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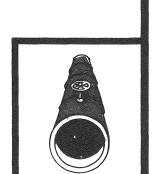
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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1984 ACCIDENTS



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NTSB/AAB-86/01

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15. Supplementary Notes

16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1984. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

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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.

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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 am 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 5

CALENDAR YEAR 1984

File Order Listing - Issue No. 5, 1984

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
801	800CC	040284	LITTLE ROCK, AR	CANADAIR	CL-600 CHA	NONE	34
802	6584T	060484	WINTER HAVEN, FL	BEECH	19A	NONĖ	108
803	6902C	040784	MEMPHIS, MO	PIPER	PA-28R-201	FATAL	236
804	25496	062884	LEE'S SUMMIT, MO	CESSNA	152	NONE	238
805	92522	063084	BEAVER CITY, NE	CESSNA	182N	NONE	270
806	738VS	062284	MIAMI, FL	CESSNA	172N	NONE	118
807	29033	031584	HUMPHREY, ID	PIPER	PA-28RT-20	FATAL	156
808	1509H	062384	MONROE, WA	BALLOON WORK	BARNES AX-	SERIOUS	366
809	42JH	051884	LONGMONT, CO	HARPER/CRICR	MK-12	FATAL	90
810	40352	051084	WINNER, SD	MAULE	M-4-220C	NONE	334
811	1275W	060784	PLATTEVILLE, CO	WEATHERLY	201B	MINOR	96
812	5614T	061084	WATERLOO, IA	CESSNA	172E	NONE	150
813	2493E	060784	COCOA BEACH, FL	CESSNA	172N	MINOR	112
814	65676	050184	DAYTONA BEACH, FL	BOEING	A75L300	NONE	102
815	741H	050884	OPA LOCKA, FL	BEECH	65-80	SERIOUS	104
816	1181D	042884	MERRITT ISLAND, FL	MURPHY-CHARL	PJ-1 (ADVE	SERIOUS	100
818	1270Z	040584	BAKER, OR	BEECH	N35	FATAL	312
819	NONE	062384	INDIANTOWN, FL	STOREY	SKY PUP	FATAL	120
820	51785	062484	WENATCHEE, WA	CESSNA	172	SERIOUS	368
821	5340J	062084	SAN FRANCISCO, CA	CESSNA	404	NONE	64
822	8711	040784	BUELLTON, CA	BEECH	E18S	NONE	56
822	753CW	040784	BUELLTON, CA	BEECH	E18S	NONE	54
823	731VM	051284	LEPANTO, AR	CESSNA	A 188B	MINOR	36
824	84045	022284	THOUSAND DAKS, CA	ROBINSON	R22	FATAL	46
825	53655	031884	ATLANTA, GA	CESSNA	172P	NONE	134

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826	3761R	050484	SHELDON, IA	PIPER	PA-28-180	FATAL	148
827	761YR	062984	KIRKSVILLE, MO	CESSNA	T210M	NONE	240
828	4857B	061184	MARINE CITY, MI	CESSNA	152	NONE	210
829	501H	061384	FAIRFAX, MN	BELL	47G	MINOR	226
830	8592T	060484	CEDAR KEY, FL	CESSNA	182C	SERIOUS	110
831	68760	052284	ATLANTIC OCEAN, OF	CESSNA	152	FATAL	292
832	1695C	071784	KING SALMON, AK	CESSNA	180	NONE	24
833	13012	050584	RIDGE FARM, IL	BELL	47D-1	NONE:	158
834	3645T	040484	PONTIAC, MI	PIPER	AEROSTAR 6	NONE	204
835	2993P	071184	CAMBRIDGE, WI	ROTORWAY	EXECUTIVE	NONE	388
836	4608V	061984	WHEELING, IL	CESSNA	172RG	NONE	164
837	9882J	061084	WADSWORTH, OH	CESSNA	150L	MINOR	294
838	3313	060984	STANTON, MN	SCHLEICHER	AS-K13	FATAL	224
838	1015A	060984	STANTON, MN	PIPER	PA-18A	FATAL	222
839	123BP	041884	MINDEN, NV	BOWEN-POWELL	BP-1	FATAL	284
840	65627	062584	LEVENWORTH, WA	LAKE	LA-4-200	NONE	370
841	30865	061884	HENNING, TN	CESSNA	177B	MINOR	336
842	28812	061584	WILLIAMSBURG, VA	GULFSTREAM A	AA-5B	NONE	354
843	2754R	061684	MANNING, SC	SCHWEIZER	SGS 1-26A	MINOR	326
844	72115	051984	HARRISONBURG, VA	CESSNA	140	NONE	352
845	4030A	071584	ORCUTT, CA	HILLER	UH-12E	NONE	78
846	20Q	051984	PORTLAND, OR	STINSON	108-3	FATAL	314
847	5496F	062784	FT. PIERCE, FL	MOONEY	A-2A	MINOR	122
848	27303	060384	CORONA, CA	AERONCA	65-C	SERIOUS	62
849	6798Q	061484	PULLMAN, WA	GRUMMAN	G-164B-450	MINOR	360

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850	48681	061984	SPOKANE, WA	GRUMMAN	G-164B	NONE	362
851	74 18Q	060484	YAKUTAT, AK	CESSNA	206	NONE	20
852	21939	061284	RENO, NV	CESSNA	150L	NONE	290
853	14NP	060584	LAS VEGAS, NV	PIPER	AEROSTAR 6	NONE	286
854	1755U	062284	ANACORTES, WA	CESSNA	207	NONE	364
855	482OT	062684	GILA BEND, AZ	PIPER	PA-28R-200	NONE	40
856	4809S	032384	WOODSTOCK, GA	PIPER	PA-32-260	SERIOUS	136
857	44372	060684	AUGUSTA, GA	PIPER	PA-28-140	NONE	142
858	8092C	042184	WILMINGTON, NC	PIPER	PA-22-150	NONE	258
859	2396J	051984	FRANKLIN, NC	PIPER	PA-18-150	NONE	262
860	7776D	071384	HIGH SPRINGS, FL	PIPER	PA-18	NONE	126
861	83001	032084	FLETCHER, NC	PIPER	PA-34-200T	FATAL	256
862	68578	040984	ANCHORAGE, AK	BELLANCA	7GCBC	MINOR	8
863	56290	.072484	ANCHORAGE, AK	MAULE	M-5-235C	NONE	26
864	346RN	051084	HOMER, AK	CESSNA	TP206D	NONE	16
865	95120	050384	TALKEETNA, AK	TAYLORCRAFT	BC12-D	NONE	14
866	3184	061084	JEAN, NV	BREEZY	RLU-1A	NONE	288
867	NONE	070784	DES MOINES, IA	UFM	EASY RISER	SERIOUS	152
868	8798X	061784	TOK, AK	CESSNA	182D	MINOR	22
869	4726U	040384	KODIAK, AK	CESSNA	U206G	NONE	6
870	56304	030884	MCGRATH, AK	MAULE	M-5-235C	NONE	4
871	10719	022884	TALKEETNA, AK	CESSNA	150L	MINOR	2
872	193RK	070384	BREMERTON, WA	MONETT-KEATI	MONI	NONE	378
873	21335	062184	CHATTAHOOCHEE, FL	CESSNA	182P	SERIOUS	116
874	734FP	062284	KILBOURNE, IL	CESSNA	172N	NONE	166

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875	28239	050784	SMITHFIELD, NC	GRUMMAN	AA-5B	NONE	260
876	70709	021384	MORGAN CITY, LA	SIKORSKY	S-58E	SERIOUS	188
877	98322	010584	ELM SPRINGS, SD	PIPER	J3C-65	FATAL	332
878	52701	070784	COLUMBUS, OH	CESSNA	172P	NONE	302
879	21770	070184	INDIANAPOLIS, IN	NORTH AMERIC	P-51 MUSTA	NONE	176
880	9487F	070384	EDEN PRAIRIE, MN	HUGHES	269B	NONE	234
881	39717	063084	HAMILTON, OH	WACO	UPF-7	NONE	300
882	3669X	072484	GARDEN CITY, KS	AERO COMMAND	S2R	NONE	186
883	26938	071484	VACAVILLE, CA	GRUMMAN	AA-5A	NONE	74
884	44190	062284	SACRAMENTO, CA	PIPER	PA-28-151	NONE	66
885	269L	042384	DULCE, NM	HELIO	H-295	NONE	278
886	7660V	061584	CIRCLEVILLE, UT	ROCKWELL	CALLAIR A-	NONE	346
887	73561	053084	CHEYENNE, WY	CESSNA	172M	MINOR	396
888	661SR	060284	JUNCTION, UT	CESSNA	182P	NONE	344
889	2373F	052584	LIVINGSTON, MT	CESSNA	210E	NONE	250
890	86520	032684	TIFTON, GA	CESSNA	337E	MINOR	138
891	737QE	020384	TAPPEN, ND	CESSNA	TR182	FATAL	266
892	414EM	040184	DOUGLAS, WY	CESSNA	414A	SERIOUS	394
893	8564U	061084	AFTON, WY	CESSNA	150M	NONE	398
894	12855	031084	MARANA, AZ	BURKHART GRO	G102 ASTIR	MINOR	38
895	4336\$	030684	DELANO, CA	AIR TRACTOR	AT-300	NONE	48
896	5630G	061884	MARIANNA, FL	CESSNA	A 188B	NONE	114
897	4980L	070384	PORT ST. JOE, FL	PIPER	PA-28-180	MINOR	124
898	90856	050584	JESUP, GA	PIPER	PA-25-235	MINOR	140
899	4650L	063084	GRENADA, MS	CESSNA	172G	MINOR	248

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900	3779L	061384	FORKVILLE, MS	CESSNA	172G	NONE	246
901	88639	070884	KENNESAW, GA	CESSNA	421C	NONE	144
902	6605R	042784	CLINTON, MD	BEECH	B24R	MINOR	200
903	2477L	040184	HAGERSTOWN, MD	CESSNA	172H	SERIOUS	198
904	49185	070884	FLINT, MI	CESSNA	152	MINOR	216
905	4048F	062384	BATAVIA, IL	BARNES	AX-7	NONE	168
906	40712	062584	KANKAKEE, IL	PIPER	PA-32-260	NONE:	170
907	9907L	052084	TALLASSEE, AL	GRUMMAN	AMERICAN A	MINOR	32
908	733LA	062184	GREELEY, CO	CESSNA	172	NONE	98
909	30118	061684	TAOS, NM	SCHEIBE	ZUGVOGEL I	NONE	280
910	153M	062184	GALLUP, NM	CESSNA	180	NONE	282
911	77110	122184	BURLINGTON, VT	CESSNA	140	NONE	356
912	733UH	062784	EVERETT, WA	CESSNA	172	NONE	372
914	63974	080184	HYANNIS, NE	PIPER	PA-23-250T	NONE	274
915	39963	071884	WEST PLAINS, MO	MORGAN T. ME	SKY RIDER	FATAL	242
916	4025K	061284	PASCO, WA	AYRES	S2R-1820	NONE	358
917	5177Y	062384	COLUMBUS, OH	ROBERT B. BO	GLASAIR RG	FATAL	298
918	5537W	070884	TOPEKA, KS	CESSNA	P210N	MINOR	182
919	1106B	070184	OSSEO, MI	GLASFLUGEL	LIBELLE	NONE	214
920	NONE	071684	GRAND ISLAND, NE	ROTEC	RALLY 3	SERIOUS	272
921	8684U	071684	ALPENA, MI	CESSNA	172	NONE	220
922	2492B	071484	ALMONT, MI	PIPER	PA-38-112	NONE	218
923	8719	071584	SAN MIGUEL, CA	TRAVEL AIR	4000	FATAL	76
924	6869B	040184	FACTORYVILLE, PA	PIPER	PA-22-150	NONE	322
925	46837	040184	HOPEDALE, MA	CESSNA	152	NONE	196

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928	6079R	042884	COCKEYSVILLE, MD	MACHEN SUPER	PA-60-601P	FATAL	202
929	2472U	042084	BAD AXE, MI	CESSNA	172D	NONE	206
930	281B	050784	STONE LAKE, WI	COLONIAL	C-2	FATAL	380
931	1062G	053184	GRAYSLAKE, IL	ADAMS	A55S	SERIOUS	160
932	1394H	061384	TROY, MI	ROBERT JUDD	SONERAI II	NONE	212
933	1244K	061184	CENTER VILLAGE, OH	LUSCOMBE	84	NONE	296
934	42984	052284	ENGLEWOOD, CO	PIPER	PA-34-220T	NONE	92
935	3604U	042284	FARGO, ND	BALLOON WORK	FIREFLY 7B	SERIOUS	268
936	1119L	051184	FORT MYERS, FL	CONSOLIDATED	LAKE LA-4	FATAL	106
937	8467U	063084	BEND, OR	CESSNA	172	NONE	320
938	1790X	063084	RECLUSE, WY	CESSNA	210L	SERIOUS	400
939	4E	071984	NO.MYRTLE BEACH, SC	BEECH	95-855	NONE	328
940	94111	062984	FT. WAYNE, IN	CESSNA	152	NONE	174
941	2166Y	072484	MIAMI, FL	PIPER	J3C-65	NONE	130
942	5299U	021284	CHESAPEAKE, VA	CESSNA	172RG	FATAL	350
943	2748C	071084	EDGERTON, WI	CESSNA	170B	NONE	386
944	35140	080784	WINTERSET, IA	CESSNA	177B	NONE	154
945	953	062584	CONCORD, CA	BELL	47G-2	NONE	68
946	5752P	071784	FOLSOM, CA	PIPER	PA-24-250	SERIOUS	82
947	NONE	080484	THOUSAND OAKS, CA	EIPPER	QUICKSILVE	SERIOUS	84
948	5553N	071684	TRACY, CA	HOWARD-JOBMA	DGA-15P	NONE	80
949	6104M	072684	PANAMA CITY, FL	CESSNA	152	MINOR	132
. 950	7445R	071584	SCOTTSDALE, AZ	PIPER	PA-28-140	MINOR	42
951	4044F	071784	W BOUNTIFUL, UT	CESSNA	172	SERIOUS	348

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952	7695N	060684	DOVE CREEK, CO	ВЕЕСН	V35A	NONE	94
953	3681E	062884	LAKE BENTON, MN	PIPER	PA-36-300	NONE	232
954	757DR	062584	PARK FALLS, WI	CESSNA	152	NONE	382
955	6584	062584	MAHNOMEN, MN	GRUMMAN	G-164A	NONE	230
956	2898Q	081384	CHESTERFIELD, MO	CESSNA	172L	NONE	244
957	8055W	061084	MADISON, IN	GRUMMAN	AA-1C	NONE	172
958	7443R	060384	LANSING, IL	PIPER	PA-28-140	MINOR	162
959	10174	052884	DRUMMOND ISLAND, MI	BELL	47G	SERIOUS	208
960	75 1 A A	061884	LITTLE FALLS, MN	CESSNA	152	NONE	228
961	6700H	070884	LAKE GENEVA, WI	CESSNA	172M	NONE	384
963	1364J	032484	RAMONA, CA	NORTH AMERIC	T-6G	MINOR	50
963	6402G	032484	RAMONA, CA	CESSNA	150K	MINOR	52
964	8481V	050984	BAY CITY, TX	ROCKWELL INT	S-2R	FATAL	342
965	7776V	040684	LAMONT, OK	ROCKWELL	A-9B	NONE	306
966	638 13	050184	UKIAH, CA	PIPER	PA-23-250	FATAL	58
967	705W	060384	FREMONT, CA	MOLINO OY	PIK 20E	NONE	60
968	530HA	062784	YUBA CITY, CA	HILLER	UH-12E	NONE	70
969	8001E	071484	HOLLYWOOD, FL	LAKE	LA-4-200	SERIOUS	128
970	73TE	052484	BLOOMSBURG, PA	CESSNA	T210M	FATAL	324
971	9231A	061984	LA GRANDE, OR	CESSNA	170A	NONE	318
972	2426P	072884	NAHUNTA, GA	PIPER	PA-38-112	NONE	146
973	9096G	051484	FAIRBANKS, AK	CESSNA	182N	MINOR	18
974	69GV	041884	BELLE CHASSE, LA	CESSNA	185F	SERĮOUS	194
975	21AT	071184	BEUAMONT, KS	CESSNA	172	NONE	184
976	5110F	072084	JOHN'S ISLAND, SC	CESSNA	172F	MINOR	330

File Order Listing - Issue No. 5, 1984

File Number	Aircraft Regist.	Date 	Location	Aircr Make 	aft Model	Injury Index	Page
977	4886T	070184	HICKORY, NC	PIPER	PA-34-200	NONE	264
9,78	22457	020984	BLUEFIELD, WV	PIPER	PA-32RT-30	FATAL	390
979	1964J	062884	PASCO, WA	CESSNA	T188C	NONE	374
980	29359	081284	CHINLE, AZ	CESSNA	210L	MINOR	44
981	26VE	041884	PURCELL, OK	BEASLEY, GER	VARIEZE	SERIOUS	310
982	92FA	041784	OKLAHOMA CITY, OK	CESSNA	500	NONE	308
983	8284F	041584	MONTEREY, LA	CESSNA	150F	SERIOUS	192
984	2177Q	041584	GRAND ISLE, LA	CESSNA	A 185F	NONE	190
985	1VE	020684	HUGO, OK	PIPER	PA-30B	FATAL	304
987	3476Y	072784	CHICKEN, AK	CESSNA	180H	MINOR	28
988	3241D	081384	BURGRESS STRIP, AK	CESSNA	180	NONE	30
989	6479L	042584	ANCHORAGE, AK	CESSNA	152	NONE	12
989	45928	042584	ANCHORAGE, AK	CESSNA	152	NONE	10
990	46547	071784	FAYETTEVILLE, WV	CESSNA	172K	NONE	392
991	390AC	030784	BENSON, NC	BEECH	200C	NONE	254
991	9162Y	030784	BENSON, NC	PIPER	PA-31T	NONE	252
992	210AV	081084	COULTERVILLE, CA	CESSNA	T210M	MINOR	86
993	6301E	070684	CHESTER, CA	CESSNA	172N	NONE	72
994	4452Y	061084	SATANTA, KS	PIPER	PA-25-235	SERIOUS	178
995	4167Y	040884	HOUSTON, TX	BELLANCA	8GCBC	FATAL	340
996	8424ป	081884	PALO ALTO, CA	CESSNA	150G	NONE	88
997	4004C	031284	BLANCO, TX	STINSON	108-3	MINOR	338
998	49853	061784	BURNS, OR	CESSNA	152	MINOR	316
999	772AW	070184	LACENTER, WA	BEECH	M35	NONE	376
1000	6797Z	062984	ATWOOD, KS	PIPER	PA-25-235	NONE	180

