THE LANDING	RULL,		MAIN GLAR C	OLLAF JED	•

File No	72 2/09/84	BURNS, OR	A/C Reg. No. N16333	Time (Lc1) - 1910 PST	
Occurrence #1 Phase of Operation					
		INED - PILOT IN COMM - PILOT IN COMMAND	MAND		
Occurrence #2 Phase of Operation					
Finding(s) 4. LANDING GEAR,MA	IN GEAR ATTACHMENT				
Probable Cause			· · · · · · · · · · · · · · · · · · ·		
The National Transpo	rtation Safety Board	d determines that th	ne Probable Cause(s) of this accio	lent	

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

is/are finding(s) 2,3

Type Operating Certificate-NONE (GENE	S	∩craft Damage JBSTANTIAL		Fatal		Minor	None
Type of Operation -INSTRUCTIO Flight Conducted Under -14 CFR 91		<b>^e</b> DNE	Crew Pass	0		0	1
Accident Occurred During -LANDING	IVI						-
Aircraft Information							
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED		- LYCOMING 0-320 - 1			Installed/A tall Warnin		
Max Gross Wt - 2150		- RECIPROCATING			tali warnin	ig system	- 165
No. of Seats - 4	Rated Power	- 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departure i	Point		ON AIR	PORT		
Method - UNK/NR	ROSEBURG, OR				- + -		
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL		А	irport D	aτa RG MUNICIPA		
Wind Dir/Speed- VARIABLE/007 KTS	LUCAL					34	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 5000 FT SC		plan -			Surface -		
Lowest Ceiling - 10000 FT BR				2	Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		GO	····· <b>,</b>	• • • • • • •		
Precipitation - NONE	31 offer ( = 0.3						
Condition of Light - DAYLIGHT							
Personnel Information							/. <b></b>
Pilot-In-Command	Age - 26	Medical Cer				WAIVERS/	LIMII
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N		Fight	Time (H			3
STUDENT	Months Since - N	A TULAT A Mako/Ma	- del-	17	Last 24	Days- UN	
	Aircraft Type - N		ment-	0	Last 90	Days- Un Days-	
	Andrant Type IN,	A Instru	lient	0		buyb	.,
Instrument Rating(s) - NONE							
Narrative							
ACFT DRIFTED LEFT DURING THE STUDENT PI						ACET	
OVER. THE CFI ON THE GROUND SAID THE						ACT	
Sover: The off on the accord said the							

Time (Lc1) - 1420 PST File No. - 33 2/18/84 ROSEBURG, OR A/C Reg. No. N733VX ------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND . . . . . . . . . . . . . . . . . . . Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - APPROACH LIGHT/NAVAID Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 64 2/18/84 ALBANY	, OR	A/C Reg. No. N	91123 	T 	ime (Lcl) -	1445 PS	r 
-Basic Information Type Operating Certificate-NONE (GENERAL	S	rcraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		re IONE	Crew Pass	0 0	0 0	0	1 0
-Aircraft Information Make/Model - NAVION A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 5	Eng Make/Model Number Engines Engine Type Rated Power	- CONTINENTAL - 1 - RECIPROCATI - 205 HP		S	Installed/A tall Warnin	ctivated g System	- YES-UNK/ - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure ALBANY,OR	Point			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/008 KTS Visibility - 30.0 SM	Destination HILLSBORO,OR ATC/Airspace ERED Type of Flight	ce - NONE		Runway Runway Runway	NUNICIPAL Ident - Lth/Wid - Surface -		
	Age - 52 Biennial Flight Revie			e – VALID t Time (H	MEDICAL-WA	IVERS/LIM	1IT
PRIVATE SE LAND	Current - N Months Since - 3 Aircraft Type - U	0 Tota 5 Make	0	617 186	Last 24 Last 30	Hrs - Days- UN Days- UN	
Instrument Rating(s) - NONE							
-Narrative ACFT CRASHED INTO A TREE AND A FENCE DURIN ER TAKEOFF. INVESTIGATION REVEALED THAT THE D. THE RIGHT TIP TANK CONTAINED LESS THAN 5	ACFT HAD ONLY ONE CU	P OF FUEL MIXE	D WITH WAT	ER AND RU			3

File No. - 64 2/18/84 ALBANY, OR A/C Reg. No. N91123 Time (Lcl) - 1445 PST ------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. JUDGEMENT - POOR - 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. OBJECT - TREE(S) 5. OBJECT - FENCE ----Probable Cause----

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

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

	NERAL AVIATION) Aircraft	Damage		Injur		
	DESTROY		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Crew	2	0	0	0
Flight Conducted Under -14 CFR 9	1 NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT						
ircraft Information						
Make/Mode1 - PIPER PA-28-J3A5D	Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		ç	Stall Warnir	ng System	- YES
Max Gross Wt - 3000	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -					
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF A	IRPORT/STRIP	<b>b</b>	
Method - ACFT RADIO	RENO, NV					
Completeness - FULL	Destination		Airport [			
Basic Weather - IMC	HILLSBORO,OR		HILLSE			
Wind Dir/Speed- CALM				y Ident -		
Visibility - 2.500 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - 500 FT S	SCALLERED Type of Flight Plan -	IFR		y Surface - y Status -		
					• w ⊢ i	
Lowest Ceiling - 900 FT (	Type of Cleanance -		Kullway	/ Status		
Obstructions to Vision- FOG	Type Apch/Lndg -	ILS-COMPLETE	Rullway	/ Status		
Obstructions to Vision- FOG Precipitation - RAIN	Type Apch/Lndg	ILS-COMPLETE	Kullway	, status		
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Type Apch/Lndg	ILS-COMPLETE				
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information	Type Apch/Lndg -	ILS-COMPLETE				
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Type Apch/Lndg -	ILS-COMPLETE	te - VALI			
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg - Age - 41 Biennial Flight Review	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI	
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT 	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI	5
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES Months Since - 9	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	AIVERS/LII Hrs - Days-	5 16
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT 	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	ILS-COMPLETE Medical Certifica Flig Total - Make/Model-	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI Hrs - Days- Days-	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT 	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI Hrs - Days- Days-	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT 	Type Apch/Lndg - Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	ILS-COMPLETE Medical Certifica Flig	te - VALII ht Time (F	) MEDICAL-WA Hours)	IVERS/LI Hrs - Days- Days-	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANG darrative CFT CRASHED DURING AN INSTRUMENT APPF	Type Apch/Lndg Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	ILS-COMPLETE Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - U	te - VALIC ht Time (H 2740 40 173 NK/NR EING THE A	O MEDICAL-WA Hours) Last 24 Last 30 Last 90 Rotorcr	AIVERS/LII Hrs - Days- Days- aft - UI	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANG AIRPLANG AN INSTRUMENT APPF LOW OVERCAST SKY CONDITION PRIOR TO T	Type Apch/Lndg Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	ILS-COMPLETE Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - U SESSES REPORTED SE GAGE REVEALED THAT	te - VALIE ht Time (F 2740 40 173 NK/NR EING THE A THE STABJ	D MEDICAL-WA Hours) Last 24 Last 30 Last 90 Rotorcr ACFT BELOW A ILATOR FAILE	AIVERS/LII Hrs - Days- Days- aft - UI	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Instrument Rating(s) - AIRPLANG COMMERCIAL SE LAND, ME LAND, SE SEA	Type Apch/Lndg Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR ROACH TO HILLSBORO AIRPORT. WITM	ILS-COMPLETE Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - U SESSES REPORTED SE GAGE REVEALED THAT	te - VALIE ht Time (F 2740 40 173 NK/NR EING THE A THE STABJ	D MEDICAL-WA Hours) Last 24 Last 30 Last 90 Rotorcr ACFT BELOW A ILATOR FAILE	AIVERS/LII Hrs - Days- Days- aft - UI	5 16 24
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA Instrument Rating(s) - AIRPLANG AIRPLANG AN INSTRUMENT APPF LOW OVERCAST SKY CONDITION PRIOR TO T	Type Apch/Lndg Age - 41 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR ROACH TO HILLSBORO AIRPORT. WITM	ILS-COMPLETE Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng - U SESSES REPORTED SE GAGE REVEALED THAT	te - VALIE ht Time (F 2740 40 173 NK/NR EING THE A THE STABJ	D MEDICAL-WA Hours) Last 24 Last 30 Last 90 Rotorcr ACFT BELOW A ILATOR FAILE	AIVERS/LII Hrs - Days- Days- aft - UI	5 16 24

File No 16	6 2/19/84	MOUNTAINDALE, OR	A/C Reg. No. N83382	Time (Lc1) - 1655 PST
_	LOSS OF CONTROL -			
hase of Operation	APPROACH - FAF/OU	TER MARKER TO THRESHOLD	D (IFR)	
inding(s)				
1. WEATHER CONDITIO				
2. WEATHER CONDITIO				
3. DESIGN STRESS	LIMITS OF AIRCRAFT	- EXCEEDED - PILOT IN		
Dccurrence #2	'	T/SYSTEM FAILURE/MALFUN	NCTION	
Phase of Operation	DESCENT - UNCONTR	ULLED		
inding(s)				
<b>U</b>	TABILATOR - SEPARA	TION		
	V			

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

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

Type Operating Certificate-NONE (GENERA		Aircraft Dama	200		Iniu	nies	
		SUBSTANTIAL	Fatal	Serious	Injuries rious Minor N		
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - PIPER J3C-65	M-1 /M-					· · · · · · · · · · · · ·	NO N
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mo Number Engi	del - CONTINEN nes - 1	NIAL A80	ELI 1 St	nstalled/ all Warni	ng System -	
Max Gross Wt - 1220		- RECIPROC				ng system	110
No. of Seats - 2	Rated Power						
Environment/Operations Information	<b>T</b> 1 1						
/eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	no Point		Airport P ON AIRS			
Method - N/A	ALPINE.OR	re Fornt		UN AIRS	IKIP		
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	ELMIRA, OR			CROW-MA			
Wind Dir/Speed- 220/006 KTS				Runway	Ident	- 33	
Visibility - 15.0 SM	ATC/Airspace					- 3200/	
Lowest Sky/Clouds - 3200 FT SCAT						- GRASS/TUR	F
Lowest Ceiling - 5500 FT BROK Obstructions to Vision- NONE				Runway	Status	- WEI	
Precipitation - NONE	Type Apch/Lh	idg - TOUC	HAND GU				
Condition of Light - DAYLIGHT							
	Age - 44		cal Certificat			IO WAIVERS/L	IMIT
Pilot-In-Command	Distante I Flicket De			nt Time (Ho		4 Hrs -	2
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Re			222			
Certificate(s)/Rating(s) PRIVATE	Current	- YES T	Total - Make/Model-	332 261	Last 2	O Davs- LINK	
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Re Current Months Since Aircraft Type	- YES T - 18 M	/ake/Model-	261	Last 3	0 Days- UNK 0 Days-	32
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current Months Since	- YES T - 18 M	/ake/Model-	261	Last 3	0 Days- U <b>N</b> K 0 Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Current Months Since	- YES T - 18 M	/ake/Model-	261	Last 3	O Days- UNK O Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Jarrative	Current Months Since Aircraft Type	- YES T - 18 M - UNK/NR I	Make/Model- Instrument-	261 2	Last 3 Last 9	0 Days-	
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Current Months Since Aircraft Type AFTER A POWER LOSS	- YES T - 18 M - UNK/NR I DURING THE TAK	Make/Model- Instrument- 	261 2 CLIMB. THE	Last 3 Last 9 	O Days-	