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		p

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1984 ACCIDENTS

Type Operating Certificate-NONE (GENER, Type of Operation -INSTRUCTION, Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Eng Make/Mode	es - 1 - RECIPF - 100	AL Crew Pass NENTAL 0-200-A	ELT Stal EETOR Airport	Injui Serious O O Installed/ I Warning	Minor 1 0 Activate System -	0 0
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	SUBSTANTIA ire ON GROUND 1 - CONTIN 1 - RECIPA - 100	AL Crew Pass NENTAL 0-200-A	ELT Stal EETOR Airport OFF AI	Serious 0 0 Installed/ 1 Warning Proximity RPORT/STRI	Minor 1 0 Activate System -	0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 15OL Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	ON GROUND 1 - CONTIN 2 - 1 - RECIPF - 100	Pass NENTAL 0-200-A	ELT Stal EETOR Airport OFF AI	Installed/ I Warning : Proximity	O Activate System -	0
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	21 - CONTIN 25 - 1 - RECIPF - 100	NENTAL 0-200-A	ELT Stal ETOR Airport OFF AI	Installed/ 1 Warning : Proximity	Activate System -	
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	es - 1 - RECIPF - 100	ROCATING-CARBUR	Stal EETOR Airport OFF AI	1 Warning	System -	
Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	es - 1 - RECIPF - 100	ROCATING-CARBUR	Stal EETOR Airport OFF AI	1 Warning	System -	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	es - 1 - RECIPF - 100	ROCATING-CARBUR	Stal EETOR Airport OFF AI	1 Warning	System -	
Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Number Engine Engine Type Rated Power Itinerary Last Departure SAME AS ACC/ Destination	es - 1 - RECIPF - 100	ROCATING-CARBUR	Stal EETOR Airport OFF AI	Proximity RPORT/STRI		YES
No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Rated Power Itinerary Last Departure SAME AS ACC/ Destination	- 100		Airport OFF AI	RPORT/STRI	 P	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Itinerary Last Departure SAME AS ACC/ Destination	e Point	O HP	OFF AI	RPORT/STRI	p	
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Last Departure SAME AS ACC/ Destination			OFF AI	RPORT/STRI	P	
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	Last Departure SAME AS ACC/ Destination			OFF AI	RPORT/STRI	P	
Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC	SAME AS ACC/ Destination				, -	P	
Completeness - UNK/NR Basic Weather - VMC	Destination	'INC		Airport D	ata		
Basic Weather - VMC				Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 020/015 KTS				Runway	/ Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - 9000 FT SCA	TTERED Type of Flight	: Plan - NO	IONE	Runway	Surface	- N/A	
Lowest Ceiling - 15000 FT BRO	KEN Type of Cleara	ince - Ti	RAFFIC ADVISORY	' Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	y - F0	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 27	Med	dical Certifica	te - VALID	MEDICAL-N	O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (F			•
STUDENT	Current -		Total -	^ ~=		4 Hrs -	UNK/NR
	Months Since -		Make/Model-	35 35	Last 3	O Days-	UNK/NR
	Aircraft Type -	•	Instrument-		Last 9		
Instrument Rating(s) - NONE							
DOWNWIND FOR A TOUCH AND GO, THE STUDENT	DILOT NOTICED A STRANG	E ENGINE N	NOTES SHE FIELD	TED TO DO	ANOTHER TO		1
DURING A TURN FROM CROSSWIND TO DOWNWIND.							
ILDREN WERE CROSSING THE ROAD AND DISTRACT							•
E GROUND INVERTED. AN EXAM REVEALED THAT T						INOCK	
						CNETO	
BE AGAINST THE FIREWALL ALLOWING HOT GASES						GIVE I U	
ADS TO BOTH MAGNETOS AND THE LANDING LIGHT	. THE ACT WAS 37 HOUR	S OVER DOI	E FUR A 100 HUL	K INSPECTI	.UIV.		

File No. - 871 2/28/84 TALKEETNA, AK A/C Reg. No. N10719 Time (Lc1) - 1545 AST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) .1. MAINTENANCE, 100 HOUR INSPECTION - EXCEEDED - COMPANY/OPERATOR MGMT 2. EXHAUST SYSTEM, MANIFOLD - CORRODED 3. MAINTENANCE - INADEQUATE -4. IGNITION SYSTEM, IGNITION LEAD - BURNED Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(S) 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

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

-Basic Information	 }								
Type Operating		NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI	•	Fatal	Injur Serious		None
Type of Operat Flight Conduct Accident Occur	ed Under -			Fire NONE	Cro Pa:		0	0	1 1 .
-Aircraft Informa Make/Model Landing Gear Max Gross Wt No. of Seats	- MAULE M-5-2 - TAILWHEEL-A - 2300		Number Er	ngines - i pe - RECIP	ING 0-540-J1A P-FUEL INJECTER	S	Installed/A tall Warnin		
-Environment/Oper	ations Inform	ation							
Weather Data Wx Briefing Method	- NO RECORD - N/A	OF BRIEFING	Itinerary Last Depar MCGRATH,				Proximity RPORT/STRIP		
Completeness Basic Weather	- N/A		Destination MCGRATH,	1		Airport D	ata		
Wind Dir/Spe Visibility Lowest Sky/C Lowest Ceili Obstructions Precipitatio Condition of	- 20.0 louds - ng - U to Vision- N n - N	SM 1200 FT SCATT NK/NR ONE ONE	ATC/Airspace ERED Type of Fi Type of Ci Type Apch/	ight Plan - N	IONE	Runway Runway	Lth/Wid - Surface -		
-Personnel Inform									
Pilot-In-Comman Certificate(s			Age - 59 Biennial Flight	Review Me	dical Certifi Fl	cate - EXPIR ight Time (F	ED lours)		
COMMERCIAL SE LAND,ME			Current	- UNK/NR - UNK/NR	Total ~	UNK/NR	Last 24	Hrs - U Days- U Days- U aft - U	NK/NR NK/NR NK/NR NK/NR
Instrument	Rating(s) -	AIRPLANE							
Narrative E PILOT TOLD FLIGH PHOTOGRAPH SOMETH	T SERVICE PER	SONNEL THAT T	HE AIRCRAFT STRU	JCK THE GROUNE	WHILE CIRCLI	NG. HIS PASS	ENGER WAS A	TTEMPTIN	G

File No. - 870 3/08/84 MCGRATH, AK A/C Reg. No. N56304 Time (Lc1) - 1145 AST

Occurrence IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

	Certificate-NON	E (GENERAL AVIA					Injur		
_			SUBSTAN	TIAL		Fatal			None
Type of Operat		IAL OBSERVATION			Crew	0	0	0	1
Flight Conducte		CFR 91	NONE		Pass	0	0	0	0
Accident Uccuri	red During -LAN	DING							
-Aircraft Informa	tion								
Make/Mode1	- CESSNA U206G		Eng Make/Model - COM	TINENTA	L IO-520	ELT	Installed/A	ctivated	- UNK/NF
Landing Gear	- AMPHIBIAN		Number Engines - 1				tall Warnir	g System	- YES
Max Gross Wt	- 3600		Engine Type - REC	IP-FUEL	INJECTED				
No. of Seats	- 6			300 HP					
-Environment/Opera	ations Informati	on							
Weather Data			tinerary			Airport	Proximity		
Wx Briefing	- NO RECORD OF		Last Departure Point			ON AIR	•		
Method	- N/A		SAME AS ACC/INC						
Completeness			Destination			Airport D	ata		
Basic Weather	•		LOCAL			,	LILLY LAKE	SEAPLAN	
	ed- 310/014 KTS						Ident -	_	
	- 15.0 SM	Δ	TC/Airspace				Lth/Wid -		UNK/NR
Lowest Sky/C			Type of Flight Plan	NONE			Surface -		
Lowest Ceili			Type of Clearance				Status -		CHOPPY
	to Vision- NONE			NONE		,			
Precipitation			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
•	Light - DAYL								
-Personnel Inform									
Pilot-In-Comman		Age -	33	Medical	Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s			nial Flight Review			nt Time (H			•
PRIVATE			Current - UNK/NR	Tot	al -		Ĺast 24	Hrs - U	NK/NR
SE LAND, SE	SEA		lonths Since - UNK/NR		e/Mode1-	200	Last 30	Days- U	NK/NR
•			ircraft Type - UNK/NR		trument-	0		Days-	
··· Instrument	Rating(s) - NO	NE .							
-Narrative									
			ORTHERLY DIRECTION, BU						
			I. THEN THE ACFT BOUNCE						
			ING STRUCK THE WATER.						10
			G AT 14 KTS WITH GUSTS						IG .
			OFF AREA (LILLY LAKE) N	AS SURR	DONDED ON	2 SIDES BY	HILLS & PL	.15	
THE ADEA DEDUDTED	THAT THE WIND O	AN BE VERY UNPR	REDICTABLE.						

File No. - 869 4/03/84 KODIAK, AK A/C Reg. No. N4726U Time (Lc1) - 0900 AST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - GUSTS 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND 4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF Finding(s) 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 6. WATER LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal ·	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - BELLANCA 7GCBC		lode1 - LYCOMING 0-	-320-A2B		nstalled/Ad		
Landing Gear - TAILWHEEL-ALL FIXE					all Warning	g Syster	n - NO
Max Gross Wt - 1650		e - RECIPROCATI	ING-CARBURET	OR			
No. of Seats - 2	Rated Powe	r - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport Pr	roximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depart	ure Point		ON AIRPO	DRT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination		Α	irport Dat	ta		
Basic Weather - VMC	LOCAL			MERRILL			
Wind Dir/Speed- 300/004 KTS				Runway 1		33	
Visibility - 50.0 SM	ATC/Airspace				_th/Wid -		
Lowest Sky/Clouds - 10000 FT					Surface -		Т
	OVERCAST Type of Cle			Runway S	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - STRAIGH	HT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51	Medical	Certificate	- VALID N	MEDICAL-WA	IVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview:	Flight	Time (Hou	urs)		
STUDENT	Current	- N/A Tota		23	Last 24		
	Months Since		-,	11	Last 30		
	Aircraft Type	e - N/A Inst	trument-	0	Last 90	Days-	11
Instrument Rating(s) - NONE							
3,1,							
-Nappative					20UT 40 ET	4.01	
-Narrative	S ON ETNAL ADOL TO LAND	THE ACET ENCOUNT	TEDEN THOOH	EVICE VI V			
STUDENT PLT REPORTED THAT WHEN HE WA							
	R TO GO AROUND, BUT LOS	T DIRECTIONAL CONT	TROL. THE AC	FT YAWED I	_EFT, VEERI	ED	

File No. - 862 4/09/84 ANCHORAGE, AK A/C Reg. No. N68578 Time (Lc1) - 1809 AST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. GO-AROUND - INITIATED - PILOT IN COMMAND 7. OBJECT - RUNWAY LIGHT 8. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

File No 989 4/25/8	4 ANCHORAGE, AK	A/C Reg. No. N4	45928 		1 me (LC)	- 1250 AS	 -
-Basic Information Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damage				uries	
		SUBSTANTIAL		Fatal	Serious		None
	STRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 Accident Occurred During -AP		NONE	Pass	0	0	0	. 1
Accident occurred buring -AP			Other	0			· 1
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING 0-2	235-L2C			I/Activated	
Landing Gear - TRICYCLE-FIXE		gines - 1			Stall Warn	ing System	- YES
Max Gross Wt - 1670	Engine Ty	•	NG-CARBURET	OR			
No. of Seats - 2	Rated Pow	er - 110 HP					
-Environment/Operations Informat	ion						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD O	•			OFF A	[RPORT/STR	P.IP	
Method - N/A	SAME AS	•					
Completeness - N/A	Destination		Δ	irport (
Basic Weather - VMC	LOCAL			MERRI			
Wind Dir/Speed- 290/006 KTS					/ Ident	- 33	
Visibility - 80.0 SM						- 2469/	60
Lowest Sky/Clouds - CLE		ight Plan - NONE				- ASPHALT	
Lowest Ceiling - NON		earance - NONE		Runwa	/ Status	- DRY	
Obstructions to Vision- NON Precipitation - NON	, , , , , , , , , , , , , , , , , , ,	Lndg - FULL STO	UP		•	,	
Precipitation - NON Condition of Light - DAY							
Condition of Eight - DAY							
-Personnel Information							
Pilot-In-Command	Age - 26		Certificate			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight			: Time (
STUDENT	Current		1 -	26		24 Hrs -	1
	Months Since		/Model-	26		30 Days-	4
	Aircraft Typ	e - N/A Insti	rument-	1	Last	90 Days-	8
Instrument Rating(s) - N							
Name + 2							
-Narrative	OO MAG TAIRBUIND TO LIVE OF					NOTHER	
TUDENT PLT IN A CESSNA 152, N459							
DENT PLT IN CESSNA 152, N6479L,	WAS DEPARTING FRUM RWT 15.	THE STUDENT IN N6479	S ON A WEST	KED FUR	A "CITY F	11 GH "	
ARTURE. AFTER TAKING OFF, HE TUR							
BEEN INSTRUCTED TO ENTER TRAFFI EVER, NEITHER PLT SAW THE OTHER							
ER FUSELAGE OF N45928. BOTH ACFT							
BECOME JAMMED.	LANDED SAFELT; BUT THE PLY	OF 1404/9L HAD SUME	DIFFICULTY	STINCE	וחב אטטטבא	•	
BECOME CAMMED.							

File No. - 989 4/25/84 ANCHORAGE, AK A/C Reg. No. N45928 Time (Lc1) - 1250 AST

Occurrence MIDAIR COLLISION
Phase of Operation APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

File No 989 4/25/84	ANCHORAGE, AK	A/C Reg. N	No. N6479L	1	ime (Lc1)	- 1250 AST	Г
Basic Information Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Dan			Inj	uries	
		SUBSTANTIAL	-	Fatal	Serious	Minor	None
Type of Operation -PERSON	NAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFF	₹ 91	NONE	Pass		0	0	0
Accident Occurred During -CLIMB			Othe	r 0	0	0	1
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/	Model - LYCOMIN	NG 0-235-L2C	ELT	Installed	/Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED						ing System	
Max Gross Wt - 1670	Engine Ty		CATING-CARBUR			3 -,	
No. of Seats - 2	Rated Pow	•					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - NO RECORD OF BR		ture Point			RPORT/STR		
Method - N/A	SAME AS			OII AI	KI UKI / 31K		
Completeness - N/A	Destination	•		Airport D	10+0		
Basic Weather - VMC				MERRIL			
Wind Dir/Speed- 290/006 KTS	TALKEETN	IA, AK				. 45	
• •	ATC /A : ======			•	Ident	and the second s	60
	ATC/Airspace		,			- 2469/	60
Lowest Sky/Clouds - CLEAR		ight Plan - VFF		-		- ASPHALT	
Lowest Ceiling - NONE		earance - NON			Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lnag - PR	ECAUTIONARY LA	NDING			
Precipitation - NONE	I+						
Condition of Light - DAYLIGH	1 						
Personnel Information							<i>.</i>
Pilot-In-Command	Age - 28		ical Certifica			NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ht Time (F		04.11	
PRIVATE	Current	- YES	Total -	40		24 Hrs -	1
SE LAND	Months Since		Make/Model-	40		30 Days-	10
	Aircraft Typ	e - C-152	Instrument-	1	Last	90 Days-	25
Secretary Control of the Control of							
Instrument Rating(s) - NONE							
	·						
Narrative		DWV 22 AT MEDD	ILL FIELD AT T	HE SAME TI	ME THAT A	NOTHER	
STUDENT PLT IN A CESSNA 152, N45928,							
					A "CITY H	IIGH"	
STUDENT PLT IN A CESSNA 152, N45928,	DEPARTING FROM RWT 15.	THE STUDENT IN	N6479L WAS CL	EARED FOR			,
STUDENT PLT IN A CESSNA 152, N45928, UDENT PLT IN CESSNA 152, N6479L, WAS PARTURE. AFTER TAKING OFF, HE TURNED	DEPARTING FROM RWT 15. EASTBOUND & CONVERGED V	THE STUDENT IN VITH N45928 WHIC	N6479L WAS CL CH WAS ON A WE	EARED FOR STERLY HEA	DING. N45	928	
STUDENT PLT IN A CESSNA 152, N45928, UDENT PLT IN CESSNA 152, N6479L, WAS	DEPARTING FROM RWT 15. EASTBOUND & CONVERGED W D LAND ON RWY 33. TOWER	THE STUDENT IN VITH N45928 WHIC PERSONEL ADVIS	N6479L WAS CL CH WAS ON A WE ED EACH PLT OF	EARED FOR STERLY HEA THE OTHER	NDING. N45 R'S POSITI	928 ON;	
STUDENT PLT IN A CESSNA 152, N45928, UDENT PLT IN CESSNA 152, N6479L, WAS PARTURE. AFTER TAKING OFF, HE TURNED O BEEN INSTRUCTED TO ENTER TRAFFIC TO WEVER, NEITHER PLT SAW THE OTHER ACF	DEPARTING FROM RWT 15. EASTBOUND & CONVERGED W D LAND ON RWY 33. TOWER T UNTIL JUST PRIOR TO CO	THE STUDENT IN VITH N45928 WHIO PERSONEL ADVISI DLLIDING. THE VI	N6479L WAS CL CH WAS ON A WE ED EACH PLT OF ERTICAL STABIL	EARED FOR STERLY HEA THE OTHER IZER OF NO	NDING. N45 R'S POSITI 6479L HIT	928 ON; THE	
STUDENT PLT IN A CESSNA 152, N45928, UDENT PLT IN CESSNA 152, N6479L, WAS PARTURE. AFTER TAKING OFF, HE TURNED O BEEN INSTRUCTED TO ENTER TRAFFIC TO	DEPARTING FROM RWT 15. EASTBOUND & CONVERGED W D LAND ON RWY 33. TOWER T UNTIL JUST PRIOR TO CO	THE STUDENT IN VITH N45928 WHIO PERSONEL ADVISI DLLIDING. THE VI	N6479L WAS CL CH WAS ON A WE ED EACH PLT OF ERTICAL STABIL	EARED FOR STERLY HEA THE OTHER IZER OF NO	NDING. N45 R'S POSITI 6479L HIT	928 ON; THE	

File No	989 4/25/84	ANCHORAGE, AK	A/C Reg. No. N6479L	Time (Lcl) - 1250 AST
Occurrence Phase of Operation	MIDAIR COLLISION	1 · ·		
	- INADEQUATE - PIL - INADEQUATE - PIL	OT IN COMMAND OT OF OTHER AIRCRAFT		
Probable Cause				·

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

	Certificate-	NONE (GENERAL A	AVIATION) Aircraft	Damage		Injur	ies	
			SUBSTAN		Fatal	-		None
Type of Operati		POSITIONING	Fire	Crew	-	0	0	0
Flight Conducte			NONE	Pass	-	0	0	0
Accident Occurr				Othe	r 0		0	1
-Aircraft Informat								
Make/Model -			Eng Make/Model - CON	TINENTAL C-90-12F		Installed/A		
Landing Gear -		LL FIXED	Number Engines - 1			Stall Warnin	ng System	- NO
Max Gross Wt -			Engine Type - REC		ETOR			
No. of Seats -	2		Rated Power -	90 HP				
-Environment/Opera	tions Inform		•					
Weather Data			Itinerary		Airport	Proximity		
Wx Briefing			Last Departure Point		ON AIR	RPORT		
Method			SAME AS ACC/INC					
Completeness			Destination		Airport [
Basic Weather			LOCAL			ETNA AIRPORT		
	4- 330/006 K	CTS				y Ident -		
Wind Dir/Spee								
Visibility	- 60.0	SM				y Lth/Wid -		
Visibility Lowest Sky/C1	- 60.0 ouds -	SM 8000 FT SCATTE	RED Type of Flight Plan -	NONE	Runwa	y Surface -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin	- 60.0 ouds - ig - 2	SM 8000 FT SCATTE 20000 FT	RED Type of Flight Plan - Type of Clearance -	NONE	Runwa		UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions	- 60.0 ouds - g - 2 to Vision- N	SM 8000 FT SCATTE 20000 FT JONE	RED Type of Flight Plan -	NONE NONE	Runwa	y Surface -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation	- 60.0 ouds - g - 2 to Vision- N	SM 8000 FT SCATTE 20000 FT JONE JNK/NR	RED Type of Flight Plan - Type of Clearance -	NONE	Runwa	y Surface -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions	- 60.0 ouds - g - 2 to Vision- N	SM 8000 FT SCATTE 20000 FT JONE JNK/NR	RED Type of Flight Plan - Type of Clearance -	NONE NONE	Runwa	y Surface -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- 60.0 ouds - g - 2 to Vision- N - U Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway Runway	y Surface - y Status -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway Runway	y Surface - y Status -	UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command Certificate(s)	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	 NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command Certificate(s)	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	NK/NR NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE 20000 FT JONE JONE JONE JONE JONE JONE JONE JONE	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	NK/NR NK/NR NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command Certificate(s) PRIVATE SE LAND	- 60.0 ouds - g - 2 to Vision- N Light - D tion tion /Rating(s)	SM 8000 FT SCATTE COOOO FT IDNE INK/NR OAYLIGHT	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	 NK/NR NK/NR NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- 60.0 ouds - g - 2 to Vision- N Light - D	SM 8000 FT SCATTE COOOO FT IDNE INK/NR OAYLIGHT	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	NK/NR NK/NR NK/NR NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command Certificate(s) PRIVATE SE LAND	- 60.0 ouds - g - 2 to Vision- N Light - D tion tion /Rating(s)	SM 8000 FT SCATTE COOOO FT IDNE INK/NR OAYLIGHT	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica	Runwa Runwa ite - EXPII	y Surface - y Status	UNK/NR UNK/NR	NK/NR NK/NR NK/NR
Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of Personnel Informa Pilot-In-Command Certificate(s) PRIVATE SE LAND Instrument	- 60.0 ouds - g - 2 to Vision- N Light - D tion tion /Rating(s)	SM 8000 FT SCATTER 20000 FT IONE INK/NR 20AYLIGHT AR B	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review	NONE NONE Medical Certifica Flig Total - Make/Model- Instrument-	Runway Runway ate - EXPII ant Time (1 90 29 0	y Surface y Status RED Hours) Last 24 Last 30 Last 90	UNK/NR UNK/NR	NK/NR NK/NR NK/NR
Visibility Lowest Sky/C1 Lowest Ceilin Obstructions Precipitation Condition of	- 60.0 ouds - g - 2 to Vision- N Light - D Light - D Rating(s) Rating(s)	SM 8000 FT SCATTER 20000 FT IONE INK/NR DAYLIGHT AR B	RED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - ge - 31 iennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	NONE NONE Medical Certifica Flig Total Make/Model- Instrument-	Runway Runway Ate - EXPII Ath Time (I 90 29 0	y Surface y Status RED Hours) Last 24 Last 30 Last 90	UNK/NR UNK/NR Hrs - UI Days- UI Days- UI	 NK/NR NK/NR NK/NR

CONTROL - ON GROUND G - STARTING ENGINE(S)		
OBTAINED - PILOT IN COMMAND ROPER - PILOT IN COMMAND		·
ND COLLISION WITH OBJECT		
ER		
· · · · · · · · · · · · · · · · · · ·		
- -	ROPER - PILOT IN COMMAND ND COLLISION WITH OBJECT ER	ROPER - PILOT IN COMMAND

is/are finding(s) 1,2

SUBS Fire NONE Eng Make/Model - Number Engines - Engine Type - Rated Power - tinerary Last Departure Po BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	CONTINENTAL CONTINENTAL RECIP-FUEL 285 HP int		Airport OFF AI Airport D KENAI Runway	Serious 0 0 Installed tall Warn Proximity RPORT/STR	 Activ ing Sy		
Fire NONE Eng Make/Model - Number Engines - Engine Type - Rated Power - tinerary Last Departure Po BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	CONTINENTAL 1 RECIP-FUEL 285 HP int	Pass 	O O O O O O O O O O O O O O O O O O O	O O Installed tall Warn Proximity RPORT/STR	/Activ ing Sy	0 0 ated -	1 2
Eng Make/Model - Number Engines - Engine Type - Rated Power - tinerary Last Departure Po- BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	CONTINENTAL CONTINENTAL RECIP-FUEL 285 HP int	Pass 	ELT S Airport OFF AI Airport C KENAI Runway	Installed tall Warn Proximity RPORT/STR	ing Sy	0 ated -	2 YES/NO
Eng Make/Model - Number Engines - Engine Type - Rated Power - tinerary Last Departure Po- BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla	CONTINENTAL 1 RECIP-FUEL 285 HP int		ELT S Airport OFF AI Airport C KENAI Runway	Installed tall Warn Proximity RPORT/STR	ing Sy	 ated -	 YES/NO
Number Engines - Engine Type - Rated Power - tinerary Last Departure Po BIG LAKE, AK, AK Destination HOMER, AK TC/Airspace Type of Flight Pla Type of Clearance	1 RECIP-FUEL 285 HP int		Airport OFF AI Airport D KENAI Runway	tall Warn Proximity RPORT/STR	ing Sy		
Number Engines - Engine Type - Rated Power - tinerary Last Departure Po BIG LAKE, AK, AK Destination HOMER, AK TC/Airspace Type of Flight Pla Type of Clearance	1 RECIP-FUEL 285 HP int		Airport OFF AI Airport D KENAI Runway	tall Warn Proximity RPORT/STR	ing Sy		
Engine Type - Rated Power - tinerary Last Departure Po BIG LAKE, AK, AK Destination HOMER, AK TC/Airspace Type of Flight Pla Type of Clearance	RECIP-FUEL 285 HP int an - NONE	INJECTED	Airport OFF AI Airport D KENAI Runway	Proximity RPORT/STR Pata	 IP	stem -	YES
Rated Power - tinerary Last Departure Po BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	285 HP int an - NONE	INJECTED	OFF AI Airport C KENAI Runway	RPORT/STR Data / Ident			
tinerary Last Departure Po- BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla	int an - NONE		OFF AI Airport C KENAI Runway	RPORT/STR Data / Ident			
Last Departure Po BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	an - NONE		OFF AI Airport C KENAI Runway	RPORT/STR Data / Ident			
Last Departure Po BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	an - NONE		OFF AI Airport C KENAI Runway	RPORT/STR Data / Ident			
BIG LAKE,AK,AK Destination HOMER,AK TC/Airspace Type of Flight Pla Type of Clearance	an - NONE		Airport D KENAI Runway	ata Ident			
Destination HOMER,AK FC/Airspace Type of Flight Pla Type of Clearance			KENA I Runway	Ident	- N/A		
HOMER,AK FC/Airspace Type of Flight Pla Type of Clearance			KENA I Runway	Ident	- N/A		
C/Airspace Type of Flight Pla Type of Clearance			Runway		- N/A		
Type of Flight Pla Type of Clearance							
Type of Flight Pla Type of Clearance			Rullway	Lth/Wid	- N/A		
				Surface			
T A I- /11	- NONE		Runway	Status	- N/A		
Type Apch/Lndg	- FORCED	LANDING					
	·						
						v=56 /1	
					NU WAI	VERS/L	TWTI
					24 Hre	_	5
							_
		•					9
Trotal Crype or				Last	oo bay	_	J
i .	rrent - YES nths Since - 21 rcraft Type - C-T	al Flight Review rrent - YES Tota nths Since - 21 Make rcraft Type - C-T207 Ins Mul	al Flight Review Flight rrent - YES Total - Inths Since - 21 Make/Model-Interact Type - C-T2O7 Instrument-Interact Multi-Eng - Interact Type -	al Flight Review Flight Time (Frent - YES Total - 868 nths Since - 21 Make/Model - 75 rcraft Type - C-T2O7 Instrument - 18 Multi-Eng - 74	al Flight Review Flight Time (Hours) rrent - YES Total - 868 Last of the Since - 21 Make/Model - 75 Last of the Type - C-T2O7 Instrument - 18 Last of Multi-Eng - 74 IT BY TURNING ON THE BOOST PUMP. HE LANDED AT 2 DIFFERENT	al Flight Review Flight Time (Hours) rrent - YES Total - 868 Last 24 Hrs nths Since - 21 Make/Model- 75 Last 30 Day rcraft Type - C-T2O7 Instrument- 18 Last 90 Day Multi-Eng - 74	al Flight Review Flight Time (Hours) rrent - YES Total - 868 Last 24 Hrs - nths Since - 21 Make/Model- 75 Last 30 Days- UNK rcraft Type - C-T2O7 Instrument- 18 Last 90 Days- Multi-Eng - 74 IT BY TURNING ON THE BOOST PUMP. HE LANDED AT 2 DIFFERENT ARPTS

File No 8	64 5/10/84 HOMER,AK	A/C Reg. No. N346RN	Time (Lc1) - 1630 ADT
Occurrence #1 Phase of Operation			
Finding(s) 1. FUEL SYSTEM - U	NDETERMINED		
Occurrence #2	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. TERRAIN CONDITI	ON - LOOSE GRAVEL/SANDY		
Probable Cause		·	
The National Transpois/are finding(s) 1	rtation Safety Board determines that th	ne Probable Cause(s) of this accider	nt
Factor(s) relating t	o this accident is/are finding(s) 2		de filosophic de la companya de la

File No 973 5/14/84	FAIRBANKS,AK A/C Re	eg. No. N9096G	Time	(Lc1) - 15	58 ADT	
Basic Information						
Type Operating Certificate-NON		t Damage		Injuries		
	SUBSTAI		_		linor	None
	SONAL Fire	Crew	. 0	0	0	1
Flight Conducted Under -14 Accident Occurred During -TAK	EOFF	Pass	0	0	1	2
Aircraft Information						
Make/Model - CESSNA 182N	Eng Make/Model - COM	NTINENTAL 0-470-R	ELT Ins	talled/Acti	vated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Sta1	Warning S	vstem	- YES
Max Gross Wt - 2950	Engine Type - REG	CIPROCATING-CARBURET	OR .	J	•	
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information	on					
Weather Data	Itinerary		Airport Pro	kimity		
Wx Briefing - NO RECORD OF			ON AIRPOR			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	Α	irport Data			
Basic Weather - VMC	BETTLES, AK		FAIRBANKS			
Wind Dir/Speed- CALM	. ,		Runway Id	ent - 10)	
Visibility - 60.0 SM	ATC/Airspace		Runway Ltl	n/Wid - 3	200/	60
Lowest Sky/Clouds - 500	OFT SCATTERED Type of Flight Plan	- NONE	Runway Su	face - AS	PHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway Sta	atus - DR	Υ	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE	<i>γ</i> , τ , σ					
Condition of Light - DAYL	IGHT	•				
Personnel Information						
Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEI	ICAL-WAIVE	RS/LIM	IT
Certificate(s)/Rating(s)	Pionnial Elight Doview	Eliabt	Time (Hour:		,	-
PRIVATE	Current - YES	Total -		Last 24 Hr	s -	1
SE LAND	Months Since - 18	Make/Model-				
·	Aircraft Type - C-182	Instrument- UNK	85 /NR	Last 90 Da	vs-	12
	ATTO TAPE TYPE OF TOE	Multi-Eng - UNK		Rotorcraft		
Instrument Rating(s) - NO						
Narrative						
	AT ABOUT MID-FIELD, THEN IT TOUCHED (OOWN & RECAME ATRROP	NE AGAIN RE	ORF IT		
	TED POSITION, 1017 FT BEYOND THE END					
	FOUR OCCUPANTS, 40 GALS OF FUEL & 38					
TO INITIATING THE FIT THE ACET WAS	ESTIMATED TO HAVE BEEN AT LEAST 210 I	RS OVED ITS MAY ALL	TWARLE GROS	WT & THE		
CG WAS ESTIMATED TO BE 1.1 INCHES BE		103 OVER 113 MAX ALL	JANDEL GROS	, G IIIL		
	COURCE FILE MILL LIMITE.					
TO THE TENTION OF THE TRANSPORTED BE						

	73 5/14/84 	FAIRBANKS,AK	A/C Reg. No. N9096G	Time (Lcl) - 1558 ADT
Occurrence #1 Phase of Operation				
2. AIRCRAFT WEIGHT	GHT - IMPROPER - PI AND BALANCE - EXCE EQUATE - PILOT IN C	EDED - PILOT IN COMMAND		
4. STALL/MUSH - IN	ADVERTENT - PILOT I	N COMMAND		
_	IN FLIGHT COLLISI			