File No. - 167 3/12/84 ELMIRA,OR A/C Reg. No. N68925 Time (Lc1) - 1640 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB 1. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 2. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. OBJECT - TREE(S) 4. OBJECT - WIRE, TRANSMISSION ----Probable Cause----

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

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

asic Information Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft	Damage		Injur	ries	
		SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -INSTRUCT		Fire		W O		0	2
Flight Conducted Under -14 CFR 9	1	NONE	Pass	s O	0	0	1
Accident Occurred During -LANDING							
ircraft Information					/		
Make/Model - CESSNA 172RG	Eng M	lake/Model - LYC	OMING 0-360-F1A6	ELT	Installed/A		
Landing Gear - TRICYCLE-RETRACTABL					tall Warnir	ng System	- YES
Max Gross Wt - 2200 No. of Seats - 4		ne lype - REC d Power -	IPROCATING-CARBU	RETUR			
	Rated	Power -	160 HP				
nvironment/Operations Information				<b>A</b> <sup>1</sup> <b>b</b>	D		
eather Data W× Briefing - NO RECORD OF BRIE	Itinerar	<sup>r</sup> y Departure Point		ON AIR	Proximity		
Method - N/A		ERSBURG, VA		UN AIR	PURI		
Completeness - N/A	Destina			Airport D	ata		
Basic Weather - VMC		OWN.PA		MT.JO			
Wind Dir/Speed- UNK/NR	PIG I I	ount, i h			Ident -	- 27	
Visibility - 15.0 SM	ATC/Airs	space			Lth/Wid -		40
Lowest Sky/Clouds - 20000 FT	SCATTERED Type	of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Type	of Clearance -	NONE	Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type A	pch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE							
Condition of Light - NIGHT(DAR	K) 						
ersonnel Information							
Pilot-In-Command	Age - 26		Medical Certifica			) WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Fli	ght Review	Flig	ght Time (H			
COMMERCIAL, CFI	Current	- YES	Total -	1073	Last 24	Hrs -	4
SE LAND, ME LAND	Months S	Since - 6 : Type - UNK/NR	Make/Model- Instrument-	28	Last 30	) Days- U	NK/NR
	Aircrati	Type - UNK/NR	Multi-Eng -	137	Last 90	Days-	47
			Multi-Eng -	130			
Instrument Rating(s) - UNK/NR							
arrative							
CFT STRUCK A SNOWBANK DURING A NIGHT	LANDING. THE CFI	STATED EVERYTH	ING WAS NORMAL UN	NTIL FLAREO	UT WHEN THE	ACFT	
TO SETTLE. AFTER STRIKING THE SNOWB							

File No	55 1/28/84	MARIETTA,PA	A/C Reg. No. N9508B	Time (Lc1) - 1930 EST
Occurrence #1 Phase of Operation				
3. LIGHT CONDITION	ENT - NOT IDENTIFI			
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 5. DIRECTIONAL CON 6. DIRECTIONAL CON	TROL - NOT CORRECTI	ED - DUAL STUDENT	2	~
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo is/are finding(s) 2,		nd determines that th	ne Probable Cause(s) of this accide	ent

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

#### National Transportation Safety Board Washington, D.C. 20594 Brief of Accident File No. - 59 1/29/84 PHILADELPHIA, PA A/C Reg. No. N99JW Time (Lc1) - 1820 EST \_\_\_\_\_ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Minor Fatal Serious None Type of Operation -BUSINESS Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 8 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - SWEARINGEN SA-226T Eng Make/Model - AIRE TPE-331 ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 12500 Engine Type - TURBOPROP No. of Seats - 8 - 904 HP Rated Power ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefina - UNK/NR Last Departure Point ON AIRPORT Method - UNK/NR BURLINGTON, VT Completeness - UNK/NR Destination Airport Data Basic Weather - UNK/NR PHILADELPHIA, PA PHILADELPHIA Wind Dir/Speed- 270/005 KTS Runway Ident - 17 Visibility - 2.000 SM ATC/Airspace Runway Lth/Wid - 5460/ 150 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - IFR Runway Surface - ASPHALT - 1000 FT OVERCAST Type of Clearance - IFR Lowest Ceilina Runway Status - DRY Obstructions to Vision- FOG Type Apch/Lndg - ILS-LOCALIZER Precipitation - RAIN TRAFFIC PATTERN Condition of Light - DUSK ----Personnel Information----Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Aae -29 . Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) ATP Current - YES Total - 6510 Last 24 Hrs -1 Months Since - 1 SE LAND.ME LAND Make/Model-576 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- 600 Last 90 Days-100 Multi-Eng -3500 Instrument Rating(s) - AIRPLANE ----Narrative----THE PLT BROKE OUT OF THE OVERCAST AT 1000 FT LOWERED FLAPS AND LANDED THE ACFT WITH THE GEAR RETRACTED. THE PLT SAID HE HAD LOWERED THE GEAR. THE GEAR WARNING HORN REPORTEDLY DID NOT SOUND.

File No	59 1/29/84	PHILADELPHIA, PA	A/C Reg. No. N99JW	Time (Lc1) - 1820 EST
Occurrence	COMPLETE GEAR CO	LLAPSED		
Phase of Operation	LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. LANDING GEAR,GE 2. WHEELS UP LAN 3. CHECKLIST - NOT	DING - INADVERTENT	- PILOT IN COMMAND		
Probable Cause				

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

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

Brief of Accident

File No 31 2/15/84 NEW CAS	A/C R	eg. No. N64666	ا 	ime (Lc1) -	1600 ES	 
asic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	Injuries Fatal Serious Minor				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	1 0	0 0
ircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2100 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	S	Installed/A tall Warnir		
nvironment/Operations Information	<b>T b b c c c c c c c c c c</b>					
eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/015 KTS	Destination LOCAL			ata STLE MUNICI Ident -		
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface - Status -	2855/ DIRT	100
Condition of Light - DAYLIGHT  ersonnel Information						
Pilot-In-Command	Jiennial Flight Review	Medical Certificat Fligh	t Time (H		IVERS/LI	TIM
PRIVATE SE LAND	Current - YES Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model-	265 1	Last 24 Last 30	Hrs - Ul Days- Days-	NK/NR 1 4

Instrument Rating(s) - NONE

----Narrative----

THE FLT TOOKOFF TO PRACTICE TOUCH AND GO LANDINGS WITH ABOUT 1/4 TANK OF FUEL SHOWING ON THE GAUGES. AFTER BOUT 15 MINUTES OF FLT AND ONE TOUCH AND GO LANDING THE PLT TURNED TO FINAL APPROACH AND THE ENGINE QUIT. A FORCED LANDING WAS MADE 1 MILE OFF THE ARPT. DURING THE LANDING THE ACFT COLLIDED WITH A CULVERT. DURING A POST ACCIDENT CHECK NO FUEL WAS FOUND IN THE LEFT TANK WITH NO EVIDENCE OR LEAKAGE. THE RIGHT TANK CONTAINED ABOUT 5 GALS OF FUEL. THE PLT HAD STATED HE WAS LANDING WITH THE FUEL SELECTOR ON BOTH TANKS AND WHEN THE ENGINE STOPPED HE SWITCHED TO THE RIGHT TANK BUT THE ENGINE FAILED TO RESTART.

File No. - 31 2/15/84 NEW CASTLE, PA A/C Reg. No. N64666 Time (Lc1) - 1600 EST ------Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ \_\_\_\_\_ ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - ROLL \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----

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

PAGE 331

asic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Injur	ies	
		NTIAL		Serious		None
Type of Operation -PERSONAL	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - CESSNA ¥206F		NTINENTAL IO-520		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ig System	- UNK/N
Max Gross Wt - 3300	Engine Type - RE		TOR			
No. of Seats - UNK/NR	Rated Power -	300 HP				
nvironment/Operations Information						
eather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			UNK/NR			
Method - N/A	ST. CROIX,VI Destination					
Completeness - N/A Basic Weather - VMC	Destination AGUADILLA,PR		Airport Da	ata		
Wind Dir/Speed- 080/008 KTS	AGUADILLA, PR		Punyay	Ident -		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 2000 FT SCA	TTERED Type of Flight Plan	- NONE		Surface -		
	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 47	Medical Certificat			IVERS/LIN	1I T
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (Ho	purs)		-
PRIVATE	Current - YES	Total -	6474	Last 24	Hrs -	
SE LAND	Months Since - 17 Aircraft Type - UNK/NR	Make/Model-	6474	Last 30	Days- UN	NK/NR
	Aircraft lype - UNK/NF	Instrument- UN	K/NR	Last 90	Days-	1/8
		Multi-Eng - UN	K/NR	ROTOPER	aft - UN	NK/ NK
Instrument Rating(s) - NONE						
arrative						
_T RELATED THAT THE FLT DEPT ST CROIX W	ITH 28 GAL OF FUEL ABOARD. I	N THE VICINITY OF A	RECILO, PR	R THE ENG L	OST	
. EXAMINATION OF THE FUEL TANKS SHOWED	MORE THAN 8 GAL OF FUEL BUT	"THE FUEL BLADDER T	RAPPED THE	E FUEL FROM	l	
NG INTO THE ENGINE.						