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

	File No 851 6/04/84 Y	AKUTAT,AK	A/C Reg. No. N7	4180	Ti	me (Lc1) -	1320 PDT	
Name of Carrier	Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft Damage			Injur	ies	
Flight Conducted Under	Name of Carrier -GULF AIR	TAXI	SUBSTANTIAL		Fatal	Serious	Minor	None
Accident Occurred During -APPROACH Aircraft Information	Type of Operation -NON SCHE	D,DOMESTIC,PASSENGER	Fire					1
Aircraft Information Make/Model - CESSNA 206	Accident Occurred During -APPROACH			,	-	0	0	4
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP	Aircraft Information							
Max Gross Wt				IO-520-C				
No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information Weather Data Wx Briefing		3			S1	tall Warnir	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing				INJECTED				
Weather Data Wx Briefing Wthod UNK/NR	No. of Seats - 6	Rated Power	- 300 HP					
Wx Briefing						S		
Method - UNK/NR			no Doint				,	
Completeness - UNK/NR Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 130/012 KTS Visibility - 40.0 SM					UFF AIR	KPURI/SIRIF	,	
Basic Weather					Ainport Da	a+a		
Wind Dir/Speed- 130/012 KTS Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) CUMMERCIAL SE LAND, ME LAND Months Since - 10 Make/Model- 550 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 3000 Last 90 Days- 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative EPLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM SELECT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR			C/INC		A II poi t be	·		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Type Apch/Lndg - FULL STOP Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 12340 Last 24 Hrs - 5 Months Since - 10 Make/Model - 550 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 3000 Last 90 Days- 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM SLEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		SAME AS AC	C/ 114G		Runway	Ident -	- N/Δ	
Lowest Ský/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review CUMMERCIAL Current - YES Total - 12340 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 10 Make/Model - 550 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 3000 Last 90 Days - 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLI ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		ATC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12340 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 10 Make/Model - 550 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 3000 Last 90 Days - 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative IE PLI ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR			ht Plan - VFR					
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND, ME LAND Months Since - 10 Make/Model - 550 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 3000 Last 90 Days - 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative HE PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM SELECTED TO LAND ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE AGFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR							•	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL YES Total - 12340 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 10 Make/Model - 550 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument 3000 Last 90 Days - 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative IE PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		Type Apch/Ln	da - FULL STO	OP.	······································	•	,	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 12340 Last 24 Hrs - 5 SE LAND, ME LAND Months Since - 10 Make/Model - 550 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 3000 Last 90 Days - 160 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		3,6						
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Command Commercial Current - YES Months Since - 10 Make/Model - 550 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Termanative SE PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM SLEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR								
Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND Months Since - 10 Months Since - 10 Months Since - 10 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR	Personnel Information							
COMMERCIAL SE LAND, ME LAND Months Since - 10 Months Since - 10 Make/Model - 550 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 3000 Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR							AIVERS/LIM	ΙT
SE LAND, ME LAND Months Since - 10 Aircraft Type - UNK/NR Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		Biennial Flight Re	view					
Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR	* * * * * * * * * * * * * * * * * * *	Current	- YES Tota					
Multi-Eng - 3388 Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR	SE LAND, ME LAND	Months Since	- 10 Make	/Mode1-	550	Last 30	Days- UN	K/NR
Instrument Rating(s) - AIRPLANE Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR		Aircraft Type	- UNK/NR Insti			Last 90	Days-	160
		·	Mult	i-Eng -	3388		-	
Narrative E PLT ELECTED TO LAND ON A GRAVEL ROAD THAT WAS SURROUNDED BY BRUSH WITH A QUARTERING HEADWIND APRX 30 DEG FROM S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUENTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR	Instrument Rating(s) - AIRPLAN	IE .						
S LEFT. WHILE ON FINAL APCH, A RAPID RATE OF DESCENT DEVELOPED. SUBSEQUÊNTLY, THE LEFT WING TIP CONTACTED A TREE TOP THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR	Narrative							
THE ACFT YAWED TO THE LEFT. ON TOUCHDOWN, IT ENTERED BRUSH ON THE LEFT SIDE OF THE ROAD WHERE THE NOSE GEAR								
							TREE TOP	
LLAPSED & THE ACFT NOSED OVER.		N, IT ENTERED BRUSH ON	THE LEFT SIDE OF	THE ROAD	WHERE THE	NOSE GEAR		
	LLAPSED & THE ACFT NOSED OVER.							
	5 Pro 1985							

File No 8	51 6/04/84 YAKUTAT,AK	A/C Reg. No. N7418Q	Time (Lc1) - 1320 PDT
	UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. PROPER DESCENT	RATE - NOT MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL APPROACH		•
Finding(s) 2. OBJECT - TREE(S)		
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
	TROL - NOT POSSIBLE - PILOT IN COMMAND RVE - UNCONTROLLED - PILOT IN COMMAND		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
6. LANDING GEAR, NO			
Occurrence #5 Phase of Operation			
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	ent

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

	RAL AVIATION) Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL		Crew O	0	1	0
Flight Conducted Under -14 CFR 91	NONE ·	Pass 0	0	1	1
Accident Occurred During -LANDING					
-Aircraft Information					
Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL 0-470		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall Warnin	g System	- YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CAR	RBURETOR			
No. of Seats - 4	Rated Power - 225 HP				
-Environment/Operations Information					
Weather Data	Itinerary		Proximity		
Wx Briefing - NO RECORD OF BRIEF	• • • • • • • • • • • • • • • • • • •	OFF A	RPORT/STRIP		
Method - N/A	WASILLA,AK				
Completeness - N/A	Destination	Airport (Data		
Basic Weather - VMC	TOK, AK				
Wind Dir/Speed- CALM	. —			N/A	
Visibility - 50.0 SM	ATC/Airspace		Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE		/ Surface -	* .	
Lowest Ceiling - NONE	Type of Clearance - NONE		/ Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDII	NG			
Precipitation - NONE					
Condition of Light - DAYLIGHT					·
-Personnel Information					
Pilot-In-Command	Age - 32 Medical Certi				
Certificate(s)/Rating(s)	3	Flight Time (I	•		_
PRIVATE		- 750	Last 24		4
SE LAND	Months Since - 23 Make/Mode		Last 30		30
	Aircraft Type - C-182 Instrumen	t- 5	Last 90	Days-	45
Instrument Rating(s) - NONE					
-Narrative	ROACH AT 350 FEET. THE PILOT CHANGED COURSE	00 DEODEE: ::	ID 004611 1 111	DED.	* .
ATROPAGE LOGE DOVED WITHE ON THE CO.		UN DECIDEES AL	CDACH AN	DEO.	

File No 8	68 6/17/84 	TOK, AK	A/C Reg. No. N8798X	Time (Lc1) - 1645 ADT
Occurrence #1 Phase of Operation		PATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED 2. MAINTENANCE MOD	TELCATION - IMPROD	PER - OTHER MAINTENANCE	PSNL Company of the second of	
		OTHER MAINTENANCE		
Occurrence #2 Phase of Operation	FORCED LANDING			

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

Basic Information Type Operating Certificate-NONE (GENE	DAL AVIATION) Aino	raft Damage		Injur	ies	
Type operating certificate None (GENE	·	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NON	E Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information					•	
Make/Model - CESSNA 180		CONTINENTAL 0-470-A				
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2650 No. of Seats - 4	,	RECIPROCATING-CARBUR	ETOR			
No. or Seats - 4	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	1 m.t	Airport ON AIR	Proximity		
Method - N/A	NG Last Departure Po KING SALMON,AK	int	UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		KING S			
Wind Dir/Speed- 210/012 KTS	·				- 29	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 1500 FT	Type of Flight Pla			Surface -		
Lowest Ceiling - 1500 FT BR Obstructions to Vision- NONE			Runway	Status -	- DRY	
Precipitation - NONE	Type Apch/Lndg	- FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 33	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL	Current - YES	Total -		Last 24		13
SE LAND	Months Since - 2			Last 30		30
	Aircraft Type - C-1	80 Instrument-	26	Last 90	ט טays-	60
Instrument Rating(s) - NONE						
Narrative						
PLT WAS MAKING HIS FOURTH LANDING FOR A	FULL STOP IN THE TAILWHEE	L ACFT. AFTER THE TAI	LWHEEL COM	TACTED THE	RWY, THE	
	OTHER WING THEN DRAGGED TH					

7/17/84 KING SALMON, AK A/C Reg. No. N1695C File No. - 832 Time (Lc1) - 2100 ADT LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. AILERON - IMPROPER USE OF - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,3,4,5$ Factor(s) relating to this accident is/are finding(s) i

-Basic Information		to-NONE	(CENEDA!	AVIATION	A.z	+ Damana				·		
Type Operating	Certifica	Te-NUNE	(GENERAL	AVIALIUN)	A 1 r c r a t SUBSTA	t Damage NTIAL		Fatal	Inj Serious	jur i: S	es Minor	None
Type of Operat					Fire		Crew	0	0		0	1
Flight Conducte Accident Occur					NONE		Pass	0	0		0	0
Landing Gear	- MAULE M- - TAILWHEE			Number E	ingines - 1	COMING 0-540		S	Installed			
Max Gross Wt No. of Seats				Engine T Rated Po		CIPROCATING-0 235 HP	CARBURE	TOR				
-Environment/Opera	ations Inf	ormation)									
Weather Data	NO 5-0			Itinerary				Airport		/		
Wx Briefing Method	- NO REC - N/A	URD OF B	RIEFING	Last Depa				ON AIR	PORT			
Completeness				SAME AS Destinatio				Ainmont D	-+-			
Basic Weather				LOCAL	ori .		•	Airport D: MERRIL				
Wind Dir/Spe		5 KTS		LOUAL					Ident	_	24	
Visibility				ATC/Airspac	:e				Lth/Wid			100
Lowest Sky/C	louds -	3500	FT SCATTE	RED Type of F	light Plan	- NONE			Surface			
Lowest Ceili	ng	- 8000	FT BROKEN	Type of C	learance	- NONE		Runway	Status	-	DRY	
Obstructions				Type Apch	/Lndg	- TOUCH AND (30					
Precipitation												
Condition of		- DAYLIG	HT 									
-Personnel Informa Pilot-In-Command			Δ	ge - 19		Medical Cert	tificate	e - VALID	MEDICAL -	-NΩ ¹	WATVERS	/ IMI T
Certificate(s)		iennial Flight				t Time (H				
STUDENT				Current		Total				24	Hrs -	1
			-	Months Sinc	e - N/A	Total Make/Mod Instrume	del-	10	Last	30	Days-	10
				Aircraft Ty	pe - N/A	Instrume	ent-	0	Last	90	Days-	10
Instrument	Rating(s)	- NONE										
-Narrative				7,7								
	N DUDING	LANDING	THE ACET	GROUND LOOPED	AND BOTH M	IATN LANDING (SEAD CO	LIADSED				

File No. - 863 7/24/84 ANCHORAGE.AK A/C Reg. No. N56290 Time (Lc1) - 1911 ADT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 13-1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED 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 is/are finding(s) 2,3

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

-PERSONAL -14 CFR 91 -DESCENT BOH CL-ALL FIXED FORMation HONE 1000 FT PART OBS - 2000 FT OVERCAST	SUBSTA Fire NONE Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	NTINENTAL 0-47 CIPROCATING-CA 230 HP	ARBURETOR Airpo OFF Airpor Run Run	Serious 0 0	Activated ing System IP N/A - N/A	
-14 CFR 91 1 -DESCENT	Fire NONE Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	NTINENTAL 0-47 CIPROCATING-CA 230 HP	Crew O Pass O 70-K E ARBURETOR Airpo OFF Airpor Run Run	O O O LT Installed Stall Warn ort Proximity AIRPORT/STR ot Data away Ident away Lth/Wid	Activated ing System IP N/A - N/A	0 0
-14 CFR 91 1 -DESCENT	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	NTINENTAL 0-47 CIPROCATING-CA 230 HP	Pass O 70-K E ARBURETOR Airpo OFF Airpor Run Run	O LT Installed Stall Warn The Proximity AIRPORT/STR The Data	/Activated ing System IP N/A - N/A	O - YES/YE
O DESCENT BOH CL-ALL FIXED Formation HONE D5 KTS DOO SM 1000 FT PART OBS	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	NTINENTAL 0-47 CIPROCATING-CA 230 HP	70-K E ARBURETOR Airpo OFF Airpor Run	LT Installed Stall Warn The Proximity AIRPORT/STR The Data	/Activated ing System IP N/A N/A	- YES/YE
80H CL-ALL FIXED Formation HONE 1000 SM 1000 FT PART OBS	Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	CIPROCATING-CA 230 HP 	ARBURETOR Airpo OFF Airpor Run Run	Stall Warn rt Proximity AIRPORT/STR t Data way Ident way Lth/Wid	ing System IP N/A N/A	
CL-ALL FIXED Formation HONE D5 KTS DOO SM 1000 FT PART OBS	Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	CIPROCATING-CA 230 HP 	ARBURETOR Airpo OFF Airpor Run Run	Stall Warn rt Proximity AIRPORT/STR t Data way Ident way Lth/Wid	ing System IP N/A N/A	
CL-ALL FIXED Formation HONE D5 KTS DOO SM 1000 FT PART OBS	Number Engines - 1 Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	CIPROCATING-CA 230 HP 	ARBURETOR Airpo OFF Airpor Run Run	Stall Warn rt Proximity AIRPORT/STR t Data way Ident way Lth/Wid	ing System IP N/A N/A	
Formation HONE D5 KTS DOO SM 1000 FT PART OBS	Engine Type - RE Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	CIPROCATING-CA 230 HP 	ARBURETOR Airpo OFF Airpor Run Run	rt Proximity AIRPORT/STR t Data way Ident	IP - N/A - N/A	- YES
HONE D5 KTS DOO SM 1000 FT PART OBS	Rated Power - Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	230 HP 	Airpo OFF Airpor Run Run	AIRPORT/STŔ t Data way Ident way Lth/Wid	- N/A - N/A	
HONE D5 KTS DOO SM 1000 FT PART OBS	Itinerary Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan	:	OFF Airpor Run Run	AIRPORT/STŔ t Data way Ident way Lth/Wid	- N/A - N/A	
HONE D5 KTS DOO SM 1000 FT PART OBS	Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan		OFF Airpor Run Run	AIRPORT/STŔ t Data way Ident way Lth/Wid	- N/A - N/A	
HONE D5 KTS DOO SM 1000 FT PART OBS	Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan		OFF Airpor Run Run	AIRPORT/STŔ t Data way Ident way Lth/Wid	- N/A - N/A	
D5 KTS DOO SM 1000 FT PART OBS	Last Departure Point FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan		OFF Airpor Run Run	AIRPORT/STŔ t Data way Ident way Lth/Wid	- N/A - N/A	
D5 KTS DOO SM 1000 FT PART OBS	FAIRBANKS,AK Destination DAWSON,CD ATC/Airspace Type of Flight Plan		Airpor Run Run	t Data way Ident way Lth/Wid	- N/A - N/A	
D5 KTS DOO SM 1000 FT PART OBS	Destination DAWSON,CD ATC/Airspace Type of Flight Plan	- VFR	Run Run	way Ident way Lth/Wid	- N/A	
000 SM 1000 FT PART OBS	DAWSON,CD ATC/Airspace Type of Flight Plan	- VFR	Run Run	way Ident way Lth/Wid	- N/A	
000 SM 1000 FT PART OBS	ATC/Airspace Type of Flight Plan	- VFR	Run	way Lth/Wid	- N/A	
000 SM 1000 FT PART OBS	Type of Flight Plan	- VFR	Run	way Lth/Wid	- N/A	
1000 FT PART OBS	Type of Flight Plan	- VFR				
					13/ A	
- 2000 FI UVERCASI				way Status		
n- HAZE		- NONE	Kuii	way Status	- IV/ A	
	Type Apcil/Ling	- NUNE				
- RAIN - DAYLIGHT						
- DAYLIGHI						
					WAIVERS/LIN	NTI
s) Biei						
						4
	Months Since - 1	Make/Mode				20
	Aircraft Type - C-180	Instrume	nt- 8	Last	90 Days-	52
NONE						
						-
\$ 1.00 miles						
. CANADA. THE PLT FNO	COUNTERED DETERIORATING	WX. THE CLOU	DS WERF NEAR	THE TOPS OF	THE	
					•	
		LILLO I NOM THE	SIALL & WAS	, THE WILLIAMS		
	140.					
, , ,	Age s) Age Die NONE CANADA, THE PLT EN THE CLOUD LAYER IN STALLED & PITCHED DO	Age - 28 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-180) - NONE , CANADA, THE PLT ENCOUNTERED DETERIORATING THE CLOUD LAYER IN A SLOW FLT CONFIGURATIO	Age - 28 Medical Cert Biennial Flight Review Current - YES Total Months Since - 1 Make/Mode Aircraft Type - C-180 Instrume O - NONE CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUK THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SA STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE	Age - 28 Medical Certificate - VA Biennial Flight Review Flight Time Current - YES Total - 1358 Months Since - 1 Make/Model - 729 Aircraft Type - C-180 Instrument - 8 O - NONE CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUDS WERE NEAR THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SAID THAT HE T STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE STALL & WAS	Age - 28 Medical Certificate - VALID MEDICAL- s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1358 Last Months Since - 1 Make/Model - 729 Last Aircraft Type - C-180 Instrument - 8 Last) - NONE , CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUDS WERE NEAR THE TOPS OF THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SAID THAT HE TRIED TO MAKE STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE STALL & WAS IN A WINGS	Age - 28 Medical Certificate - VALID MEDICAL-WAIVERS/LIMS) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1358 Last 24 Hrs - Months Since - 1 Make/Model - 729 Last 30 Days - Aircraft Type - C-180 Instrument - 8 Last 90 Days - 10 NONE CANADA, THE PLT ENCOUNTERED DETERIORATING WX. THE CLOUDS WERE NEAR THE TOPS OF THE THE CLOUD LAYER IN A SLOW FLT CONFIGURATION. THE PLT SAID THAT HE TRIED TO MAKE STALLED & PITCHED DOWN. HE HAD NEARLY RECOVERED FROM THE STALL & WAS IN A WINGS

File No. - 987 7/27/84 CHICKEN, AK A/C Reg. No. N3476Y Time (Lc1) - 1900 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - HAZE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 7. AIRSPEED - INADEQUATE - PILOT IN COMMAND 8. STALL - INADVERTENT - 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) 7.8 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju	uries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	2
Aircraft Information						,	
Make/Model - CESSNA 180		el - CONTINENTAL	0-470			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800	Number Engine		NO CARRURE		tali Warn	ing System	- YES
Max Gross Wt - 2800 No. of Seats - 4	Rated Power	- RECIPROCATI	NG-CARBURE	IUR			
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
₩x Briefing - NO RECORD OF BRIEFING		Point		ON AIR			
Method - N/A	BRADY SKYRAI			ON AIN	311121		
Completeness - N/A	Destination	TOTT, AIC		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC	/INC			S STRIP		
Wind Dir/Speed- CALM					Ident	- 35	
Visibility - 60.0 SM	ATC/Airspace			Runway	Lth/Wid	- 1000/	40
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - UNK/NR		Runway	Surface	- GRAVEL	
Lowest Ceiling - NONE	Type of Clears	ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	g - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42					NO WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev		_	nt Time (H	•	.	
PRIVATE			1 -			24 Hrs -	1
SE LAND	Months Since -		/Mode1-	18		30 Days-	7
	Aircraft Type -	C-170 Inst	rument-	1	Last	90 Days-	18
Instrument Rating(s) - NONE							
Narrative							
PLT STATED THAT WHEN THE ACFT WAS ON SHOR	T FINAL APCH TO LAND	ON AN AIRSTRIP	IT STALLS	D. DURING	TMPACT.	THE	
BOX, RIGHT WING TIP, PROP, ENG MOUNTS, E							
		LL - MICH WENT DAM			NL		