File No. - 179 3/15/84 ARECIBO, PR A/C Reg. No. N51032 Time (Lc1) - 1645 AST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) FLUID.FUEL - STARVATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, TANK - BLOCKED(PARTIAL) 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. FUEL SYSTEM, TANK - BUCKLED 6. FUEL SYSTEM, TANK - DISTORTED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_\_ . \_ \_ \_ \_ \_ \_ \_ ----Probable Cause----

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

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

	Brief	of Accident					
File No 46 2/26/84 WA	_TERBORO,SC	A/C Reg.	No. N6720P	Т	ime (Lc1) -	1620 EST	
-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	L Crew				None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass		õ	ō	3
Aircraft Information	,			_			
Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE		Model - LYCOMI gines - 1	NG 0-540-A1D5		Installed/Ad tall Warning		
Max Gross Wt - 2800		pe - RECIPR	DCATING-CARBUR		itari warning	J System	- 165
No. of Seats - 4	Rated Pow	er - 250					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF	•			ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS Destination			Airport D	0+0		
Basic Weather - VMC	LOCAL				BORO MUNICI	⊃ <b>∆</b> ا_	
Wind Dir/Speed- 110/010 KTS					Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - 25000 FT S					Surface -		
Lowest Ceiling - NONE	Type of Cl	earance - NO	NE	Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/		AFFIC PAILERN LL STOP				
Condition of Light - DAYLIGHT		FU	LL STOP				
Personnel Information							
Pilot-In-Command	Age - 46 <sup>.</sup>	Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	lours)		
	Current Monthe Since	- YES	Total -	2030	Last 24	Hrs - UN	K/NR
SE LAND	Biennial Flight Current Months Since Aircraft Typ	= 3 e - UNK/NR	Instrument-	9	Last 30 Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
PLT DID NOT GET A GREEN GEAR DOWN INDIC							
TOLD THAT THE LANDING GEAR LOOKED DOWN COLLAPSED. THE LANDING GEAR WAS OPERA							
2 DID NOT LOCK DOWN ON THE 1ST ATTEMPT (							
R STATED THAT HE DID NOT AUTHORIZE THIS							
R HE (THE OWNER) HAD OBTAINED A FERRY F		· · · · · · · · · · · · ·					

File No	46	2/26/84	WALTERBORO,SC	A/C Reg.	No. N6720P	Time (Lc1) - 1620 EST	
Occurrence #1 Phase of Operation	AIRFRAM Approace	,	T/SYSTEM FAILURE/MA	LFUNCTION			
2. MAINTENANCE,ANN 3. LANDING GEAR,NO 4. EMERGENCY PRO 5. IMPROPER US	UAL INSPE RMAL RETR CEDURE - 1 E OF PROCI	CTION - EX ACTION/EXT IMPROPER - EDURE,LACK	PERFORMED - PILOT CEEDED - ENSION ASSEMBLY - I PILOT IN COMMAND OF TOTAL EXPERIENCI D - PILOT IN COMMANI	JNLOCKED E IN TYPE OF AIRCR	AFT - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation							
Probable Cause The National Transpo							

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

is/are finding(s) 4,5,6

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Inju	ries		
					rious Minor None		
Type of Operation -PERSONAL	Fire	Crew		0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Pass		0	0	1	
Aircraft Information Make/Model - AERO COMMANDER 560F Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7500 No. of Seats - 7	Eng Make/Model - L` Number Engines - 3 Engine Type - RI	COMING IGO-540-B1A	ELT	Installed// tall Warnin			
Environment/Operations Information Weather Data W× Briefing - UNK/NR	Itinerary		Airport				
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure Poin <sup>.</sup> CHAMBLEE.GA	C	ON AIR				
Completeness - WEATHER NOT PERTINENT			Airport Da	ata			
Basic Weather - VMC	SAME AS ACC/INC		HILTON				
Wind Dir/Speed- 230/004 KTS Visibility - 15.0 SM	ATC/Airspace			Ident · Lth/Wid ·	- 21	75	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		75	
Lowest Ceiling - NONE	Type of Clearance	- VFR		Status -			
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type Apch/Lndg	- FULL STOP					
Personnel Information							
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 52 Biennial Flight Review	Medical Certifica	te ~ VALID ht Time (Ho		AIVERS/LIN	AIT	
COMMERCIAL	Current - NO	Total -	2016	last 24	1 Hrs - UN	NK/NR	
SE LAND, ME LAND	Months Since - 35	Make/Model-	1163	Last 30	) Days- UN	JK/NR	
	Aircraft Type - UNK/NF	? Instrument- Multi-Eng -	441	Last 90	) Days-	7	
Instrument Rating(s) - AIRPLANE							
-Narrative							
E ACFT WAS LANDED WITH THE GEAR RETRACTED. RING ON THE LANDING GEAR EXTENSION/RETRACT IDING GEAR. THE LANDING GEAR SYSTEM WAS UND	ION SYSTEM. THE PLT DID NOT	REPORT USING A CH	ECKLIST OR				

R.,

File No 190 4/06/84 HILTON,SC	A/C Reg. No. N6368U	Time (Lc1) - 1954 EST	
Occurrence COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN			
Finding(s) 1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND 2. LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION 3. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND			
Probable Cause			

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

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

-Basic Information Type Operating Certificate-NONE (GENER/	AVIATION) Aircr	aft Damage		Ĭr	ijuries	
	,	TANTIAL	Fat	al Serio	s Minor	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
-Aircraft Information				~~~~~~~		
Make/Model - CESSNA 172	Eng Make/Model -			ELT Installe		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall War	ning System	- YES
Max Gross Wt - 2600 No. of Seats - 4	Engine Type - Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			ort Proximit	У	-
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	E Last Departure Poi SAME AS ACC/INC	nt	ÛN	AIRPORT		
Completeness - N/A	Destination		Airpo	rt Data		
Basic Weather - VMC	BOZEMAN, MT		•	STER COUNTY		
Wind Dir/Speed- 360/017 KTS	002211111,111			nway Ident	- 25	
Visibility - 20.0 SM	ATC/Airspace			nway Lth/Wic		100
Lowest Sky/Clouds - 3500 FT SCA1				nway Surface		
Lowest Ceiling - 8000 FT BRDk			Ru	nway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information						·· -··
Pilot-In-Command Certificate(s)/Rating(s)	Age – 40 Biennial Flight Rèview		Flight Tim		-NU WAIVERS,	
PRIVATE	Current - YES	Total	- 80		24 Hrs -	1
SELAND	Months Since - 4	Make/Mode	1- 54	Last	30 Daγs- U	
	Months Since - 4 Aircraft Type - UNK/	NR Instrumer	t- UNK/NR	Last	90 Days-	
		Multi-Eng	- UNK/NR	Roto	rcraft - U	NK/NR
Instrument Rating(s) - NONE						
-Narrative ACFT COLLIDED WITH A SNOW BERM DURING LAN	DING AND NOSED OVER. THE	PLT SAID THEY WE	RE HIT BY	A WIND SHEAR	CROSSWIND	
A A VALLEY 90 DEGREES TO THE RWY.						

File No	74 1/09/84 CUS	TER,SD A/C Reg.	No. N64253	Time (Lcl) - 1115 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON ( LANDING - ROLL	GROUND		
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) % f(x) = 0

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Brief of Accident

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-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircra	Aircraft Damage		Injuries			
		ANTIAL	Fatal			None	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Crew Pass		1 0		0	
Accident Occurred During -DESCENT		rass	-	-	•	0	
Aircraft Information							
Make/Model - PIPER PA-22-150	Eng Make/Model ~ L	YCOMING 0-320 1	ELT	Installed/A			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000		I ECIPROCATING-CARBURE		tall Warnin	g system -	- UNK/NR	
No. of Seats - 4	Rated Power -	150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
W× Briefing - FSS Method - TELEPHONE	Last Departure Poin PADUCAH,KY	t	UFF AI	RPORT/STRIP			
Completeness - FULL	Destination		Airport D	ata			
Basic Weather - IMC	MEHPHIS, TN			S INTERN.			
Wind Dir/Speed- 270/005 KTS	· - · · · · · · · ·			Ident -	36R		
Visibility750 SM	ATC/Airspace			Lth/Wid -		150	
Lowest Sky/Clouds - 200 FT	Type of Flight Plan	- IFR		Surface -			
Lowest Ceiling - 200 FT D			Runway	Status -	WET		
Obstructions to Vision- FOG	Type Apch/Lndg	- ILS-LUCALIZER					
Precipitation - NONE Condition of Light - NIGHT(DARK)	)						
Pilot-In-Command	Age - 52	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	т	
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)			
COMMERCIAE	current 1L3	Total -	2253	Last 24	Hrs -		
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 11 Aircraft Type - UNK/NI	Make/Model-	710	Last 30	Days- UNK	(/NR	
	Aircraft Type - UNK/N	R Instrument- UN Multi-Eng - UN	IK/NR IK/NR	Last 90	Days- aft - UNK	26 /ND	
		Marti-Eng - UK	K/ NK	ROTOPER	art - UNK	/ INR	
Instrument Rating(s) - AIRPLANE							
Narrative							
E ACFT STRUCK A POWERLINE AND CRASHED 1.5	5 MI SOUTH OF MEMPHIS AIRPORT	WHILE ON A ILS LOCA	LIZER APP	TO RWY 36R	. THE		
AT THE TIME OF ACC WAS CEILING 200 FT, V							
GLIDE SLOOP INDICATOR.							

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File No. - 105 1/24/84 MEMPHIS, TN A/C Reg. No. N46RS Time (Lc1) - 1931 CST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. OBJECT - WIRE, STATIC(MARKED) 2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND з. 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (VISUAL DEFICIENCY) - PILOT IN COMMAND 6. PROPER DESCENT RATE - NOT FOLLOWED - PILOT IN COMMAND 7. PROPER ALTITUDE - NOT MAINTAINED - 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) 2,3,4,6,7

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL					Inju		
Type of Operation -PERSONAL	DE Fir	STROYED	Charl		Serious		None 1
Flight Conducted Under -14 CFR 91		∍ GROUND	Pass	0	0 0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 337B Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model Number Engines		10-360-C/D		nstalled// all Warni		
Max Gross Wt - 4300	Engine Type		NUECTED	51	an wann	ig system	TLS
No. of Seats - 6	Deted Dover						
Environment/Operations Information							
Weather Data	Itinerary				roximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po MADISONVILLE.TI			ON AIRF	URI		
Completeness - N/A	Destination	N	Δ	irport Da	ta		
Basic Weather - VMC	SAME AS ACC/IN	2	<u> </u>	MCMINN			
Wind Dir/Speed- 060/010 KTS				Runway	Ident	- 02	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		75
Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE	OVC Type of Flight P	lan - NONE			Surface		
				Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC TOUCH AN					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 26 Biennial Flight Review	Medical C	Certificate			AIVERS/LIM	AIT .
	Biennial Flight Review		Flight	Time (Ho	urs)	e 11m -	0
PRIVATE SE LAND.ME LAND	Current - YE Months Since - 9 Aircraft Type - UN	s lotal Maka/	- Modol-	9/1	Last 24	4 Ars - Dove- UN	2
SE LAND, ME LAND	Aircraft Type - UN	Make/ (/ND Instr	Nouer-	15	Last 90	Days- U	51
		Multi	-Eng -	593	Last	J Days	51
Instrument Rating(s) - NONE							
ACFT CAUGHT FIRE DURING LANDING WHEN A GAS	OLINE CAN OVERTURNED A	ND WAS IGNITED	BY A PASS	ENGER TRY	ING TO RIG	GHT IT	
TH A BURNING CIGAR IN HIS HAND.							

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File No. - 103 2/26/84 ATHENS, TN A/C Reg. No. N2406S Time (Lcl) - 1520 EST HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE) Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - LOOSE 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND З. 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. JUDGEMENT - POOR - PASSENGER Occurrence #2 FIRE Phase of Operation LANDING - ROLL Finding(s) 6. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND 7. TIE DOWN/SECURITY OF CARGO - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir		Crew Pass	. 0	1 1	0 0	0 0
-Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2950 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power			SETOR	Installed/A tall Warnir	ng Syster	n - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/0C6 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P ANDREW,NC Destination KNOXVILLE,TN ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	lan - NONE e - NONE	LANDING	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIF	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 41 Biennial Flight Review Current - YE Months Since - 16 Aircraft Type - UN	S Tota Make K/NR Inst	Fligi 1 -	nt Time (H 561 15 7	Last 24 Last 30	Hrs - l	JNK/NR JNK/NR
Instrument Rating(s) - NONE							
Narrative E ACFT CRASHED DURING A FORCED LANDING AFTER IOR TO TAKEOFF. AFTER THE ACCIDENT THE ACFT RBURETOR WHICH NORMALLY HOLDS 10 OUNCES. TH E ACFT BE VISUALLY CHECKED FOR FUEL RATHER	CONTAINED 2 GALLONS IN E ACFT HAS 5 GALLONS OF	EACH TANK AN UNUSABLE FUE	D HAD ABO	JT AN OUNC	E OF FUEL I	N THE	

File No. - 116 3/01/84 MARYVILLE, TN A/C Reg. No. N6114B Time (Lc1) - 1356 EST \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT SERVICE - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause---ł The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 .

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

-Basic Information					<b>.</b> .		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation - INSTRUCTIONA		Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	-	NONE	Pass		õ	ŏ	ō
Aircraft Information Make/Model - CESSNA 152	Eng Make/May	del - LYCOMIN	0-025-NOC	<b>E</b>   <b>T</b>	Installed/#	ativated	
Landing Gear - TRICYCLE-FIXED	Number Engi		g 0-235-N2C		tall Warnir		
Max Gross Wt - 1670	Engine Type		CATING-CARBUR			ig system	125
No. of Seats - 2	Rated Power		ΗP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur BLACKSBURG			UNK/NR			
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			Dumuna	Triant		
Wind Dir/Speed- 180/008 KTS Visibility - 7.0 SM	ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh	at Plan - COM	DANY (VED)		Surface -		
Lowest Ceiling ~ NONE	Type of Clear				Status -		
Obstructions to Vision- NONE	Type Apch/Lnd				5 14 140	01117/111	
Precipitation - NONE		-9,					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 21		cal Certifica			) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H			
COMMERCIAL, CFI	Current ·		fotal -			Hrs -	
SE LAND	Months Since		Make/Model-			) Days- UN	
	Aircraft Type -		Instrument-			) Days-	
		ſ	Multi-Eng - UI	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative					~~~~~~~~~		
ACFT CRASH LANDED IN A PASTURE DURING A GO	D-AROUND ATTEMPT AFT	FER A DEMONST	RATION FORCED	LANDING.	THE GO-AROL	IND WAS	
AYED AND THE TERRAIN ROSE FASTER THAN THE	ACFT ASCENT RATE. SI	NCE THERE WAS	5 A POWERLINE	IN THE WA	Y THE CFI E	LECTED	
AND THE ACFT.							

File No 194	1/26/84 SNOWVILLE,VA	A/C Reg. No. N94251	Time (Lc1) - 1700 EST
Occurrence #1 FORC Phase of Operation LAND			
3. GO-AROUND - DELAYED -	NG - SIMULATED - PILOT IN COMMA	ND (CFI)	
Occurrence #2 NOSE Phase of Operation LAND			
Finding(s) 5. AIRCRAFT PERFORMANCE,	CLIMB CAPABILITY - EXCEEDED		
Probable Cause			
The National Transportatio	n Safety Board determines that	the Probable Cause(s) of this accid	lent

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

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

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-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Ai	rcraft Dama	ae		Inju	ries	
		UBSTANTIAL			Serious	Minor	None
Type of Operation -INSTRUCTIONAL		re	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	N	ONE	Pass	; O	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - PIPER PA-23-250	Eng Make/Model		IO-540-C4B5	ELT			- YES-UNK,
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			S	tall Warni	ng System	- YES
Max Gross Wt - 5200	Engine Type Rated Power						
No. of Seats - 6	Rated Power	- 250 H					
-Environment/Operations Information							
Weather Data	Itinerary Last Departure			Airport ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS ACC/I			UN AIR	PURI		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			WARREN			
Wind Dir/Speed- 350/003 KTS	20072				Ident	- 32	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- 4160/	60
Lowest Sky/Clouds - 2500 FT	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling - 2500 FT BROKE				Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 51 Biennial Flight Review		al Certifica			AIVER5/LI	
ATP.CFI	Biennial Flight Review Current - Y	" FS Т	otal -	7380	last 2	4 Hrs -	1
SE LAND, ME LAND, ME SEA	Months Since -	1 M	ake/Model-	427	Last 3	0 Days- U	NK/NR
	Months Since - Aircraft Type - Ul	NK/NR I	nstrument-	1511	Last 9	0 Days-	114
	21	M	ulti-Eng -	3331	Rotorc	raft -	0
Instrument Rating(s) - AIRPLANE							
-Narrative							
CFI SHUT DOWN ONE ENGINE DURING TAKEOFF FOR	R A SIMULATED EMERGEN	CY AND THE	PLT TAKING I	NSTRUCTION	APPLIED T	HE	
ORRECT RUDDER ACTION DURING THE ABORTED TAK	EOFF AND LEFT FULL PO	WER ON THE	OPERATING RI	GHT ENGINE	. THE CFI	WAS UNABL	E
CORRECT THE RESULTING ACFT SWERVE TO THE LEP	T TNTO A DIDT EMBANIC	MENIT					

File No. - 45 3/15/84 WARRENTON, VA A/C Reg. No. N63857 Time (Lc1) - 1435 EST \_ ..... Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. EMERGENCY PROCEDURE - INTENTIONAL - PILOT IN COMMAND(CFI) 2. MIXTURE - REDUCED - PILOT IN COMMAND(CFI) Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF Finding(s) 3. EMERGENCY PROCEDURE - IMPROPER - DUAL STUDENT 4. RUDDER - IMPROPER USE OF - DUAL STUDENT 5. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI) 6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI) 7. ABORTED TAKEOFF - DELAYED -8. DIRECTIONAL CONTROL - NOT POSSIBLE -9. GROUND LOOP/SWERVE - UNCONTROLLED -\_\_\_\_\_ ----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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft DESTROY		Fatal	Inj Serious	uries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire IN FLIG	T Pass		0 0	0 0	1 0
-Aircraft Information Make/Model - MACHEN AEROSTAR 601P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 6	5 1	DMING TIO-540 IP-FUEL INJECTED 350 HP	ELT	Installed Stall Warn	/Activated ing System	- YES-UNK/I - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/020 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 5500 FT PART Lowest Ceiling - 5000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SPOKANE,WA Destination LOCAL ATC/Airspace OBS Type of Flight Plan - CAST Type of Clearance -		UNK/N Airport [ Runwa Runwa Runwa		- UNK/NR - UNK/NR - UNK/NR	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review	Medical Certifica Flic	te - VALII ht Time (H		WAIVERS/LI	MIT
COMMERCIAL, ATP, CFI SE LAND, ME LAND, SE SEA	Current - YES Months Since - 3 Aircraft Type - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	3250 626	Last	24 Hrs - 30 Days- Ul 90 Days-	NK/NR
Instrument Rating(s) - AIRPLANE					-	

F1/8 NO 1	29 1/02/84	GARFIELD, WA	A/C Reg. No.	N6081Q	Time (Lc1) - 1140 PST
Occurrence #1 Phase of Operation		SE			
Finding(s) 1. EXHAUST SYSTEM,( 2. MAINTENANCE,II 3. FUEL SYSTEM,LIN	NSTALLATION - IMPR	ROPER - COMPANY MAINTE	NANCE PSNL		
)ccurrence #2	FORCED LANDING				
Phase of Operation Occurrence #3 Phase of Operation	LANDING - FLARE/  COMPLETE GEAR CO				