File No. - 988 8/13/84 BURGRESS STRIP, AK A/C Reg. No. N3241D Time (Lcl) - 0930 ADT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PLANNED APPROACH MISJUDGED PILOT IN COMMAND
- 2. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 3. FLARE IMPROPER PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND.
- 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-ON-D							
,, , <u> </u>	EMAND AIR TAXI	Aircraft			Injur	ies	
		SUBSTAN'	ΓIAL	Fatal	Serious	Minor	None
Type of Operation -PERS		Fire	Cr		0	1	0
Flight Conducted Under -14 C		NONE	Pa	ss O	0	0	Ο.
Accident Occurred During -LAND	ING						
-Aircraft Information		•					
Make/Model - GRUMMAN AMERICA		Eng Make/Model - LYC			Installed/A		
Landing Gear - TRICYCLE-FIXED		Number Engines - 1		S	tall Warning	g System ·	- YES
Max Gross Wt - 1560		Engine Type - REC	IPROCATING-CARB	URETOR			
No. of Seats - 2		Rated Power -	108 HP				
-Environment/Operations Informatio	on						
Weather Data		inerary		Airport	Proximity		
Wx Briefing - NO RECORD OF		Last Departure Point			RPORT/STRIP		
Method - N/A		ATLANTA, GA			,		
Completeness - N/A	n	Destination		Airport D	ata		
Basic Weather - VMC	J	MONTGOMERY, AL					
Wind Dir/Speed- 140/010 KTS				Runway	Ident -	N/A	
Visibility - 7.0 SM	ΔΤ	C/Airspace			Lth/Wid -		
		Type of Flight Plan -	NONE		Surface -		
		Type of Clearance -			Status -		
Obstructions to Vision- NONE		Type Apch/Lndg -			014140	.,,	
Precipitation - NONE		Type Apelly Ellag	TOROLD LANDING				
Condition of Light - DAYLI	CHT						
-Personnel Information Pilot-In-Command	A ava	22	Medical Certifi	coto - VALIT	MEDICAL -NO	WATVEDS /	TMIT
Certificate(s)/Rating(s)	Age -	ial Flight Review		ight Time (F		WAIVER3/	CIMII
		rrent - YES	Total ~	•	Last 24	Une - UNI	Z /ND
COMMERCIAL, CFI					Last 24 Last 30		
SE LAND, ME LAND		onths Since - 1				Days- UN	
	Al	rcraft Type - UNK/NR			Last 90	Days-	50
			Multi-Eng -	800			
Instrument Rating(s) - AIR	RPLANE						
-Narrative							
PLT STATED HE DEPARTED FULTON COL	INTV APPT WITH A	APPX 12 GALS OF FILEL O	N ROARD AROUT	20 MINS LATE	R THE LEFT	FUFI	
IK RAN DRY & THE PLT SELECTED THE R							
LASSEE. UPON ARRIVAL AT TUSKEGEE,							
CHING TALLASSEE. FUEL EXHAUSTION C							
	JOGGKKED EN KUUI	L TO MONIGOMEKT & A F	OKOLD FAINDTING M	AS MADE ON I	HE MEDIAN O	. 1 05	
		ETC					
RE THE PLT DRAGGED A WING TIP WHIL		FIC.					

File No. - 907 5/20/84 TALLASSEE, AL A/C Reg. No. N9907L Time (Lc1) - 1420 EDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. OBJECT - VEHICLE 6. MANEUVER - PERFORMED - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Factor(s) relating to this accident is/are finding(s) 4.5

File No	801 4,	/02/84	LITTLE RO	ICK, AR	A/C Re	g. No. N800	СС	т	ime (Lc1) -	- 1331 CST	
Basic Information Type Operation Type of Opera Flight Conduc Accident Occu	g Certifica tion ted Under	-EXP TE	ST FLT ! 91	IATION)	Aircraft SUBSTAN Fire NONE		Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 2 6
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	- CANADAIR - TRICYCLE - 40400								Installed/Æ		
Environment/Ope Weather Data Wx Briefing Method Completenes Basic Weather Wind Dir/Sp Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitati Condition o	- FSS - TELEPHO S - WEATHE - VMC eed- 100/00 - 2.5 Clouds - ing s to Vision	ONE R NOT PER 7 KTS OO SM 800 F - 1300 F	RTINENT T SCATTERE T OVERCAST	SAME A Destinati LOCAL ATC/Airspa D Type of	ce Flight Plan - Clearance -			ON AIR Airport D ADAMS Runway Runway Runway	ata Ident - Lth/Wid - Surface -		150
Personnel Infor Pilot-In-Comma Certificate(ATP,CFI SE LAND,M	nd s)/Rating(s E LAND		Bie				Fligh - odel- nent- UN	nt Time (H 7700 70 NK/NR	Last 24 Last 30 Last 90	D WAIVERS/ 4 Hrs - Days- UN Days- UN	O IK/NR IK/NR
InstrumenNarrative THE ACFT WAS ON AN L SEAT & THE PIC WA TOOK CORRECTIVE ACT IDLE. THE THRUST RE DEPLOYED. WHEN THE L BRAKE WAS INOP. T RAN OFF THE END OF ANCE, THE SPEED SEN ANTI-SKID WAS ON.	S IN THE R ION. THE FA VERSERS WER FAA PLT REA HE PIC TOOK THE RWY & T	CATION FU SEAT. WHI A PLT MAD E NOT ARM LIZED HE CONTROL HE NOSE (T (EXPERIM LE DESCEND DE AN ILS A MED FOR THE DID NOT HA & CYCLED T GEAR COLLAP	DING, A DUCT APCH TO RWY E LANDING. A AVE REVERSE THE ANTI-SKI PSED IN MUDD	FAIL LGT & A 22 WHICH WAS TOUCHDOWN WA THRUST, HE TR D, BUT STILL Y TERRAIN. AN	LEADING ED WET. THE AP S MADE ABOU IED SLOWING HAD NO L BR INVESTIGAT	GE OVER CH WAS IT 2000 THE AC AKING A	RHEAT LGT MADE WITH DOWN THE CFT WITH B ACTION. SU /EALED THA	CAME ON. THE LENG RWY & SPOTE RAKES; HOWE BSEQUENTLY T DURING MA	HE PIC AT HI ILERS WERE EVER, THE , THE ACFT AINTEN-	-

File No. - 801 4/02/84 LITTLE ROCK.AR A/C Reg. No. N800CC Time (Lc1) - 1331 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. SUPERVISION - INADEQUATE - PILOT IN COMMAND 2. THRUST REVERSER - NOT ENGAGED CHECKLIST - NOT FOLLOWED -IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - COPILOT 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 6. WEATHER CONDITION - TAILWIND WRONG RUNWAY - SELECTED -8. PROPER TOUCHDOWN POINT - NOT ATTAINED - COPILOT 9. GO-AROUND - NOT PERFORMED -10. LANDING GEAR, ANTI-SKID BRAKE SYSTEM - INOPERATIVE 11. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL 12. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 13. TERRAIN CONDITION - SOFT 14. TERRAIN CONDITION - WET 15. 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) 2,3,4,5,6,8,10,11,12,13,14

-Basic Information Type Operating		- ACDICUI	TUDA: ATDOD	AET	Ainonaft Da	ma.co		Īnii	ıries	
Type uperating	Certificate	e-AGRICUI	IURAL AIRCR	AFI	Aircraft Da		Fatal			None
Type of Operati Flight Conducte Accident Occurr	d Under	-14 CFR			Fire NONE		0			0
-Aircraft Informat	ion									
Make/Model Landing Gear Max Gross Wt No. of Seats	TAILWHEEL		ED	Number Engi	nes - 1 - RECIP-	FUEL INJECTED HP		•	Activated ng System	
-Environment/Opera	tions Info	mation-								
Weather Data Wx Briefing Method	- NO RECOI	RD OF BR		tinerary Last Departu SAME AS AC				Proximity RPORT/STRI	P	
Completeness Basic Weather	- N/A			Destination LOCAL	0, 1110		Airport Da	ata		
Wind Dir/Spee Visibility	d- 250/004		Д	TC/Airspace				Ident Lth/Wid	- N/A - N/A	
Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	ouds - ng - to Vision- n -	2500 F NONE NONE NONE	T SCATTERED		rance - No	NE	Runway	Surface Status		
-Personnel Informa										/.
Pilot-In-Command Certificate(s)			Age - Bienr	26 ial Flight Re	Med view	lical Certifica Flic	ite - VALID iht Time (H		NU WAIVERS	/ LIMII
COMMERCIÀL SE LAND	·.		. C	current lonths Since lircraft Type	- UNK/NR - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	125 13	Last :	24 Hrs - 30 Days- U 30 Days-	NK/NR
Instrument	Rating(s)	- NONE								
-Narrative ACFT LOST POWER D MAGNETOS WERE NOT				T & CRASHED D	URING A FOR		I INVESTIGA			

5/12/84 File No. - 823 LEPANTO, AR A/C Reg. No. N731VM Time (Lc1) - 1415 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	age		Îni	uries	
Type operating our tri route manu	(32,12,13,13,13,13,13,13,13,13,13,13,13,13,13,	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSO	· · · · · · · ·	Fire	Crew	0	0	1	0
Flight Conducted Under -14 Cl		NONE	Pass	0	0	О	0
Accident Occurred During -APPRO	JACH 						
-Aircraft Information							
	.UGZEUGBA G102 AEng Mai					/Activated	
Landing Gear - HULL		Engines - N/A		S	tall Warn	ing System	- NO
Max Gross Wt - 1020	Engine						
No. of Seats - 1	Rated I	Power - N/A					
-Environment/Operations Information)=						
Weather Data	Itinerary				Proximity		
Wx Briefing ~ NO RECORD OF E		parture Point		ON AIR	STRIP		
Method - N/A	MARAN	•					
Completeness - N/A	Destinat			Airport D			
Basic Weather - VMC	SAME A	AS ACC/INC		EL TIR			
Wind Dir/Speed- CALM	/				Ident	- 26	
Visibility - 60.0 SM	ATC/Airspa		_			- 5000 -	UNK/NR
Lowest Sky/Clouds - CLEAR		Flight Plan - NONI				- GRAVEL	
Lowest Ceiling - NONE		Clearance - NONI		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apo		FIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIG	NIT	FULI	_ STOP				
Condition of Light - DAYLIC	я п і 						
-Personnel Information Pilot-In-Command	A mp	Modi	cal Certificat	e - EVDID	ED		
Certificate(s)/Rating(s)	Age - 46 Biennial Flig			it Time (H			
PRIVATE	Current		riigi Total -	440		24 Hrs -	3
NONE			Make/Model-	34		30 Days- U	-
GLIDER	Aircraft		Instrument-	0		90 Days-	
	A., 3, 4, 1	.,,====================================		ŭ			
Instrument Rating(s) - NON					•		
					-,		
-Narrative	Leuren et en						
PLT INITIALLY LINED UP FOR A STRA							
N TO LAND IN FRONT OF SPECTATORS W			RIP. AS HE WAS	COMPLETI	NG THE TU	IRN	
LAND, THE LEFT WING CONTACTED THE (ROUND & THE GLIDER CR.	ASHED					

File No. - 894

3/10/84

MARANA,AZ

A/C Reg. No. N128SS

Time (Lc1) - 1530 MST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. IMPROPER DECISION, OSTENTATIOUS DISPLAY PILOT IN COMMAND
- 3. ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certif	icate-NONE (GENER	RAL AVIATION)	Aircraft I		_	Injur		
T af O	DEDCOMAL		SUBSTANT		Fatal w O	-	Minor O	None 1
Type of Operation Flight Conducted Under	-PERSONAL		Fire NONE	Cre Pas		0	0	1
Accident Occurred Dur	ing -LANDING		NOINE	ras		O	J	
Aircraft Information	-							
Make/Model - PIPER			ke/Model - LYCO	MING IO-360-C1C		Installed/Ad		
Landing Gear - TRICY			Engines - 1	D FUEL TALLECTED		tall Warning	g System	- YES
Max Gross Wt - 2900 No. of Seats -	4	9	Type - RECII Power - 20	OO HP				
Environment/Operations Weather Data	Information	Itinerary			Airport	Proximity		
Wx Briefing - FSS	•		parture Point			RPORT/STRIP		
	PERSON	DEMINO				, -		
Completeness - FUL	L	Destinat	ion		Airport D	ata		
Basic Weather - VMC		BIG BE	EAR,CA					
Wind Dir/Speed- 320		. =					N/A	
Visibility - 3		ATC/Airspa				Lth/Wid -		
Lowest Sky/Clouds Lowest Ceiling	SCATTEREDNONE		Flight Plan - 1 Clearance - 1			Surface - Status -		
Obstructions to Vis			ch/Lndg -		Runway	Status -	N/ A	
Precipitation		Type Apo	Sily Liliag	OKCED EANDING				
Condition of Light								
Personnel Information								
Pilot-In-Command		Age - 67		edical Certific				
Certificate(s)/Ratin	g(s)	Biennial Fligh	ht Review	Fli	ight Time (F			4.0
PRIVATE			- YES	Total - Make/Model-	760	Last 24 Last 30		10 27
SE LAND		Months 51	nce - 12 Type - PA-28R	Instrument-	114	Last 30 Last 90		27
		AllClait	Type FA Zok	This traillerit	21	Last 50	Days	2,
Instrument Rating	(s) - NONE							
Narrative								
RCED LANDING WAS MADE O								
LEFT WING TIP STRUCK A	REFLECTOR POST FO	OLLOWED BY THE R	IGHT WING STRIK	ING A SIGN POST	. AN ENG OV	'ERHAUL & AN	ANNUAL	

File No 8	55 6/26/84	GILA BEND, AZ	A/C Reg. No. N4820T	Time (Lc1) - 1530 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE CRUISE - NORMAL	NT/SYSTEM FAILURE/MA	LFUNCTION	
LUBRICATING SYS	TEM - LOOSE NSTALLATION - IMPR TEM - LEAK AUSTION	MPROPER - OTHER MAIN OPER - OTHER MAINTEN ERSPEED	e week	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Probable Cause			the Probable Cause(s) of this accid	

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

File No 95	50 7/	15/84	SCOTTSDALE,	AZ A/0	Reg. No. N74	445R	Т	ime (Lcl [.])	- 0730 MS	т
-Basic Information Type Operating		e-NONE (G	ENERAL AVIA	TION) Airc	aft Damage			Iniu	ıries	
, i					TANTIAL		Fatal	Serious		None
Type of Operati	on	-PERSONA	.L	Fire		Crew	0	0	1	0
Flight Conducte	ed Under	-14 CFR	91	NONE		Pass	0	0	2	0
Accident Occurr	ed During	-LANDING	i 							
-Aircraft Informat	:ion									
Make/Model -	PIPER PA-	28-140		Eng Make/Model -	LYCOMING 0-3	20-E2A	ELT	Installed/	Activated	- YES/YE
Landing Gear -		FIXED		Number Engines -	1		S	tall Warni	ng System	- YES
Max Gross Wt				Engine Type -	RECIPROCATING	G-CARBURE	TOR			
No. of Seats	2			Rated Power -	150 HP					
-Environment/Opera	itions Info	rmation								
Weather Data			I.	tinerary			Airport	Proximity		
Wx Briefing	- NO RECO	RD OF BRI	EFING	Last Departure Po	nt		OFF AI	RPORT/STRI	P	
Method	- N/A			SAME AS ACC/INC						
Completeness	- N/A		Į	Destination			Airport D	ata		
Basic Weather				SEDONA, AZ						
Wind Dir/Spe									- N/A	
Visibility				TC/Airspace				Lth/Wid		
			SCATTERED	Type of Flight Pla	ın - NONE			Surface		
Lowest Ceilir		NONE		Type of Clearance	- NONE		Runway	Status	- N/A	
Obstructions				Type Apch/Lndg	- FORCED LA	ANDING				
Precipitation										
Condition of	Light -	DAYLIGHT								
-Personnel Informa										
Pilot-In-Command				46	Medical Co				O WAIVERS	/LIMIT
Certificate(s)	/Rating(s)			ial Flight Review			it Time (H			_
PRIVATE			Cı	urrent - YES	Total		140	Last 2	4 Hrs -	3
SE LAND			M	onths Since - 5	Make/	Model-	138	Last 3	Days-	13
			А	urrent - YES onths Since - 5 ircraft Type - PA-2	18 Instr	ument-	6	Last 9	O Days-	37
Instrument	Rating(s)	- NONE								
-Narrative	•									
			-	_ & THE LANDING GEA				LANDING. 1	HE NOSE	
DING LIGHT RUBBER	SEAL HAD S	EPARATED	& ENTERED I	NTO THE CARBURETOR	CAUSING AIR I	BLOCKAGE.				