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

SUBSTANTIALFatal Serious MinorType of OperationPERSDNALFire Crew 00000Fire Crew 00000Acciden Occurred During -LANDINGAnoma Colspan="2">Acciden Occurred During -LANDINGAcciden Acciden Occurred During -LANDINGAcciden Acciden Occurred During -CANDINGAcciden Acciden Ac	asic Information Type Operating Certificate-NONE (GENERAL				Inju	ries	
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150H Eng Make/Model - CONT 0-200-A ELT Installed/Activated - Make/Model - TRICYCLE-FIXED Number Engines - 2 Stall Warning System - Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mathod - N/A Destination Airport Data Basic Weather - VMC DEE PARK, WA Runway Iden - N/A Wind Dir/Speed - 060/014 KTS Type of Clearance - NONE Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Presonnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SLAND Age - 05 Make/Model - 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument 2 Last 90 Days-			AL	Fatal	Serious	Minor	None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wa Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Dasic Weather - VMC Wind Dir/Speed - 060/014 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR NORE DEAR Destination NORE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Aircraft Type - UNK/NR Aircraft Type - UNK/NR Last Dear DEAR Make/Model - CONT 0-200-A ELT Installed/Activated - Number Engines - 2 Stall Warning System - Not Herry Airport Data Destination Airport Data Destination Destination Destination Destination Airport Data Destination Airport Data Destination Destination Destination Destination Destination Destination Destination De				0	0	0	1
Aircraft Information Make/Model - CESSNA 150H Eng Make/Model - CONT 0-200-A ELT Installed/Activated - Landing Gear - TRICYCLE-FIXED Number Engines - 2 Stall Warning System - Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data Using - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC Destination Airport Data Lowest Ceiling - NONE CLEAR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Age - 66 Make/Model - 116 Last 30 Days- UNK/NR Instrument - 2 Last 90 Days-		NONE	Pass	0	0	0 ·	0
Make/Model- CESSNA 150HEng Make/Model- CONT 0-200-AELT Installed/Activated - Stall Warning System -<							
Max Gross Wt - 1600       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats - 2       Rated Power - 100 HP         Environment/Operations Information       Weather Data         Wx Briefing - NO RECORD OF BRIEFING       Last Departure Point         Method - N/A       Destination         Completeness - N/A       Destination         Basic Weather - VMC       Destination         Wind Dir/Speed-060/014 KTS       Runway Ident - N/A         Usest Sky/Clouds - CLEAR       Type of Flight Plan - NONE         Lowest Sky/Clouds - CLEAR       Type of Clearance - NONE         Runway Lth/Wid - N/A       Type of Clearance - NONE         Precipitation - NONE       Type of Signt Plight Plan - NONE         Precipitation - NONE       Type of Clearance - NONE         Precipitation - NONE       Type of Clearance - NONE         Prilot-In-Command       Age - 55         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Rev		Eng Make/Model - CONT	0-200-A	ELT I	nstalled/	Activated ·	- UNK/NF
Max Gross Wt - 1600       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats - 2       Rated Power - 100 HP         Environment/Operations Information       Weather Data         Wx Briefing - NO RECORD OF BRIEFING       Last Departure Point         Method - N/A       Destination         Completeness - N/A       Destination         Basic Weather - VMC       Destination         Wind Dir/Speed- 060/014 KTS       Runway Ident - N/A         Visibility - 15.0 SM       ATC/Airspace         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE         Runway Lth/Wid - N/A       Type of Clearance - NONE         Dostructions to Vision- NONE       Type of Clearance - NONE         Precipitation - NONE       Type Apch/Lndg - FORCED LANDING         Precipitation - NONE       Dayl Age - 55         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         PRIVATE       Current - YES       Total - 160         SE LAND       Months Since - 6       Make/Model - 116         Aircraft Type - UNK/NR       Instrument- 2       Last 90 Days-	Landing Gear - TRICYCLE-FIXED	Number Engines - 2		St	all Warnii	ng System ·	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A TROUTDALE.OR Completeness - N/A Destination Airport Data Basic Weather - VMC DEER PARK,WA Runway Ident - N/A Wind Dir/Speed- 060/014 KTS Runway Ident - N/A Usibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 160 Last 24 Hrs - SE LAND Months Since - 6 Make/Model- 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Max Gross Wt - 1600	Engine Type - RECIP	ROCATING-CARBURE	FOR			
Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       TROUTDALE.OR       OFF AIRPORT/STRIP         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       Destination       Airport Data         Wind Dir/Speed-060/014 KTS       Runway Ident       - N/A         Visibility       - 15.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - N/A         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type Apch/Lndg       - FORCED LANDING       - N/A         Precipitation       - NONE       Type Apch/Lndg       - FORCED LANDING       - N/A         Personnel Information       Pilot-In-Command       Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 160       Last 24 Hrs -         Months Since - 6       Make/Model-       116       Last	No. of Seats - 2	Rated Power - 10	0 HP				
Wx Briefing- NO RECORD OF BRIEFINGLast Départure PointOFF AIRPORT/STRIPMethod- N/ATROUTDALE,ORAirport DataCompleteness - N/ADestinationAirport DataBasic Weather- VMCDEER PARK,WARunway Ident- N/AWind Dir/Speed- 060/014 KTSDEER PARK,WARunway Ident- N/AWind Dir/Speed- 060/014 KTSATC/AirspaceRunway Uth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- FORCED LANDING- N/APersonnel InformationPrecipitation- NONEFlight Time (Hours)Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 160Last 24 Hrs -SE LANDMonths Since6Make/Model-116Last 30 Days- UNK/NR	nvironment/Operations Information						
Method- N/ATROUTDALE,ORCompleteness- N/ADestinationAirport DataBasic Weather- VMCDEER PARK,WARunway Ident- N/AWind Dir/Speed-060/014 KTSDEER PARK,WARunway Ident- N/AVisibility- 15.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONEType Apch/Lndg- FORCED LANDINGPersonnel InformationAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 160SE LANDSince - 6Make/Model-116Last 30 Days- UNK/A						-	
CompletenessN/ADestinationAirport DataBasic Weather- VMCDEER PARK,WARunway Ident- N/AWind Dir/Speed-060/014 KTSDEER PARK,WARunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONEType Apch/Lndg- FORCED LANDINGPersonnel InformationPilot-In-CommandAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 160Last 24 Hrs -SE LANDMonths Since6Make/Model-116Last 30 Days-UNK/NR				OFF AIR	PURI/SIRII		
Basic Weather       - VMC       DEER PARK,WA         Wind Dir/Speed- 060/014 KTS       Runway Ident       - N/A         Visibility       - 15.0 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - N/A         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       - NONE       Type Apch/Lndg       - FORCED LANDING         Personnel Information       Pilot-In-Command       Age - 55       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 160       Last 24 Hrs -         SE LAND       Months Since - 6       Make/Model-       116       Last 30 Days-       UNK/NR	,			innont Do	+ 0		
Wind Dir/Speed- 060/014 KTSRunway IdentN/AVisibility- 15.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight PlanNONERunway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to Vision-NONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONEType Apch/Lndg- FORCED LANDINGPersonnel InformationAfge -55Medical CertificatePilot-In-CommandAge -55Medical Certificate- VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)CurrentPRIVATESE LANDCurrent- YESTotal-SE LANDAircraft Type - UNK/NRInstrument-2Last 90 Days-			<i>μ</i>	inport Da	la		
Visibility-15.0SMATC/AirspaceRunwaý Lth/Wid-N/ALowest Sky/Clouds-CLEARType of Flight Plan-NONERunway Surface-N/ALowest Ceiling-NONEType of Clearance-NONERunway Status-N/AObstructions to VisionNONEType of Clearance-NONERunway Status-N/AObstructions to VisionNONEType Apch/Lndg-FORCED LANDINGPrecipitation-NONEType Apch/Lndg-FORCED LANDINGCondition of Light-DAYLIGHT-Age -55Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Age -55Medical Certificate -VALID MEDICAL-WAIVERS/LIMITPRIVATECurrent-YESTotal-160Last 24 Hrs -SE LANDGonths Since -6Make/Model-116Last 30 Days-UNK/NR		DLER FARN, WA		Runway	Ident	- N/A	
Lowest Sky/Clouds -CLEARType of Flight Plan - NONERunway Surface - N/ALowest Ceiling-NONEType of Clearance-NONERunway Status-N/AObstructions to Vision-NONEType Apch/Lndg-FORCED LANDING-N/APrecipitation-NONEType Apch/Lndg-FORCED LANDINGPrecipitation of Light-DAYLIGHTPersonnel InformationAge -55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-PRIVATECurrent-YESTotal-160Last 24 Hrs -SE LANDMonths Since-6Make/Model-116Last 30 Days-UNK/		ATC/Airspace					
Lowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to Vision- NONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONECondition of Light- DAYLIGHTPersonnel InformationAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotalSE LANDMonths Since6Make/Model-Aircraft Type - UNK/NRInstrument-2Last 90 Days-			ONE				
Obstructions to Vision- NONE       Type Apch/Lndg       - FORCED LANDING         Precipitation       - NONE         Condition of Light       - DAYLIGHT         Personnel Information       Pilot-In-Command         Age -       55         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         PRIVATE       Current       - YES         SE LAND       Months Since       6         Months Since       6       Make/Model-         Aircraft Type       UNK/NR       Instrument-         2       Last 90 Days-						,	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 160 Last 24 Hrs - SE LAND Months Since - 6 Make/Model - 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument - 2 Last 90 Days-	Obstructions to Vision- NONE					,	
Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 160 Last 24 Hrs - SE LAND Months Since - 6 Make/Model - 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument - 2 Last 90 Days-	Precipitation - NONE						
Pilot-In-CommandAge -55Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal-SE LANDMonths Since6Make/Model-116Last 30 Days-Aircraft Type -UNK/NRInstrument-2Last 90 Days-							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 160 Last 24 Hrs - SE LAND Months Since - 6 Make/Model- 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	ersonnel Information						
SE LAND Months Since - 6 Make/Model- 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Pilot-In-Command	Age - 55 Me	dical Certificate	e - VALID	MEDICAL-W	AIVERS/LIM	T
SE LAND Months Since - 6 Make/Model- 116 Last 30 Days- UNK/ Aircraft Type - UNK/NR Instrument- 2 Last 90 Days-	Certificate(s)/Rating(s)	Biennial Flight Review	Flight	: Time (Ho	urs)		•
		Current - YES	lotal -	160	Last 24	4 Hrs -	3
	SE LAND	Months Since - 6	Make/Model-	116	Last 30	D Days- UNF	
Instrument Deting(a) NONG		Aircraft Type - UNK/NR	Instrument-	2	Last 90	J Days-	20
	Instrument Rating(s) - NONE						
Narrative							
ACFT WAS DAMAGED DURING A FORCED LANDING AFTER THE ENGINE LOST POWER. POST ACCIDENT INVESTIGATION REVEALED NO FUEL RD THE ACFT. THE FLT LASTED 4 HOURS AND 15 MINUTES. THIS ACFT ENDURANCE IS 4.4 HOURS.				STIGATION	REVEALED	NU FUEL	
AU THE ACFT. THE FLT LASTED 4 HOURS AND 15 MINUTES. THIS ACFT ENDURANCE IS 4.4 HOURS.	D THE ACFT. THE FLT LASTED 4 HOURS AND 15	MINUTES. THIS ACFT ENDURANCE	IS 4.4 HOURS.				

Occurrence #1 LOSS			
Phase of Operation CRUI	SE - NORMAL	AL	
Finding(s) 1. FLUID,FUEL - EXHAUSTI 2. PREFLIGHT PLANNING/ 3. REFUELING - NOT PERFO	PREPARATION - INADEQUATE - PILO	T IN COMMAND	 ·
Occurrence #2 FORC Phase of Operation LAND			
Probable Cause			 

is/are finding(s) 2,3

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

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AL AVIATION) Aircraft [ SUBSTANT] Fire		Fatal	Serious	Minor	None
Fire	Crow	•			
		0	0	0	1
IN FLIGH	r Pass	0	0	0	2
Eng Make/Model - N/A					
		St	all Warnin	g System	- NO
Rated Power - N/A					
Itinerary					
		OFF AIF	PORT/STRIP		
-					
		Airport Da	ita		
AUBURN, WA		_			
		Kuliway	Status	N/A	
Type Aperly Endg					
Age - 37 Ma	dical Certificat				
	Flight	t Time (Ho	urs)		
	Total -	99	Last 24	Hrs - UN	K/NR
	Make/Model- UN	K/NR	Last 30	Davs- UN	K/NR
Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days-	3
	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
ANDING AND THE BALLOON TOUCHER					
C BOT THE BALLOON STRUCK THE LI	INCS. SEVERAL CADI	LJ WLKL U	OKNED TIKU	OGIT AND	
	Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A Rated Power - N/A Itinerary G Last Departure Point KENT,WA Destination AUBURN,WA ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - F Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Eng Make/Model - N/A Number Engines - N/A Engine Type - N/A Rated Power - N/A I Linerary G Last Departure Point KENT,WA Destination AUBURN,WA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Age - 37 Medical Certificate Biennial Flight Review Current - YES Total - Months Since - 7 Make/Model- UNK/NR Instrument- UNK Aircraft Type - UNK/NR Instrument- UNK Multi-Eng - UNK	Eng Make/Model - N/A       ELT I         Number Engines - N/A       Si         Engine Type - N/A       Rated Power - N/A         Rated Power - N/A       Airport F         G       Last Departure Point       OFF AIR         KENT,WA       Destination       Airport Da         AUBURN,WA       Runway         ATC/Airspace       Runway         Type of Flight Plan - NONE       Runway         Type of Clearance - NONE       Runway         Type Apch/Lndg       FULL STOP         Age - 37       Medical Certificate - NO MED         Biennial Flight Review       Flight Time (Ho         Current - YES       Total - 99         Months Since - 7       Make/Model- UNK/NR         Aircraft Type - UNK/NR       Instrument- UNK/NR         Multi-Eng - UNK/NR       Multi-Eng - UNK/NR	Eng Make/Model - N/A       ELT Installed/A         Number Engines - N/A       Stall Warnin         Engine Type - N/A       Airport Proximity         Rated Power - N/A       OFF AIRPORT/STRIP         KENT,WA       OFF AIRPORT/STRIP         Destination       Airport Data         AUBURN,WA       Runway Ident -         Type of Flight Plan - NONE       Runway Surface -         Type of Clearance - NONE       Runway Status -         Type Apch/Lndg - FULL STOP       Flight Time (Hours)         Current - YES       Total - 99       Last 24         Months Since - 7       Make/Model- UNK/NR       Last 30         Aircraft Type - UNK/NR       Instrument - UNK/NR       Last 30         Aircraft Type - UNK/NR       Instrument - UNK/NR       Rotorcr	Eng Make/Model - N/A       ELT Installed/Activated         Number Engines - N/A       Stall Warning System         Engine Type - N/A       Stall Warning System         Engine Type - N/A       OFF AIRPORT/STRIP         KENT,WA       OFF AIRPORT/STRIP         Destination       Airport Data         AUBURN,WA       Runway Ident - N/A         ATC/Airspace       Runway Lth/Wid - N/A         Type of Flight Plan - NONE       Runway Surface - N/A         Type of Clearance - NONE       Runway Status - N/A         Type Apch/Lndg - FULL STOP       Flight Time (Hours)         Current - YES       Total - 99       Last 24 Hrs - UN         Months Since - 7       Make/Model- UNK/NR       Last 30 Days- UN         Aircraft Type - UNK/NR       Instrument - UNK/NR       Last 30 Days- UN

File No	123 1/15/84	AIBIRM, WA	A/C Reg. No. N57090	Time (Lc1) - 1000 PST
Accurrence	IN FLICHT COLLIS	TON WITH OBJECT		

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND

3. WIND INFORMATION - CONFLICTING - PILOT IN COMMAND

----Probable Cause----

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

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

#### Brief of Accident

Type Operating Certificate-NONE (GENERA	AVIATION) Aircra	aft Damage		Injur	ries	
		TANTIAL	Fatal			None
Type of Operation -INSTRUCTIONAL	. Fire	Cr	rew O	0		2
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - LARK IS28B2	Eng Make/Model - N		ELT	[ Installed/#		
Landing Gear - HULL	Number Engines - N			Stall Warnir	ng System ·	- UNK/NR
Max Gross Wt - 727	Engine Type – L Rated Power – N					
No. of Seats - 2	Rated Power - N	N/A 				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir	ht	UFF A	AIRPORT/STRIF	,	
Method - N/A Completeness - N/A	ISSAQUAH,WA Destination		Airport	Data		
Basic Weather - VMC			Атгропт	Dala		
Wind Dir/Speed- 190/010 KTS	LUCAL		Runwa	ay Ident -	- N/A	
Visibility - 10.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds -	Type of Flight Plan			ay Surface -		RE
	N Type of Clearance			ay Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 57 Biennial Flight Review	Medical Certifi	icate - UNK,	/NR		
	Biennial Flight Review	F1	light Time (	(Hours)		
COMMERCIAL, CFI	Current - YES	Total	- 3500	Last 24	Hrs -	
	Months Since - 21 Aircraft Type - UNK/N	Make/Model-	- 3500	Last 30	) Days- UN	
GLIDER	Aircraft Type - UNK/N	NR Instrument-	- 0	Last 90	Days-	18
Instrument Rating(s) - NONE						

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File No 112	1/29/84	ISSAQUQH,WA	A/C Reg. No. N4014B	Time (Lc1) - 1530 PST
	N FLIGHT ENCOUNT RUISE - NORMAL	ER WITH WEATHER		
Finding(s) 1. WEATHER CONDITION 2. WEATHER EVALUATI 3. WEATHER CONDITION	ON - INACCURATE	- PILOT IN COMMAND(CFI	· · · · · · · · · · · · · · · · · · ·	
Probable Cause				

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

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

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File No 133 2/05/84 WINSLO	W,WA	A/C Reg.	No. N4504N	1	ime (Lc1)	- 1 <b>63</b> 0 F	PST
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI	<b>~</b>	Fatal	Inju Serious	uries Minor	n None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Cre Pas		0 0	0 0	1 3
Aircraft Information Make/Model - CESSNA A185F Landing Gear - AMPHIBIAN Max Gross Wt - 3100 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - RECIP	NENTAL IO-520- -FUEL INJECTED O HP	ç	Installed/ Stall Warni		ed - YES-UNK∕NR em - YES
Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Depart PORT LUDL Destination	OW,WA			Proximity RPORT/STRI Data	P	
Basic Weather - VMC Wind Dir/Speed- 190/006 KTS Visibility - 75.0 SM Lowest Sky/Clouds - 1800 FT SCATT Lowest Ceiling - 2500 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WINSLOW,W ATC/Airspace ERED Type of Fli N Type of Cle Type Apch/L	ght Plan - N arance - N		Runway Runway	/ Ident / Lth/Wid / Surface / Status		
Personnel Information							
	Age - 57 Biennial Flight R		dical Certific Fli	ate – VALID ght Time (F		AIVERS/L	IMIT
COMMERCIAL, ATP SE LAND, ME LAND, SE SEA	Current Months Since Aircraft Ty <b>p</b> e	- YES - 4	Total - Make/Model- Instrument- Multi-Eng -	9400 27 1770	Last 2 Last 3	4 Hrs - 0 Days- 0 Days-	
Instrument Rating(s) - AIRPLANE							
Narrative DURING A WATER LANDING THE ACFT WAS IN TURBULE THE ACFT CARTWHEELED AND CAME TO REST WITH THE HAVE BEEN MORE PRUDENT TO LAND OUTSIDE THE HAR	RIGHT WINGTIP TO	UCHING THE B	OTTOM OF THE B				
							· · · · · ·

File No 1	33 2/05/84	WINSLOW,WA	A/C Reg. No. N4504N	Time (Lc1) - 1630 PST
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. WEATHER CONDITI 4. UNSUITABLE TE	ON - TURBULENCE ON - CROSSWIND	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 4	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this acciden	t

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

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Da	nade		Inii	uries	
		SUBSTANTIA		Fatal			None
Type of Operation -PERSO		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEO	FF						
Aircraft Information							
Make/Model - CESSNA 172 RGII			NG 0-360-F1A6		Installed,		
Landing Gear - TRICYCLE-RETRACT					tall Warn <sup>.</sup>	ing System	n - YES
Max Gross Wt - 2650			DCATING-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 180 	HP 				
Environment/Operations Information							
Veather Data	Itinerary				Proximity		
W× Briefing - UNK/NR	Last Depar			ON AIF	PORT		
Method - UNK/NR Completeness - UNK/NR	SEATTLE,			Ainmont F	<b>No to</b>		
Basic Weather - VMC	Destination LOCAL			Airport D	A FIELD		
Wind Dir/Speed- 200/014 KTS	LUCAL				/ Ident	- 131	
	ATC/Airspace				Lth/Wid		200
Lowest Sky/Clouds - 5000	A10/ A11 0pube		JF		Surface		
Lowest Ceiling - 8000					Status		
Obstructions to Vision- NONE		Lndg - TO					
Precipitation - NONE	21	U					
Condition of Light - DAYLIG	4T						
Personnel Information							
Pilot-In-Command	Age - 53		ical Certificat			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	lours)		
COMMERCIAL	Current	- YES - 19	Total - Make/Model-	629	Last 2	24 Hrs - U	
SE LAND	Months Since	- 19	Make/Model- Instrument-	58	Last 3	30 Days- L 90 Days-	
	Aircraft Typ	e - UNK/NR	Instrument-	115	Last	0 Days-	9
Instrument Rating(s) - AIRP	ΔNF						
Narrative							
NG A TAKEOFF AFTER A TOUCH AND GO							
DLE AND THE ACFT SLID TO A STOP. T TT OF THE ACFT COMPRESSES THE STRU						HEN THE	
IT OF THE ACFT COMPRESSES THE STRU	IS. TESTING DU NUT REVEA	L ANY MALFUNCT	LUN UF THE RETR	ACTION SY	SIEM.		

File No	68 2/09/84	SEATTLE, WA	A/C Reg. No. N9557B	Time (Lcl) - 1630 PST
Occurrence Phase of Operation	NOSE GEAR COLLAP TAKEOFF - GROUND			
Finding(s) 1. GEAR RETRACTION	- INADVERTENT - P	ILOT IN COMMAND		
Probable Cause				

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

#### National Transportation Safety Board Washington, D.C. 20594 Brief of Accident File No. - 13 2/27/84 PULLMAN,WA A/C Reg. No. N996MP Time (Lc1) - 1230 PST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Fatal Serious Minor SUBSTANTIAL None Type of Operation -PERSONAL Fire Crew O O 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Eng Make/Model - CONTINTAL 0-200 Number Engines - 1 Make/Model - CHAMPION 7ECA ELT Installed/Activated - YES-UNK/NR Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 1650 No. of Seats - 2 Rated Power - 100 HP ----Environment/Operations Information----Weather Data - FSS Itinerary Airport Proximity W× Briefing Last Departure Point ON AIRPORT Method - TELEPHONE COEUR D' ALENE.ID Completeness - FULL Destination Airport Data Basic Weather - VMC PULLMAN,WA PULLMAN - MOSCOW Wind Dir/Speed- VARIABLE/022 KTS Runway Ident - 05 Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - 6731/ 100 Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Age - 45 Medical C Biennial Flight Review Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Flight Time (Hours) Initial Flight ReviewFlight Flight Flight ReviewCurrent- N/ATotal- 75Last 24 Hrs - 3Months Since- N/AMake/Model-33Last 30 Days-UNK/NRAircraft Type- N/AInstrument-0Last 90 Days-7 STUDENT Instrument Rating(s) - NONE -----Narrative----ACCORDING TO THE STUDENT PLT, THE WINDS WERE PREVAILING FROM THE SOUTHEAST AT 5 TO 10 KTS, BUT WERE SHIFTING & GUSTING TO 20 KTS. DURING A LANDING ON RWY 5, THE ACFT VEERED OFF THE RIGHT SIDE SIDE OF THE RWY, THEN STRUCK A DITCH & NOSED OVER.