File No 95	7/15/84	SCOTTSDALE, AZ	A/C Reg. No. N7445	Time (Lc1) - 0730 MST
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/MA L CLIMB	ALFUNCTION	
Finding(s) 1. LANDING LIGHT - 2. FUEL SYSTEM,CARE 3. FUEL SYSTEM,CARE	SURETOR - FOREIGN	DRUECI		., 4
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. LANDING GEAR,MAI 5. LANDING GEAR,NOS				
Probable Cause	-			·

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

File No 980 8/12/84 CHI	NLE,AZ A/C Reg	. No. N29359	т.	ime (Lc1)	- 1420 MS1	r
Basic Information Type Operating Certificate-ON-DEMAND					uries	
	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	0
Aircraft Information	Fire Molice (Model) CONT	TNENTAL 10 500	FLT		/A m & &	VEC /VE
Make/Model - CESSNA 210L	Eng Make/Model - CONT	INENIAL 10-520			/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	D FUEL THUESTED	2.	tali warn	ing System	- YES
Max Gross Wt - 3400	Engine Type - RECI					
No. of Seats - 6	Rated Power - 3	00 HP				
Environment/Operations Information Weather Data	Itinerary		Ainmont I	Proximity		
				RPORT/STR:		
Wx Briefing - NO RECORD OF BRIEFING - N/A	KAYENTA,AZ		UFF AI	RPURI/SIR.	114	
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	GALLUP, NM		•			
Wind Dir/Speed- CALM			Runway	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VFR		Surface		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		·		·	
Precipitation - NONE						
Condition of Light - DAYLIGHT				•		
Personnel Information						
Pilot-In-Command	Age - 23 M	edical Certifica	te - VALID	MEDICAL-	NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL, CFI	Current - YES	Total -			24 Hrs -	4
SE LAND, ME LAND	Months Since - 13		33		30 Days-	59
	Aircraft Type - 206-210			Last		164
			17			
Instrument Rating(s) - AIRPLANE						
Narrative						
ABOUT 1400 MST, THE PLT TOOK OFF. HE CLI IN DRY, THEN HE SWITCHED TO THE LEFT TANK.					NK WHICH	
ECIDED TO LAND AT CHINLE, AZ, & STARTED A					MDT	
REACH CHINLE, BUT THE LEFT TANK RAN DRY.					1711 (
AR. THE ACFT TOUCHED DOWN BEFORE THE GEAR			LATED LOWE	KING INE		
AR. THE ACET TOUCHED DOWN BEFORE THE GEAR	WAS FULLY EXIENDED & THE GEAR	CULLAPSED.				

File No. - 980 8/12/84 CHINLE, AZ A/C Reg. No. N29359 Time (Lc1) - 1420 MST

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

Phase of Operation DESCENT - NORMAL

Finding(s)

- 1. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 2. FLUID, FUEL LOW LEVEL
- FLIGHT TO ALTERNATE DESTINATION INITIATED PILOT IN COMMAND
- 4. FUEL SUPPLY INADEQUATE PILOT IN COMMAND
- 5. FLUID, FUEL EXHAUSTION

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3

GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 6. GEAR EXTENSION DELAYED PILOT IN COMMAND
- 7. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur		
T		DESTROYED	_	Fatal	Serious	Minor	None
Type of Operation -UNKNOWN Flight Conducted Under -14 CFR 91		Fire	Crew	1	0	0	0
Accident Occurred During -CRUISE		ON GROUND	Pass	1	0	0	0
Aircraft Information							
Make/Model - ROBINSON R22		/Model - LYCOMING 0-	320-B2C		Installed/A		
Landing Gear - SKID		ngines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 1300		ype - RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 2	Rated Po	wer - 124 HP 					
Environment/Operations Information	T. L. I.	•	•	4 4 			
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	rture Point			Proximity RPORT/STRIP	,	
Method - N/A	UNK/NR	rture Fornt		OFF AT	KPUKI/SIKIP		
Completeness - N/A	Destination	n	Δ	irport D	ata		
Basic Weather - VMC	UNK/NR	•	ſ	рол с о	4.4		
Wind Dir/Speed- 270/020 KTS	,			Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace	e		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - NONE		Runway	Surface -	· N/A	
Lowest Ceiling - NONE		learance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information						TV=00 /1 TM	
Pilot-In-Command	Age - 50		Certificate	: - VALID : Time (H		(IAFK2\ FIW	111
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current				Last 24	l Hre -	2
NONE	Months Since	iLJ IOId a - 2 Maka	/Mode1-	256	Last 20	Davs-	37
HELICOPTER	Aircraft Ty	ne - R22 Inst	:/Model- :rument- UNK	/NR	Last 90	Days-	95
7,22233, 72X	All oralle Ty		i-Eng - UNK		Rotorc		310
Instrument Rating(s) - NONE							
Namativa							
-Narrative	DTED BY 150 ET TAL	I TWIN TOWERS IT TO	IENI WENT OUT	OF CONT	DOL & CDACI	1ED	
HELICOPTER COLLIDED WITH 2 CABLES SUPPO D A 15 FT DEEP DRAINAGE DITCH & BURNED.							

2/22/84 THOUSAND DAKS,CA A/C Reg. No. N8404S Time (Lc1) - 1556 PST File No. - 824 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND 3. OBJECT - WIRE, TRANSMISSION 4. · VISUAL LOOKOUT - INADEQUATE - 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) 1,4

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

Instrument Rating(s) - NONENarrative E PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER D LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Type of Operation -AERIAL APPLICATION Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 0 O C STANDING -Aircraft Information Make/Model - AIR TRACTOR AT-300 Landing Gear - TAILWHEEL-ALL FIXED MAX Gross Wt - UNK/NR No. of Seats - 1	None
Flight Conducted Under -14 CFR 137 NONE Pass 0 0 0 Accident Occurred During -LANDING Aircraft Information Make/Model - AIR TRACTOR AT-300	1
-Aircraft Information Make/Model - AIR TRACTOR AT-300 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt No. of Seats - 1 -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed-360/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sty/Clouds - CLEAR Compstructions to Vision - NONE Condition of Light - DAYLIGHTPersonnel Information - NONE Condition of Light - DAYLIGHTPersonnel Information - NONE Condition of Light - DAYLIGHTPersonnel Information - NONE Condition of Light - DAYLIGHT	0
Make/Model - AIR TRACTOR AT-300 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR Ro. of Seats - 1 - Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING - NAME ABasic Weather - VMC Wind Dir/Speed - 360/003 KTS Visibility - 30.0 SK SK	
Max Gross Wt - UNK/NR	
Max Gross Wt - UNK/NR	
No. of Seats - 1 Rated Power - 450 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING - N/A Basic Weather - VMC Wind Dir/Speed - 360/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Current - YES Months Since - 2 Make/Model - 420 M	YES
Weather Data Wx Briefing	
Weather Data Wx Briefing	
Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 360/003 KTS	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 30.0 SM ATC/Airspace Runway Ident - 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 - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) COMMERCIAL SE LAND SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument - 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERD THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Basic Weather - VMC	
Wind Dir/Speed- 360/003 KTS Visibility - 30.0 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 Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL SE LAND Months Since - 2 Make/Model- 420 Last 30 Days- Aircraft Type - C-150 Instrument- 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Visibility - 30.0 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-Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2100 Last 24 Hrs - SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument - 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2100 Last 24 Hrs - SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument - 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2100 Last 24 Hrs - SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument - 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command	
-Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/L Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2100 Last 24 Hrs - SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument - 10 Last 90 Days- Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
COMMERCIAL SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - YES Total - 2100 Last 24 Hrs - 200 Last 30 Days- Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - 2100 Last 24 Hrs - 2100 Last 24 Hrs - 2100 Last 20 Days- Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - 2100 Last 20 Days- Lowered The Nose. He STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	IMIT
COMMERCIAL SE LAND Months Since - 2 Make/Model - 420 Last 30 Days- Aircraft Type - C-150 Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - YES Total - 2100 Last 24 Hrs - 200 Last 30 Days- Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - 2100 Last 24 Hrs - 2100 Last 24 Hrs - 2100 Last 20 Days- Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER COMMERCIAL - 2100 Last 20 Days- Lowered The Nose. He STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	4
Instrument Rating(s) - NONE -Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	50
-Narrative PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	150
PLT WAS MAKING A TIGHT, 180 DEGREE, RIGHT TURN FROM DOWNWIND TO FINAL WHEN HE FELT A BUFFET. HE THEN APPLIED POWER LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
LOWERED THE NOSE. HE STATED HE REMAINED IN THE TURN TO AVOID POWER LINES. THE POWER LINES WERE LOCATED ALONG THE	
T SIDE OF THE RWY. AFTER ABOUT 165 DEG OF TURN, THE MAIN GEAR CONTACTED THE GROUND PRIOR TO THE THRESHOLD WHILE WINGS WERE NEARLY LEVEL. THE PLT STATED THAT WHEN THE ACFT TOUCHED DOWN, THE RIGHT WING CONTACTED A PIECE OF	
M EQUIPMENT & THE LEFT BOOM STRUCK A WOOD PILE. THE ACFT CONTINUED TO TRAVEL UNTIL IT HIT A DITCH & NOSED OVER.	

File No 895 3/06/84 DELANO,CA	A/C Reg. No. N4336S	Time (Lc1) - 1730 PST
Occurrence #1 . UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL		
Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 5. OBJECT - VEHICLE		
Occurrence #3 NOSE OVER Phase of Operation LANDING		
Finding(s) 6. TERRAIN CONDITION - DITCH		
Probable Cause		
The National Transportation Safety Board determines that the P is/are finding(s) $2,3,4$	robable Cause(s) of this accident	
Factor(s) relating to this accident is/are finding(s) 1,5,6		

File No 96	63	3/24/84	RAMONA,CA		A/C Reg.	No. N1364J		Т	ime (Lc1)	- 1630 P	ST
Basic Information Type Operating Type of Operat Flight Conducte	Certification on the contraction of the contraction	-PERSO	NAL	M Fi	rcraft Da INOR re ONE		Crew Pass	Fatal O O	Serious O O	0	1 0
Accident Occurr	red Durin	g -TAXI 					Other	0	0	1	1
Aircraft Informat Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	- NORTH AI - TAILWHE - 4808	MERICAN T EL-RETRAC		Eng Make/Model Number Engines Engine Type Rated Power	- 1 - RECIPI	-1340-AN1 ROCATING-CAI D HP	RBURET	5	Installed tall Warn	•	d - NO -N/A m - NO
Environment/Opera Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spec Visibility Lowest Sky/Cl Lowest Ceilir Obstructions Precipitation Condition of	- NO RE N/A - N/A - VMC ed- 270/O - 30. louds - ng to Visio	CORD OF B O8 KTS O SM CLEAR - NONE n- NONE - NONE	RIEFING	Itinerary Last Departure RAMONA,CA Destination SAME AS ACC/I ATC/Airspace Type of Flight Type of Clearan Type Apch/Lndg	NC Plan - Ni ce - Ni - Ti		Δ	ON AIR irport E RAMONA Runway Runway Runway	Data V Ident V Lth/Wid	- 27	
Personnel Informa Pilot-In-Command Certificate(s) PRIVATE SE LAND	1		Age Bier	- 60 nnial Flight Revie Current - Y Months Since - 2 Aircraft Type - T	w ES 4	dical Certi Total Make/Mode Instrumen	Flight - 1-	e - VALIE Time (F 924 202 52	lours) Last Last	WAIVERS/L 24 Hrs - 1 30 Days- 1 90 Days-	UNK/NR
Instrument	Rating(s) - NONE									
THE PLT OF A NORTH AN OF THE RWY TO TAKEOF OF THE PARALLEL TAXIV COULD GET OUT OF THE INTERSECTION WHERE THE RIGHT. AT THAT TIME, JUST DEPLANED & WAS SKEEP FROM FALLING TOWN AWARE THAT THE COLLIS	F AGAIN. WAY & ANO ACFT & T HE CESSNA THE LEFT STANDING WARD THE	AT ABOUT THER ADJO HE STUDEN WAS PARK WING OF ON THE GR PROPELLER	THE SAME TIMING TAXIWAT COULD PROCED, THE T-6 IMPACUND NEXT TO HE THEN FOR THE	ME, A CESSNA 150K, AY. THE CESSNA 150 CEED WITH HIS 3RD PLT MADE A SHALLO ACTED THE EMPENNAG D THE CESSNA. HE W	N6402G, HAD BEE SUPERVIS W S-TURN E OF THE AS KNOCK	HAD BEEN S N STOPPED S ED SOLO. AS TO THE LEF CESSNA FRO ED OFF BALA	TOPPED O THAT THE T T, THE M THE NCE &	AT THE THE INS -6 APPRO N S-TURN LEFT REA	INTERSECT STRUCTOR (DACHED THE NED BACK T NR. THE CF THE STRUT	ION CFI) O THE I HAD	

3/24/84 File No. - 963 RAMONA, CA A/C Reg. No. N1364J Time (Lc1) - 1630 PST

Occurrence Phase of Operation ON GROUND COLLISION WITH OBJECT

TAXI

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

File No 963 3/24/84 RAMON	File No 963 3/24/84 RAMONA,CA A/C Reg. No. N6402G				Time (Lc1) - 1630 PST			
Basic Information Type Operating Certificate-NONE (GENERAL				Injuries				
	SUBSTA		Fatal	Serious	Minor			
Type of Operation -INSTRUCTIONAL		Cr		0	1	1		
Flight Conducted Under -14 CFR 91	NONE	Pa		0	0	0		
Accident Occurred During -STANDING		Ot 	her 0 		0	1 		
Aircraft Information								
Make/Model - CESSNA 150K	Eng Make/Model - CO	NTINENTAL 0-200	EL1	Installed/				
Landing Gear - TRICYCLE-FIXED	Number Engines ~	Number Engines - 1			Stall Warning System - YES			
Max Gross Wt - 1600	Engine Type - RE	CIPROCATING-CARB	URETOR					
No. of Seats - 2	Rated Power -	100 HP	•					
Environment/Operations Information								
Weather Data	Itinerary		Airport	t Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	+	•	RPORT				
Method - N/A	SAN DIEGO,CA		O11 /1.					
Completeness - N/A	Destination		Airport	Data				
Basic Weather - VMC	SAME AS ACC/INC		ROMAI					
Wind Dir/Speed- 270/008 KTS	3AME A3 A00/ 1110				- 27			
Visibility - 30.0 SM	ATC/Airspace			ay Lth/Wid		150		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		ay Surface	•			
Lowest Ceiling - NONE	Type of Clearance			•	- DRY	'		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	Kuriwa	ay Status	DKI			
Precipitation - NONE	Type Apcil/ Lindg	- FULL STOP						
Condition of Light - DAYLIGHT								
Pilot-In-Command	Age - 24	Medical Certifi	cato - UNK	/ND				
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time					
STUDENT	Current - N/A	Total -	_		4 Hrs -	LINIZ /NID		
	Months Since - N/A	Make/Model-			O Days-			
The state of the s					O Days-	4		
	Aircraft Type - N/A	Instrument-		Last 9	O Days-	4		
Instrument Rating(s) - NONE								
This is different National (3) NOTE								
-Narrative								
PLT OF A NORTH AMERICAN T-6G, N1364J, HAD	JUST LANDED & WAS TAXIING	DOWN A PARALLEL	TAXIWAY TO	THE APCH EN	ID .	•		
THE RWY TO TAKEOFF AGAIN. AT ABOUT THE SAM								
THE PARALLEL TAXIWAY & ANOTHER ADJOINING T								
LD GET OUT OF THE ACFT & THE STUDENT COULD					- •			
ERSECTION WHERE THE CESSNA WAS PARKED, THE					THE			
HT. AT THAT TIME. THE LEFT WING OF THE T-6								
	AT TO THE CESSIVAL HE WAS NO							
T DEPLANED & WAS STANDING ON THE GROUND NE								

File No. - 963

3/24/84

RAMONA, CA

A/C Reg. No. N6402G

Time (Lcl) - 1630 PST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation

STANDING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

File No 8	22 4/	07/84 BL	JELLTON, CA	A/C Re	eg. No. N753CW	' 	Т	ime (Lc1)	- 1125 PS	ST
-Basic Information Type Operating		e-ON-DEMAND	O AIR TAXI	Aircraf	t Damage			Ini	uries	
- , , ,				MINOR	J		Fatal	Serious		None
Type of Operat				Fire		Crew	0	0	0	1
Flight Conduct			1	NONE		Pass	0	0	0	0
Accident Occur						Other	0	0	. 0	2
-Aircraft Informa										
Make/Model	- BEECH E18	S		Eng Make/Model - P&	₩ R-985		ELT	Installed	/Activated	1 - YES/N
Landing Gear	- TAILWHEEL	-ALL RETRAC	CTABLE	Number Engines - 2			S	tall Warn	ing Syster	ı - UNK/NI
Max Gross Wt				Engine Type - REG	CIPROCATING-CA	RBURETO	R			
No. of Seats	- 10			Rated Power -	450 HP					
-Environment/Opera	ations Info	rmation	-							
Weather Data			Ιt	inerary		A	irport	Proximity		
Wx Briefing	- NO RECO	RD OF BRIEF	FING	Last Departure Point			OFF AI	RPORT/STR	ΙP	
Method	- N/A			SANTA MARIA,CA						
Completeness	- N/A		0	estination		Αi	rport D	ata		
Basic Weather				HAWTHORNE, CA						
Wind Dir/Spe							Runway	Ident	- N/A	
Visibility				C/Airspace				Lth/Wid		
Lowest Sky/C				Type of Flight Plan				Surface		
Lowest Ceili				Type of Clearance				Status	- N/A	
Obstructions				Type Apch/Lndg	 PRECAUTIONAR 	Y LANDI	NG			
Precipitation										
Condition of	Light -	DAYLIGHT								
-Personnel Inform	ation									
Pilot-In-Comman				40	Medical Certi				NO WAIVERS	S/LIMIT
Certificate(s				al Flight Review			Time (H			
				ırrent - YES	Total	- 63	36 13	Last	24 Hrs -	, 2
SE LAND, ME	LAND			onths Since - 11	Make/Mode	1- 24	13	Last	30 Days- l	
			Αi	rcraft Type - UNK/NR			+ 5	Last	90 Days-	148
programme and the second					Multi-Eng	ı - 28	103			
Instrument	Rating(s)									
Namada										
-Narrative	TNI ELT WILTE	E DETNO	DDIED TUE	MEATHER WAS VIIIO NOT	44 WAC DAMAGES	CHECTA	NITTALLY	AND NOTES	CW DECETY	-D
				WEATHER WAS VMC. N87 HERE N8711 LOST CONTR						בט
							KAN UF	L IUC KAL	. N/33CW	
LANDED WITH THE	STOUT END C	THE DOWN I	EACH DIT CA	TO THAT HE DID NOT C	EE TUE OTUED 4	CET				