2/27/84 File No. - 13 PULLMAN,WA A/C Reg. No. N996MP Time (Lcl) - 1230 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH WIND 4. WEATHER CONDITION - CROSSWIND 5. WEATHER CONDITION - GUSTS 6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 9. TERRAIN CONDITION - DITCH Occurrence #3 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	RAL AVIATION)	Aircraft Dama	nae		Injur	ies	
		DESTROYED	.90	Fatal	Serious		None
Type of Operation -BUSINESS		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERI		NONE	Pass	1	0	0	0
Aircraft Information							
Make/Model - CESSNA U206	•	Model - CONTINEN	ITAL TSI0-520		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1		S	tall Warnin	g Syste	em - YES
Max Gross Wt - 3600 No. of Seats - 6	Rated Pow	pe - RECIP-Fl er - 300 H					
	Rated Pow	er - 300 r	18				
Environment/Operations Information	-						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS Last Departu		ture Point			RPORT/STRIP		
Method - ACFT RADIO	TROUTDAL	E,OR					
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - IMC	LA GRAND	E,OR					
Wind Dir/Speed- CALM					Ident -		
Visibility500 SM					Lth/Wid -		
Lowest Sky/Clouds - 2000 FT TH					Surface -		
Lowest Ceiling - 4000 FT D				Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/	Lndg - NONE					
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27 Biennial Flight	Medic	al Certificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (Ho	ours)		
PRIVATE	Current	- YES T	otal -	106	Last 24		
SE LAND	Months Since	- UNK/NR M	lake/Model-	25	Last 30		
	Aircraft Typ	e-UNK/NR I	nstrument-	4	Last 90	Days-	UNK/NR

----Narrative----

THE PLT INITIATED A FLT IN WEATHER WITH LOW VISIBILITY, RAIN AND FOG. THE PLT HAD REPORTEDLY CHECKED THE WEATHER BUT DECIDED TO FLY ANYWAY. ABOUT 30 MINUTES AFTER TAKEOFF WHILE THE PLT WAS MANEUVERING AT LOW ALT, THE ACFT CRASHED IN A RIVER. THE ACFT SANK IN 65 FT OF WATER AND WAS NOT RECOVERED. AT THE TIME OF THE ACCIDENT, THE WATER WAS REPORTED TO HAVE BEEN "GLASSY SMOOTH."

3/01/84 A/C Reg. No. N735KE Time (Lc1) - 0835 PST File No. - 2 STEVENSON, WA IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - FOG 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation UNKNOWN Finding(s) 7. TERRAIN CONDITION - WATER, GLASSY 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - 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) 2,3,4,6,7,8

-Basic Information		A/C Reg. No. N				
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL	Fata	Inju Serious		None
Type of Operation -BUSINESS		Fire	Crew O		0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass O	0	0	1
-Aircraft Information						· · · · · · · · ·
Make/Model - CESSNA 182Q		el - CONTINENTAL	0-470-U EI	T Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin			Stall Warniı	ng System	- YES
Max Gross Wt – 2950 No. of Seats – – 4	Engine Type Rated Power	- RECIPROCATI - 230 HP	NG-CARBURETUR			
		- 230 HP				
Environment/Operations Information	•					
Weather Data	Itinerary	D 1 - 1		rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur SEQUIM,WA	e Point	UN A	IRPORT		
Completeness - N/A	Destination		Airpor	· Data		
Basic Weather - VMC	SAME AS ACC	/ TNC		H BAY		
Wind Dir/Speed- 270/020 KTS		/ 1110			- UNK/NR	
Visibility - 1.000 SM	ATC/Airspace			vay Lth/Wid	,	NK/NR
Lowest Sky/Clouds - UNK/NR	Type of Fligh	t Plan - NONE	Run	ay Surface	- UNK/NR	
Lowest Ceiling - 1250 FT	Type of Clear		Run	vay Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lnd	g - STRAIGH	T-IN			
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55	Medical	Certificate - VAL		D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Time			
PRIVATE			1 - UNK/NR		4 Hrs - UN	•
SE LAND	Months Since -		/Mode1- 442		) Days- UN	
	Aircraft Type -		rument- UNK/NR i-Eng - UNK/NR		) Days- UN ∽aft - UN	
		Murt	1-Eng - UNK/NK	RUTUPCI	art - on	
Instrument Rating(s) - NONE						
Narrative						
PLT LANDED LONG ON THE 1200 FT RWY AND AF						
E PILOT'S GUIDE DENOTES THE AIRPORT AS "C						
NESSES THERE WERE HORSES ON THE RWY AT THE	TIME OF THE ACCIDEN	T. THE FAA DOES I	NOT RECOGNIZE THE	E NEAH BAY EMI	ERGENCY	
DING AREA AS AN AIRPORT.						

File No. - 169 4/11/84 NEAH BAY, WA A/C Reg. No. N4725N Time (Lc1) - 1230 PST . . . . . . . . . . . . . . . . . . . Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - WET 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 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) 2,4,6

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

-Basic Information Type Operating Certificate-NONE (		Aircraft Damag	0		Injur	ios	
Type operating certificate None (	GENERAL AVIATION)	SUBSTANTIAL	e	Fatal	•		None
Type of Operation -PERSON	AL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	Ō	õ	Ō	Ó
Accident Occurred During -LANDIN	G						
-Aircraft Information							
Make/Mode1 - FORNAIRE F-1		del - CONTINENT.			Installed/#		
Landing Gear - TRICYCLE-FIXED		nes - 1			all Warnir	ng System	- UNK/NR
Max Gross Wt - 1460		- RECIPROCA		TOR			
No. of Seats - 2	Rated Power	- 90 HP					
-Environment/Operations Information-							
Weather Data	Itinerary			Airport F			
W× Briefing - NO RECORD OF BR				ON AIRF	PORT		
Method - N/A	PROT TOWNS	END,WA					
Completeness - N/A	Destination	o / TNO		Airport Da			
Basic Weather - VMC Wind Dir/Speed- 320/009 KTS	SAME AS AC	C/INC		PAINE F	-		
Visibility - 75.0 SM	ATC/Airspace				Ident - Lth/Wid -		75
Lowest Sky/Clouds - 13000 F	ATC/ATTSpace	ht Plan - NONE			Surface -		75
Lowest Ceiling - NONE	Type of Clea	rance - NONE			Status -		
Obstructions to Vision- NONE		dg - FULL	STOP	Kanway	514145	DRI	
Precipitation - NONE							
Condition of Light - DAYLIGH	т						
Personnel Information							
Pilot-In-Command	Age - 60	Medica	l Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re Current	view	Fligh	t Time (Ho			
PRIVATE					Last 24	l Hrs - UN	
SELAND	Months Since	- UNK/NR Ma	ke/Model- strument-	199	Last 30	) Days- UN	
	Aircraft Type	- UNK/NR In:	strument-	7	Last 90	) Days-	7
Instrument Rating(s) - NONE							
Narrative							
ACFT MADE A HARD LANDING AND BOUNCE		HE HIT A DOWND	RAFT. THE AC	FT WENT OF	F THE RWY	INTO THE	
SS AND DAMAGED THE NOSE GEAR AND THE	FUSELAGE.						

File No 16	68 4/14/84	EVERETT, WA	A/C Reg. No. N7535C	Time (Lc1) - 1306 PST	
Occurrence Phase of Operation	HARD LANDING LANDING - FLARE/T	TOUCHDOWN		· · · · · · · · · · · · · · · · · · ·	
Finding(s) 1. PROPER DESCENT F 2. FLARE - IMPROPEF					

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

\_\_\_\_\_

----Probable Cause----

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

PAGE 369

# National Transportation Safety Board Washington, D.C. 20594 Brief of Accident File No. - 97 1/25/84 WEST BEND,WI A/C Reg. No. N63178 Time (Lcl) - 1825 CST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries

SUBSTANTIAL Fatal Serious Minor None Fire Type of Operation -INSTRUCTIONAL Crew 0 0 0 1 Flight Conducted Under NONE 0 0 -14 CFR 91 Pass 0 0 Accident Occurred During -TAKEOFF ----Aircraft Information----ELT Installed/Activated - YES/NO Make/Model - CESSNA 150M Eng Make/Model - CONTINENTAL 0-200-A Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1600 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 100 HP \_\_\_\_\_ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity ON AIRPORT Wx Briefing - NO RECORD OF BRIEFING Last Departure Point SAME AS ACC/INC Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC WEST BEND MUNI Wind Dir/Speed- CALMABLE Runway Ident - 06 Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 3900/ 75 Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 3500 FT OVERCAST Type of Clearance - NONE Runway Status - SNOW - CRUSTED Obstructions to Vision- NONE Type Apch/Lndg - TOUCH AND GO Precipitation - NONE Condition of Light - NIGHT(DARK) ----Personnel Information----Pilot-In-Command Age -30 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 27 Last 24 Hrs -STUDENT Current - N/A Total 1 Months Since - N/A Make/Model-27 Last 30 Davs- UNK/NR Aircraft Type - N/A 1 Instrument-Last 90 Davs-7

\_\_\_\_\_

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WENT OUT OF CONTROL DURING THE TAKEOFF ROLL AFTER A TOUCH AND GO LANDING. THE PLT STATED THAT, AS HE APPLIED POWER AND WENT TO RAISE THE FLAPS THE ACFT BEGAN TO DRIFT TO THE LEFT. WHEN HE APPLIED RIGHT RUDDER THE ACFT BEGAN TO SKID TO THE RIGHT. HE RELEASED THE RUDDER AND PULLED THE POWER BACK TO IDLE AND THE ACFT COLLIDED WITH A SNOWBANK.