File No 8:	22 4/07/84	BUELLTON, CA	A/C Reg. No. N753CW	Time (Lc1) - 1125 PST
Occurrence #1				·
Phase of Operation	CLIMB - TO CRUIS	3	the management of the second o	en e
Finding(s)	$(\mathcal{A}^{*} * \mathcal{C}^{*}) = (\mathcal{C}^{*} * \mathcal{C}^{*}) = (C$	Salar Salar Salar Salar Salar	e get filter i de la companya de la	
1. VISUAL LOOKOUT	- INADEQUATE - PIL	OT IN COMMAND OT OF OTHER AIRCRAFT		
Occurrence #2 Phase of Operation	LOSS OF POWER(PA	RTIAL) - MECH FAILURE,	/MALF	
Finding(s)				
3. PROPÉLLER FEATH		- PILOT IN COMMAND - 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		e-ON-DEMAN	D AIR TAXI	Airc	raft Da	mage			Inj	uri	es	
					STANTIA			tal	Serious		Minor	None
Type of Operati		-POSITION		Fire		Cr		0	0		0	1
Flight Conducte			91	NONI	E	Pa		0	0		0	1
Accident Occurr						Ut	her 		0		0	1
-Aircraft Informat		_										V== (1)
Make/Mode1 -		-	_	Eng Make/Model -			4	ELT I	nstalled	I/AC	tivated	- YES/N
Landing Gear - Max Gross Wt -		RETRACTABL	.t	Number Engines - Engine Type -	_	OCATING-CARB	IDETOD	51	all Warr	ııng	System	- UNK/N
No. of Seats					450		DRETUR					
-Environment/Opera	tions Info	rmation					A 4					
Weather Data Wx Briefing	- NWS			tinerary Last Departure Po	int				Proximity RPORT/STR			
	- UNK/NR			SANTA MARIA,CA	1110		01	I MIL	(FUK1/31)	.11		
Completeness		NOT PERTI	NENT (Destination			Airpo	ort Da	ıta			
Basic Weather				LONG BEACH, CA								
Wind Dir/Spee				·					Ident		N/A	
Visibility				C/Airspace					Lth/Wid			
Lowest Sky/C1				Type of Flight Pla					Surface		N/A	
Lowest Ceilin Obstructions		NONE		Type of Clearance Type Apch/Lndg				unway	Status	-	N/A	
Precipitation				Type Apcil/Ling	- 10	RCED LANDING						
Condition of												
Personnel Informa- Pilot-In-Command			Age -	24	Med	ical Certifi	cate - \	/ALID	MEDICAL-	-NO	WAIVERS/	LIMIT
Certificate(s)	/Rating(s)			ial Flight Review		Fl	ight Tir	ne (Ho	ours)			
COMMERCIAL,	ATP,CFI			urrent - YES		Total -					Hrs -	. 2
ME LAND				onths Since - 3		Make/Model-					Days- UN	•
			A	ircraft Type - UNK	/NR	Instrument-			Last	90	Days-	150
						Multi-Eng -	700					
Instrument	Rating(s)	- AIRPLAN	٧E									
A1												
-Narrative	AL FLT WHITE	E DETNO F	DDIED THE	WEATHER WAS VMC	N0744 W	AC DAMAGED C	LIDCTANT	TALLY	AND NOTE	3CW	DECETVED	1
SE ACFT COLLIDED I												,
LANDED WITH THE R								-14 OF	TITE KW	!\	., 550#	

File No. - 822 4/07/84 BUELLTON, CA A/C Reg. No. N8711 Time (Lc1) - 1125 PST Occurrence #1 MIDAIR COLLISION Phase of Operation CLIMB - TO CRUISE Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

File No 9	5/01/84 UKI	AH,CA	A/C Reg.	No. N63813		Time (Lc1) -	1315 PD1	Г
Basic Information Type Operating	n Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	ımage	F. 4. 3	Injur		N
T C. O	' DEDCOMAL		DESTROYED	0	Fatal			None
3	ion -PERSONAL ed Under -14 CFR 91 red During -APPROACH		Fire ON GROUND	Cre Pas		0	0	0
-Aircraft Informa	 tion							
Make/Model	- PIPER PA-23-25Ö	Eng Make/M	odel - LYCOM	NG TIO-540-C	1A ELT	Installed/A	ctivated	- NO -N/
Landing Gear	- TRICYCLE-RETRACTABLE	Number Eng				Stall Warnir	ng System	- YES
Max Gross Wt	- 5200	Engine Type	e - RECIP-	FUEL INJECTED)			
No. of Seats	- 6	Rated Powe	r - 250) HP				
Environment/Opera	ations Information							
Weather Data		Itinerary				Proximity		
Wx Briefing	- FSS	Last Depart	ure Point		OFF A	IRPORT/STRIF)	
Method	- TELEPHONE	CARLSBAD,	CA					
Completeness	- FULL	Destination			Airport l	Data		
Basic Weather		UKIAH,CA			UKIAH			
	ed- 130/008 KTS						· 15	
Visibility	- 1.500 SM	ATC/Airspace			Runway	y Lth/Wid ·	· 5005/	150
Lowest Sky/C	louds -		ght Plan - II		Runwa	y Surface ·	- N/A	
Lowest Ceili	ng - 1000 FT 0B	SCURED Type of Cle			Runwa	y Status	- N/A	
Obstructions	to Vision- FOG	Type Apch/L	ndg - V(R/DME				
	n - RAIN							
Condition of	Light - DAYLIGHT							
Personnel Informa								
Pilot-In-Comman		Age - 49		dical Certific				
Certificate(s		Biennial Flight R			ight Time (I			Alla /ND
COMMERCIAL		Current	- UNK/NR	Total -			Hrs - U	
SE LAND, ME	LAND	Months Since		Make/Model-	UNK/NR	Last 30	Days- Ur	NK/NR
		Aircraft Type	- UNK/NR	Instrument-	UNK/NR	Last 90	Days- U	NK/INK
				Multi-Eng -	UNK/NR	Rotorci	raft - UN	NK/NR
Instrument	Rating(s) - AIRPLANE							
Namestica								
-Narrative	 	00 /DME DUN 45 45011 7	O THE 1047	DDT AT 4000	DDT UE DE	04N THE 450		
	PLT WAS CLEARED FOR A L						1	
	CTION, 15.5 MI NORTH OF						DETER	
	OF THE ARPT. AT 1313,						DRIED	
	N THE DME (5.5 MI NORTH							
	SHED ON RISING MOUNTAIN							
	EALED THAT THE DME WAS							
CALED ARIBE 6 MI S	OUTH-SOUTHEAST OF THE A	KPI. FUR THE APCH, I	HE DME SHOULI	HAVE BEEN S				
	INFO TO THE LOCADIE AT	THE ADDT THE 4004 W	V AT HIZTALL SI	C 4000 ET 00	COUDED VIC	TDT1 TTV 4 4	/O MT	
CEIVER WHICH WAS T	UNED TO THE LOC/DME AT G. WIND 130 DEG AT 8 KT		X AT UKIAH W	AS 1000 FT 0B	SCURED, VIS	IBILITY 1 1,	/2 MI	

File No. - 966

5/01/84

UKIAH, CA

A/C Reg. No. N63813

Time (Lcl) - 1315 PDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

APPROACH

Finding(s)

- 1. IFR PROCEDURE IMPROPER PILOT IN COMMAND
- 2. WEATHER CONDITION LOW CEILING
- 3. WEATHER CONDITION RAIN
- 4. WEATHER CONDITION FOG
- 5. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 6. TERRAIN CONDITION RISING

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL AVIATION) Aircra	ift Damage		Inju		
	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSON		Crew		0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF		Pass	0	0	0	0
Aircraft Information						
Make/Model - MOLINO OY PIK 20E				nstalled/		
Landing Gear - UNK/NR	Number Engines -			all Warni	ng System	1 - NO
Max Gross Wt - 1036	3 ,,	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 1	Rated Power -	43 HP				
Environment/Operations Information-			Ainmant D	navimit		
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary - RIEFING Last Departure Poir	-4	Airport P ON AIRP			
Method - N/A	SAME AS ACC/INC	IT	UN AIRP	UKI		
Completeness - N/A	Destination		Airport Da	+-		
Basic Weather - VMC	LOCAL		SKY SAI			
Wind Dir/Speed- 280/012 KTS	LOCAL				~ 28	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway		- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE	· , p = · · , = · · · ,					
Condition of Light - DAYLIGH	łT					
Personnel Information						
Pilot-In-Command	Age - 56	Medical Certifica			AIVERS/LI	TIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho			
PRIVATE	Current - YES Months Since - 7	Total -	450 200	Last 2	4 Hrs - l	JNK/NR
SE LAND	Morreillo Strice	make, moder				
GLIDER	Aircraft Type - UNK/	NR Instrument-	0	Last 9	O Days- l	JNK/NR
Instrument Rating(s) - NONE						
Narrative						
PLT STATED THAT DURING TAKEOFF, THE	MOTORIZED GLIDER HAD JUST LIFT	ED OFF WHEN THE RIGH	T WING DROP	PED & HIT	TALL	
- · · · · · - · · · · · · ·	THE WEEDS WERE ABOUT 2 1/2 FT					

File No. - 967 6/03/84 FREMONT, CA A/C Reg. No. N705W

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

2. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

File No 84	8 6/0	3/84	CORONA,	CA	A/C Re	g. No. N27303 		Time (Lcl)	- 1020	וטץ
-Basic Information Type Operating		-NONE	(GENERAL	AVIATION)	Aircraft		5-4-1		uries	
Type of Operati Flight Conducte Accident Occurr	d Under	-14 CF			DESTROY Fire NONE	C	Fatal rew 0 ass 0	Serious 1 1	Mino O O	0
-Aircraft Informat	 ion									
	AERONCA 65 TRICYCLE-F 1150	-			Engines - 1 Type - REC	TINENTAL A-65- IPROCATING-CAR 65 HP	BURETOR	Installed Stall Warr	ing Syst	em - NO
Environment/Opera Weather Data Wx Briefing Method					arture Point S ACC/INC		Airpor	t Proximity AIRPORT/STR	,	
Completeness	- N/A			Destination	•		Airport	Data		
Basic Weather Wind Dir/Spee Visibility Lowest Sky/Cl	d- CALM - 7.0 ouds -	3000			light Plan -		Runwa Runwa	ay Ident ay Lth/Wid ay Surface	- N/A - N/A	
Lowest Ceilin Obstructions Precipitation Condition of	to Vision-	NONE NONE		Type of (Clearance - n/Lndg -		Runw	ay Status	- N/A	
Personnel Informa										
Pilot-In-Command Certificate(s)				ige - 62 Biennial Fligh	t Douglass	Medical Certif F Total	icate - VAL light Time		WAIVERS/	LIMIT
PRIVATE SE LAND	, kat mg(3)			Current Months Sin	- NO ce - 28 ype - 65-C	Make/Mode1	- 668 - 600	Last Last	24 Hrs - 30 Days- 90 Days-	7
Instrument	Rating(s)	- NONE								
-Narrative LE TAKING OFF ON A MED. THE CFI PUSHE GROUND FROM ABOUT	D RUDDER TO	TRYT	O COUNTER	ACT ROLLING O	F THE ACFT, B	UT THE PLANE W	ALLOWED IN			

File No 84	48 6/03/84	CORONA, CA	A/C Reg. No. N27303	Time (Lc1) - 1020 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN TAKEOFF - INITIAL	NT/SYSTEM FAILURE/MAL CLIMB	FUNCTION	
Finding(s) 1. FLT CONTROL SYST 2. FLT CONTROL SYST		- FAILURE, PARTIAL		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - TAKEOFF - INITIAL			
Occurrence #3 Phase of Operation	IN FLIGHT COLLIST DESCENT - UNCONTR	ROLLED		en de la companya de La companya de la co
Probable Cause				

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

Type Operating Certi						Injur		
Name of Carrier Type of Operation Flight Conducted Und	-NON SCHED,DO er -14 CFR 135	ESS INC DMESTIC,CARGO	SUBSTANTIAL Fire NONE	Crew Pass	Fata1 0 0	Serious O O	Minor O O	None 1 1
Accident Occurred Du	ring -LANDING							
Aircraft Information Make/Model - CESS Landing Gear - TRIC Max Gross Wt - 63 No. of Seats -	NA 404 YCLE-RETRACTABLE OO	Number E Engine T	/Model - CONTINENTAL ngines - 2 ype - RECIP-FUEL wer - 375 HP	INJECTED	S	Installed/A tall Warnir	ng System	- YES
Completeness - WE Basic Weather - VM Wind Dir/Speed- 30	S LEPHONE ATHER NOT PERTINEN' C O/O15 KTS	SAME AS Destinatio RENO,NV			Airport ON AIR Airport D: SAN FR Runway	Proximity PORT	·L · 28R	
Visibility - Lowest Sky/Clouds Lowest Ceiling Obstructions to Vi Precipitation Condition of Light	- 1100 FT - 1100 FT BRO sion- NONE - NONE	Type of F KEN Type of C	light Plan - IFR learance - IFR /Lndg - PRECAU		Runway Runway)ING	Surface - Status -	ASPHALT DRY	200
Personnel Information- Pilot-In-Command Certificate(s)/Rati ATP	•	Age - 27 Biennial Flight Current	- YES Tota	al	t Time (H 1837	ours) Last 24	Hrs -	3
SE LAND, ME LAND		Months Sind Aircraft Ty	e - 4 Make pe - 404 Ins Mul	e/Model- trument- ti-Eng -	38 173 325	Last 30 Last 90) Days- UN) Days-	K/NR 165
Instrument Ratin	g(s) - AIRPLANE							
-Narrative NOSE BAGGAGE DOOR OF T AN TO PITCH UP & ROLL R	IGHT. HE FELT THAT	CONTROL OF THE A		O HE ABORTE	THE INT			

6/20/84 SAN FRANCISCO.CA File No. - 821 A/C Reg. No. N5340J Time (Lc1) - 0914 PDT Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DOOR, CARGO - UNLOCKED 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. DOOR, CARGO - OPEN Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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

-Basic Information-	Certificate-NONE (GENERA	L AVIATION)	Aircraft Dama	ae		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(32,72,73		SUBSTANTIAL	90	Fatal			None
Type of Operation	on -PERSONAL		Fire	Crew	0	0	0	1
	d Under -14 CFR 91		NONE	Pass		0	0	2
Accident Occurre	ed During -LANDING							
-Aircraft Informati	ion							
	PIPER PA-28-151		del - LYCOMING		ELT :	[nstalled/Ad	ctivated	- YES/NO
Landing Gear -		Number Engi				tall Warning	y System	- YES
Max Gross Wt -			- RECIPROC		ETOR			
No. of Seats	4	Rated Power	- 150 H	P 				
	ions Information			•				
Weather Data		Itinerary	•			Proximity	•	
	- NO RECORD OF BRIEFING		re Point		OFF AIR	RPORT/STRIP		
Method	•	RENO, NV						
Completeness	•	Destination	- /		Airport Da	ata		
Basic Weather	· · · -	SAME AS AC	C/INC		_			
	- VARIABLE/005 KTS	ATO /A :					N/A	
	- 50.0 SM buds - CLEAR	ATC/Airspace	ht Plan - NONE			Lth/Wid - Surface -		
	odds - CLEAR g - NONE		rance - NONE				N/A	
	to Vision- NONE		ida - TRAF		Kuriway	Jiaius	N/ A	
	- NONE	Type Aperly Ell	idg TRAI	I TO TATTERI				
•	ight - DAYLIGHT							
-Personnel Informat	ion							
Pilot-In-Command	. 1311	Age - 36	Medic	al Certifica	te - VALID	MEDICAL -WAI	VERS/LIM	AIT
Certificate(s)/	Rating(s)	Riennial Flight Re	view	Flig	nt Time (Ho		· · · · · · · · · · · · · · · · ·	
COMMERCIAL		Current	- UNK/NR T		5657	Last 24	Hrs -	2
SE LAND, ME L	AND	Months Since	- UNK/NR M	ake/Mode1-	390	Last 30	Days- UN	NK/NR
HELICOPTER		Aircraft Type		nstrument-	274	Last 30 Last 90 Rotorcra	Days-	59
			М	ulti-Eng -	435	Rotorcra	aft -	2729
Instrument	Rating(s) - AIRPLANE							
-Narrative	• .							
	DED A LITTLE LONG ON THE	2800 FOOT DIPT POA	D AND WAS LINAR	IF TO STOP	THE ACET TO	AVELED DEE		