File No. - 97 1/25/84 A/C Reg. No. N63178 WEST BEND,WI Time (Lcl) - 1825 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. TERRAIN CONDITION - SNOWBANK \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

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

Basic Information Type Operating Certificate-NONE (GENERAL	-	ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	. F	ire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	1 - LYCOMING 0-2 s - 1 - RECIPROCATIN - 110 HP	NG-CARBURET	S DR	Installed/A tall Warnir	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 090/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - Lowest Ceiling - 2500 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC/ Destination LOCAL ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	INC Plan - NONE nce - NONE	۸ -	ON AIR ON AIR TRI-CO Runway Runway Runway	Proximity PORT ata	- 09 - 4050/ - ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 27 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew N/A Total N/A Make/	-	Time (H 57 57	ours) Last 24 Last 30	) WAIVERS, Hrs - UM ) Days- UM ) Days-	NK/NR NK/NR
Instrument Rating(s) - NONE							
Narrative NG THE TAKEOFF FOLLOWING A TOUCH AND GO LA HE REACHED FOR THE CARBURETOR HEAT CONTRO							

File No. - 99 1/31/84 LONE ROCK,WI A/C Reg. No. N25216 Time (Lcl) - 1555 CST \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - ICY 2. TOUCH-AND-GO LANDING - INATTENTIVE - PILOT IN COMMAND З. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

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

File No 162 2/22/84	MILWAUKEE,WI	A/C Reg. No.	N5355P	Т	ime (Lc1) -	1516 CST	
Basic Information Type Operating Certificate-NONE (G Type of Operation -INSTRUC Flight Conducted Under -14 CFR Accident Occurred During -LANDING	TIONAL 91	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2		ype - RECIPROCAT		St	Installed/Ad tall Warning		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 220/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa MADISON Destinatio SAME AS ATC/Airspac SCATTERED Type of C Type of C	n GACC/INC Re		Runway Runway	PORT Ata MAN Ident - Lth/Wid - Surface -		75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 46 Biennial Flight Current Months Sinc Aircraft Ty	Review - N/A Tot	Certificate Fligh al - e/Model- trument-	: Time (Ho 62	burs) Last 24	IVERS/LIM Hrs - Days- UNM Days-	2 K/NR
Instrument Rating(s) - NONE Narrative STUDENT PLT STATED THAT THE ACFT BOUM							

File No 162	2/22/84 MILWAUKEE,WI	A/C Reg. No. N5355P	Time (Lcl) - 1516 CST
	LANDING NG - FLARE/TOUCHDOWN		
	OT IN COMMAND OCEDURE,LACK OF TOTAL EXPERIENCE - LANDING - IMPROPER - PILOT IN COMM		
Probable Cause			

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

				Brief of	Accident						
File No	170 3,	/17/84 (	GENESEE,WI		A/C Re	g. No. N	16271F		Time (Lc1) -	0115 CS	Τ
-Basic Informatic Type Operating Type of Operat Flight Conduct Accident Occur	g Certifica tion ted Under	-BUSINES -14 CFR S	5		Aircraft SUBSTAN Fire NONE	Damage TIAL	Crew Pass	Fatal O O	Injur Serious O O	ies Minor O 2	None 1 3
-Aircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	tion - CESSNA 3 - TRICYCLE - 4200	37A	 .Е	Eng Make/Moo Number Engin Engine Type Rated Power	nes - 2 - REC	IP-FUEL			Installed/A Stall Warnin		
Completeness Basic Weather Wind Dir/Spe Visibility Lowest Sky/C	- FSS - UNK/NR - UNK/NR - VMC eed- 080/01: - 7.0 louds - ng sto Vision	2 KTS SM - 1100 FT - NONE - NONE - NONE	J OVERCAST	Itinerary Last Departun SAINT PAUL Destination MILWAUKEE, ATC/Airspace Type of Fligh Type of Clean Type Apch/Lnd	MN VI nt Plan - nance - dg -	UNK/NR FORCED	LANDING	OFF A Airport I Runwa Runwa Runwa	y Ident - y Lth/Wid - y Surface - y Status -	N/A N/A N/A	
-Personnel Inform Pilot-In-Commar Certificate(s PRIVATE SE LAND,ME	nd s)/Rating(s	)	Age - Bienr C M	- 44 nial Flight Rev Current Months Since Aircraft Type		Medical Tota Make Inst	Certifica	te - VALI ht Time (1 1323 172 111	D MEDICAL-NO		
Instrument	: Rating(s)	- AIRPLAN	١E								
-Narrative E ACFT MADE A FORC NTAIN NO USABLE FL LONS IN EACH TANK	IEL. WHEN TH										

File No. - 170 3/17/84 A/C Reg. No. N6271F GENESEE,WI Time (Lcl) - 0115 CST \_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. OBJECT - TREE(S) \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2.4

asic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft	Damage		Injuries				
3F		SUBSTANT		Fatal	Serious	Minor	None		
Type of Operation -PERSONAL		Fire	Cre		0	0	1		
Flight Conducted Under -14 CFR 9	91	NONE	Pas	s O	0	0	1		
Accident Occurred During -LANDING									
ircraft Information									
Make/Model -, CESSNA 150J			INENTAL 0-200 A						
Landing Gear - TRICYCLE-FIXED	Number Eng				itall Warni	ng System -	YES		
Max Gross Wt - 1600			PROCATING-CARBU	RETOR					
No. of Seats - 2	Rated Powe	er - 1	00 HP						
nvironment/Operations Information	-								
leather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BRIE		ture Point		OFF AI	RPORT/STRI	Þ			
Method - N/A	WELCH, WV								
Completeness - N/A	Destination			Airport D	ata				
Basic Weather - VMC	PARKERSBU	JRG,WV			<b>-</b>				
Wind Dir/Speed- 195/006 KTS						- N/A			
Visibility - 10.0 SM Lowest Sky/Clouds -	ATC/Airspace	ight Plan -	NONE		Lth/Wid	- N/A - GRASS/TURI	-		
Lowest Ceiling - 10000 FT					Status				
Obstructions to Vision- NONE			FORCED LANDING	Kuliway	Status	DRI			
Precipitation - NONE	iype Aperil	nag	CROED EANDING						
Condition of Light - DAYLIGHT									
ersonnel Information									
Pilot-In-Command	Age - 36	м	edical Certific	ate - VALID	MEDICAL-N	D WAIVERS/L	типт		
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fli	ght Time (H	lours)				
PRIVATE	Current	- YES	Total -	131	Last 2	4 Hrs -	4		
SE LAND	Months Since	- 18	Make/Model-	90	Last 30	) Days-	4		
	Aircraft Type	e - UNK/NR	Instrument-	2	Last 90	D Days-	9		
Instrument Rating(s) - NONE									
larrative									
LT REPORTED THAT HE DEPARTED STEUBEN						SERING			

A/C Reg. No. N61289 File No. - 124 1/28/84 ELIZABETH,WV Time (Lc1) - 1750 EST \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ ----Probable Cause----

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

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

Basic Information Type Operating Certificate-ON-DEMAND A		rcraft Damage			Iniur	ios			
Name of Carrier -SOLOY HELIC	IPS S	SUBSTANTIAL			Injuries Fatal Serious Minor None				
Name of Carrier -SOLOY HELIC Type of Operation -NON SCHED,E Flight Conducted Under -14 CFR 135	OMESTIC.PAX/CARGO Fi	re	Crew	0	0		1		
Flight Conducted Under -14 CFR 135	, , , N	ONE	Pass	Ō	Ō		1		
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - HUGHES 369HS		- ALLISON 250-C20				ctivated -			
Landing Gear - SKID		- 1		St	all Warnir	g System -	NO		
Max Gross Wt - 3000	Engine Type								
No. of Seats - 6	Rated Power	- 278 HP							
Environment/Operations Information									
Weather Data	Itinerary .			Airport P					
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIR	PORT/STRIP				
Method - N/A	SAME AS ACC/I	NC	-		• -				
Completeness - N/A	Destination		4	irport Da	ta				
Basic Weather – VMC Wind Dir/Speed- 180/005 KTS	LOCAL			Durning	Idant	NI / A			
Visibility - 50.0 SM	ATC/Airspace				Ident - Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -				
Lowest Ceiling - NONE	Type of Clearan					SNOW - DR	~		
Obstructions to Vision- NONE		- FORCED LANE		Kullway	status -	SINUW - DR	•		
Precipitation - NONE	Type Apen/Endg	TORGED EANE							
Condition of Light - DUSK									
Personnel Information									
Pilot-In-Command	Age - 34	Medical Cert	tificate	- VALID	MEDICAL-NO	WAIVERS/L	IMIT		
Certificate(s)/Rating(s)	Riennial Flight Revie	<b>W</b>	Flight	: Time (Ho	urs)				
COMMERCIAL	Current - Y						4		
	Months Since - U		del- 2	400	Last 30	Days- UNK Days-	/NR		
HELICOPTER	Aircraft Type - U	NK/NR Instrume	ent-	203	East so	0490	00		
					Rotorcr	aft - 4	000		

File No. - 52 1/26/84 BUFFALO, WY A/C Reg. No. N4507L Time (Lcl) - 1705 MST . . . . . . . . . . . . . \_\_\_\_\_ LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER AIRCRAFT SERVICE - NOT CORRECTED - AIRPORT PERSONNEL 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ~ 1 \_ \_ \_ \_ \_ \_ \_ \_ \_ ----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

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	Brief o	of Accident					
File No 53 2/10/84 LARAMI	E,WY	A/C Reg.	No. N7519D		Time (Lc1) -	2200 MS	т
Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft [ SUBSTANT]		Catal	Injur		Nene
Type of Operation -PERSONAL		Fire		Fatal Crew O	Serious 1	Minor O	None O
Flight Conducted Under -14 CFR 91		NONE		Pass 0		õ	õ
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - PIPER PA-22-150		Nodel - LYCOM	1ING 0-320-A	1A EL	T Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			Stall Warnir	ig System	- NO
Max Gross Wt - 1840 No. of Seats - 4	Engine lyp Rated Powe	pe - RECIF er - 15	FUCATING-CA	REDREIOR			
Environment/Operations Information Weather Data	Itinonany			A innon	t Proximity		
Wx Briefing - FSS	Itinerary Last Depart	ture Point			AIRPORT/STRIP		
Method - ACFT RADIO	FORT COLL						
Completeness - FULL	Destination			Airport	Data		
Basic Weather - IMC	LARAMIE, V	٧Y		GENE	RAL BREES		
Wind Dir/Speed- 040/010 KTS						N/A	
Visibility - 8.0 SM Lowest Sky/Clouds -	ATC/Airspace				ay Lth/Wid -		00100
Lowest Ceiling - OVERCAST		ight Plan - N earance - N			ay Surface - ay Status -		N F T
Obstructions to Vision- NONE		_ndg - N		i di i	ay status	5110	
Precipitation - FREEZING RAIN	51 1 1	5					
Condition of Light - NIGHT(DARK)							
Personnel Information							
	Age - 35				ID MEDICAL-NO	WAIVERS/	/LIMIT
	Biennial Flight F			Flight Time			-
	Current Monthe Since		Total Make (Mede			Hrs - Days- UN	
SE LAND	Months Since Aircraft Type		Make/Mode Instrumen			Days- OF Days-	
			Multi-Eng			buyo	
Instrument Rating(s) - AIRPLANE							
Narrative PLT STATED THAT WHEN HE WAS 10 MILES SOUTH							
CLEARANCE TO LAND. NOT WANTING TO POSSIBLY							
. IN THE TURN, HE LOST SIGHT OF THE ARPT L							
NULATION HE LOWERED THE NOSE AND THE ACFT	FLEW INTO SNOW CO	VERED TERRAI	N.				

File No. - 53 2/10/84 A/C Reg. No. N7519D LARAMIE.WY Time (Lc1) - 2200 MST ------------Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - SNOW 2. WEATHER CONDITION - ICING CONDITIONS 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING 1 2 -Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 7. CLEARANCE - INADEQUATE - PILOT IN COMMAND ---------Probable Cause----

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

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

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## NTSB-AAB-85-20

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