File No. - 884 6/22/84 SACRAMENTO, CA A/C Reg. No. N44190 Time (Lc1) - 1510 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1.4

Basic Information Type Operating Certificate-NONE (GE	NEDAL AVIATION)	Aircraft Damage			Injuri	ios	
Type operating berint teate Noise (de	NERAL AVIATION)	DESTROYED		Fatal	Serious	Minor	None
Type of Operation -INSTRUCT	IONAL	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1	NONE	Pass	Ō	0	Ō	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BELL 47G-2	Eng Make/Mod	el - LYCOMING VO-4	435-A18		Installed/Ad		
Landing Gear - SKID	Number Engin				tall Warning	g System	~ NO
Max Gross Wt - 2450	Engine Type	- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 3	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departur			ON AIR	PORT		
Method - ACFT RADIO	LIVERMORE, C						
Completeness - FULL	Destination	4		Airport Da			
Basic Weather - VMC	SAME AS ACC	/ INC		BUCHAN			
Wind Dir/Speed- 300/010 KTS	/					UNK/NR	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh					ASPHALT	
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lna	g - TRAFFIC	PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 25	Medical Co	ertificat	e - VALID	MEDICAL-WAI	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H		- · - · · - · · · ·	
STUDENT			-		Ĺast 24	Hrs -	2
	Months Since -	N/A Make/I	Mode1-	39	Last 30	Days- UN	K/NR
	Aircraft Type -	N/A Instru	ument- UN	K/NR	Last 30 Last 90	Days-	39
	-		-Eng - UN		Rotorcra		71
Instrument Rating(s) - NONE							
 Narrative							
RDING TO A PLT/OPERATOR STATEMENT, TH	E STUDENT DIT WAS CLEADE	D FOR A DOWNWIND	ADCH TO I	מיו את מאא	AD 2 " TUE		
ENT STATED THAT THE APCH WAS NORMAL U							
S WIND. " DURING THE TURN TO FINAL APC						n	
WIND. DURING THE DISCUSSION, THE STUD						•	
N SETTLING WITH POWER. SUBSEQUENTLY,						פר	
" SELLETING MITH HOWER. SUBSEQUENTEL,	OTATE & THE GEAR (SKID)		C COM MII	TIODE & II	IL INIL KUIL	J13	

File No 9	45 6/25/84 	CONCORD, CA	A/C	Reg. No. N953	Time (Lc	I) - 1420 PDT
Occurrence #1 Phase of Operation	APPROACH					
Finding(s) 1. IN-FLIGHT PLANN 2. WEATHER CONDITI 3. AIRSPEED - RE	DUCED - PILOT IN COM E OF EQUIPMENT/AIRCE	OPER - PILOT IN (MMAND RAFT, DIVERTED AT	COMMAND TENTION - PILOT			
Occurrence #2 Phase of Operation	ADDDOACH	ON WITH TERRAIN				
Occurrence #3 Phase of Operation Finding(s) 6. LANDING GEAR,SK	OTHER GEAR COLLAPS OTHER ID ASSEMBLY - OVERLO	SED				
Probable Cause		·				
The National Transpois/are finding(s) 1	rtation Safety Board	d determines tha	t the Probable C	ause(s) of this	accident	
Factor(s) relating t	o this accident is/a	are finding(s) 2	,3,4			

File No 96	8 6/27/84 YUBA	CITY, CA	A/C Reg. No.	N530HA	Time (Lc)) - 0705 PD	т
Basic Information							
Type Operating	Certificate-AGRICULTURA	L AIRCRAFT	Aircraft Damage			njuries	
.			SUBSTANTIAL		atal Seriou		None
Type of Operation		ICATION	Fire	Crew	0 0	_	1
Flight Conducte	d Under -14 CFR 137 ed During -LANDING		NONE	Pass	0 0	0	U
Accident Occurr	ed buring -LANDING						
Aircraft Informat	ion						
Make/Model -	HILLER UH-12E	Eng Make/M	odel - LYCOMING V	0-540	ELT Installe	ed/Activated	d - NO -N/A
Landing Gear -	SKID	Number Eng				ning System	n - NO
Max Gross Wt -	2750	Engine Typ	e - RECIPROCAT	ING-CARBURETOR	₹		
No. of Seats -	3	Rated Powe	r - 305 HP				
Environment/Opera	tions Information						
Weather Data	2.0.00 111101 mac 1011	Itinerary		Δi	irport Proximi	ty	
Wx Briefing	- NO RECORD OF BRIEFIN		ure Point		OFF AIRPORT/S		
Method	- N/A	SAME AS A			, -		
Completeness	- N/A	Destination		Air	port Data		
Basic Weather	- VMC	LOCAL			•		
Wind Dir/Spee	d- UNK/NR		•		Runway Ident	- N/A	
Visibility		ATC/Airspace	•		Runway Lth/Wid	A\N - E	
Lowest Sky/C1	ouds - UNK/NR	Type of Fli	ght Plan - NONE		Runway Surface	∍ - N/A	
Lowest Ceilin	g - UNK/NR		arance - NONE		Runway Status	- N/A	
Obstructions	to Vision- NONE	Type Apch/L	ndg - FORCED	LANDING			
	- NONE						
Condition of	Light - DAYLIGHT			*			
Personnel Informa							
Pilot-In-Command		Age - 56	Medical	Certificate -	- VALTO MEDICAL	-NO WATVERS	S/LIMIT
Certificate(s)		Biennial Flight R			Time (Hours)		,
COMMERCIAL	,	Current		tal - 2740	02 Las	t 24 Hrs - l	JNK/NR
SE LAND, ME	LAND	Months Since	=	ce/Mode1- 198	30 Las	30 Days- l	JNK/NR
HELICOPTER		Aircraft Type	- UNK/NR Ins	strument- 3	10 Las	t 90 Days-	320
			Mul	lti-Eng - 95	50 Rote	orcraft -	1980
Instrument	Rating(s) - UNK/NR						
Narrative							
	ADS, THE PLT REFUELED &						
	NAL LIFT AT APRX 6 FT A					PM. THE	
	NG STRAIGHT AHEAD, BUT						
	TTITUDE. THE RIGHT SKID						
	EN SEVERED THE TAIL BOO						
	PUMP DURING THE REFUEL	ING & DID NOT REMEM	BER TURNING IT BA	ACK ON. NO PRE	IMPACT PART FA	ILURE	
R MALFUNCTION WAS FO	UND.						

A/C Reg. No. N530HA Time (Lc1) - 0705 PDT File No. - 968 6/27/84 YUBA CITY,CA LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION 3. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 993 7/06/84 CHES	TER,CA A/C R	eg. No. N6301E 		ime (Lc1) -	1430 PDT	
Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	-	0	0	1
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LY Number Engines - 1			Installed/A		
Max Gross Wt - 2150 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBUR	ETOR	tali warnin	y system	- 123
Environment/Operations Information						
Weather Data Wx Briefing - UNK/NR Method - UNK/NR	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/015 KTS	Destination PASO ROBLES,CA		Airport D CHESTE		15	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway Runway	Lth/Wid - Surface -	5380/	60
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A 2C	Medical Certifica		MEDICAL NO	WATVEDO	'. TMTT
Certificate(s)/Rating(s)	Age - 36 Biennial Flight Review	Flig	ht Time (H		WAIVERS/	LIMITI
PRIVATE SE LAND	Current - YES Months Since - 19 Aircraft Type - C-172	Total - Make/Model- Instrument-	130	Last 24 Last 30 Last 90	Days-	IK/NR 4 12
Instrument Rating(s) - NONE						
	;					
Narrative E PLT REPORTED THAT HE ATTEMPTED TO TAKEOF TSIDE AIR TEMP WAS 94 DEG & THE DENSITY AL Y, THE ACFT LIFTED OFF IN THE STRONG X-WINI THE TEMPERATURE AND ALTITUDE, WE REALLY N DE OF THE RWY & THE PLT ABORTED THE TAKEOF	TITUDE WAS ABOUT 7800 FT. TH D. HE STATED, "WE FELT THAT EEDED A LONGER GROUND ROLL.	E PLT STATED THAT IT WAS READY TO CL "SUBSEQUENTLY, THE	ABOUT HALF IMB OUT. B ACFT SETT	WAY DOWN TH ECAUSE LED ON THE		

File No 993	7/06/84 CHESTER,CA	A/C Reg. No. N6301E	Time (Lcl) - 1430 PDT
Occurrence #1 L Phase of Operation T	OSS OF CONTROL - IN FLIGHT AKEOFF - INITIAL CLIMB		
2. WEATHER CONDITION 3. WEATHER CONDITION 4. WEATHER CONDITION 5. WRONG RUNWAY - S 6. WEATHER CONDITION 7. LIFT-OFF - PREMA 8. AIRSPEED - INADEQU	- TAILWIND ELECTED - PILOT IN COMMAND		
	N FLIGHT COLLISION WITH TERRAIN AKEOFF		
Finding(s) 10. STALL/MUSH - INADV	ERTENT - PILOT IN COMMAND		
Probable Cause			
The National Transportais/are finding(s) 7,8	tion Safety Board determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating to t	his accident is/are finding(s) 1,2	,3,4,5,6	

-Basic Information		NEDAL AVIATION)		D			·		
Type Operating Cer	TITICATE-NUNE (GE	NERAL AVIATION)	Aircraft SUBSTANT			Fatal	_	uries Mino	r None
Type of Operation	-PERSONAL		Fire		Crew	0	0	M1110	
Flight Conducted L			NONE		Pass	0	0	0	
Accident Occurred	During -LANDING	•	NONE		1 433	Ü	Ŭ	Ŭ	_
-Aircraft Information									
Make/Model - GR			e/Model - LYCC	MING 0-330-E	2G				
Landing Gear - TR			Engines - 1			S	tall Warn	ing Syst	em - UNK/N
	2200		Type - RECI		RBURE [*]	ΓOR			
No. of Seats -	4	Rated P	ower - 1	150 HP					
-Environment/Operatio	ns Information								
Weather Data		Itinerary					Proximity		
	NO RECORD OF BRIE		arture Point			ON AIR	PORT		
	N/A	LINCOL	•						
Completeness -		Destinati			,	Airport D			
Basic Weather -		VACAVI	LLE,CA			NUT TR			
Wind Dir/Speed- Visibility -		ATO /A :							/ 75
Lowest Sky/Cloud		ATC/Airspa		NONE		•	Lth/Wid		•
Lowest Ceiling	- NONE		Flight Plan - Clearance -				Surface Status		L1
Obstructions to			:h/Lndg -		EDN	Rullway	status	- DK1	
Precipitation		Type Apo	ill/ Lilug	TRAILIC FALL	LKIN				
	ht - DAYLIGHT			·					
Pilot-In-Command		Age - 45		Medical Certi				NO WAIVE	RS/LIMIT
Certificate(s)/Ra	ting(s)	Biennial Fligh				t Time (H			
PRIVATE			- YES		-	126	Last Last	24 Hrs -	UNK/NR
SE LAND			ce - UNK/NR			57	Last	30 Days-	UNK/NR
		Aircraft T	ype - UNK/NR	Instrumen			Last	90 Days-	17
				Multi-Eng	-	8			
Instrument Rat	ing(s) - NONE								
-Narrative PLT STATED THAT HE W	INC LITCH ON ETNIAL	ADDROACH SO HE LOWE	DED THE NOCE O)E THE ACET T	0 100	= AI TITUD	E AND TN		
URN GOT AN INCREASE I								ATED	
T HE WAS UNABLE TO ST							LU. ITE 31	AILU	
"73 017000 10 31	C. THE ACT I BETOR	L II INAVELED OII I	THE EIGH OF THE	CHAI AND I	A	D 1 1 011.			

File No. - 883 7/14/84 VACAVILLE, CA A/C Reg. No. N26938 Time (Lc1) - 0900 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) '1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3,4

-Basic Information							
Type Operating	Certificate-NONE (GENERA		Damage		Injur		
Type of Operati	on -PERSONAL	DESTRO' Fire	/ED Crew		Serious 1	Minor O	None 0
	d Under -14 CFR 91	NONE	Pass		0	0	0
	ed During -DESCENT	HONE	, 455	•	· ·	ŭ	· ·
-Aircraft Informat	ion						
	TRAVEL AIR 4000	Eng Make/Model - CO			Installed/A		
	TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt	=	Engine Type - REG		ETOR			
No. of Seats	2	Rated Power -	220 HP				
	tions Information						
Weather Data		Itinerary			Proximity		
Wx Briefing	- NO RECORD OF BRIEFING		•	UFF AI	RPORT/STRIP		
Method	- N/A	PASO ROBLES,CA Destination		Airport D			
Completeness Basic Weather		LOCAL		A Import D	ala		
	d- 190/013 KTS	LOCAL		Punway	Ident -	N/A	
	- 25.0 SM	ATC/Airspace			Lth/Wid -		
	ouds - SCATTERED	Type of Flight Plan	- NONE		Surface -		
Lowest Ceilir		Type of Clearance				N/A	
Obstructions	to Vision- NONE	Type Apch/Lndg				•	
	- NONE						
Condition of	Light - DAYLIGHT						
-Personnel Informa							<i>(.</i>
Pilot-In-Command		Age - 19	Medical Certifica			WAIVERS	/LIMII
Certificate(s)	/Rating(s)	Biennial Flight Review Current - YES	Filg	ht Time (H	ours)	llma	2
PRIVATE SE LAND		Months Since - 1	Total - Make/Model-	140	Last 24		58
SE LAND		Aircraft Type - C-152	Instrument-	14	Last 30 Last 90	Days Days-	88
		Afficiant Type - 0-132	Multi-Eng -	2	Last 50	Days	00
Instrument	Rating(s) - NONE						
							
	RTED THAT THIS & ANOTHER	ACFT WERE ENGAGED IN A MOC	K "DOGFIGHT": BOTH	ACET WERE	CIRCLING T	HE	
		R ACFT WAS NEGOTIATING ANY					
		, THE ACFT ENTERED INTO A R					
		HAD NOT RECEIVED ANY SPIN/					
	T/C EATHED STATED HE HAD	GIVEN THE PLT SPIN/SPIN RE	COVEDY INSTRUCTION	İ			

File No. - 923 7/15/84 Time (Lc1) - 1845 PDT SAN MIGUEL, CA A/C Reg. No. N8719 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. MANEUVER - PERFORMED - PILOT IN COMMAND 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 4. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

FITE NO 84	5 7/1	15/84	ORCUTT, CA		A/C Reg. No	. N4030A		Time (Lcl) -	1530 PD	T
Basic Information	,									
Type Operating	Certificate	-AGRICU	LTURAL AIR	CRAFT Ai	rcraft Dama	age		Injur		,
				S	UBSTANTIAL		Fatal			None
Type of Operati		-TEST F		Fi	re	Crev	۷ Q	0	0	1
Flight Conducte				N	ONE	Pass	5 0	0	0	1
Accident Occurr	ed During	-DESCEN	T 							
Aircraft Informat							•	_		
	HILLER UH-	-12E		Eng Make/Model				Installed/A		
Landing Gear -				Number Engines	•			Stall Warnin	g System	- NO
Max Gross Wt -				9 7.		CATING-CARBU	RETOR			
No. of Seats -	2			Rated Power	- 305 H	ΗP 				
Environment/Opera	tions Infor	mation-								-
Weather Data				Itinerary			Airport	Proximity		
Wx Briefing	- NO RECOR	RD OF BR	IEFING	Last Départure	Point		UNK/N			
Method	- N/A			SAME AS ACC/I			·			
Completeness	- N/A			Destination			Airport	Data		
Basic Weather				LOCAL						
Wind Dir/Spee		KTS					Runwa	v Ident -	UNK/NR	
Visibility	- 25.0	SM		ATC/Airspace				y Lth/Wid -		
Lowest Sky/C1				Type of Flight	Plan - NON	=		y Surface -		
Lowest Ceilin				Type of Clearan				y Status -		
Obstructions	to Vision-	NONE		Type Apch/Lndg				,		
Precipitation				1, pc Apoli, 21.0g	, 0	SED EMBING				
Condition of			Т							
	+:on									
Pilot-In-Command		94	Age	44	Medi	cal Certific	ate - VALI	D MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)	/Rating(s)		Bie	nnial Flight Revie	W ⁻	Flig	ght Time (Hours)		
COMMERCIAL				Current - Y	ES ·	Total -	9000	Last 24	Hrs -	0
SE LAND, ME		Δ		Months Since - 1 Aircraft Type - 0	5 1	Make/Model-		Last 30	Days-	50
HELICOPTER				Aircraft Type - C	- 172	Instrument-	110	Last 90	Davs-	100
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1	Multi-Eng -	500	Rotorcr	aft [°] -	3000
Instrument	Rating(s)	- AIRPL	ANE							
Name de Aria										
Narrative	DEEN DEDEC	DMED 0 T	UE OBEW WE	DE DECINITIO A TEC	T FLT TO 6	IFOK THE TOA	OKTNO OF T	UE MAIN DOTO	В	
INTENANCE HAD JUST										
ADES. WHILE THE PLT										
KE A ROLL-ON LANDIN										
USING DISCLOSED THA										
THER THAN THRU THE							ILE. THE M	ANUAL HAD NO		
OVISIONS TO ASCERTA	IN THAT TH	E PIN HA	D BEEN INS	STALLED THRU THE TE	RMINAL TEE	•				
	-									

File No 8	45 7/15/84 	ORCUTT, CA	A/C Reg. No. N4030A	Time (Lcl) - 1530 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
	EPLACEMENT - IMPRO	PER - COMPANY MAIN		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Occurrence #4 Phase of Operation				
Probable Cause				

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

-Basic Information						
Type Operating Certificate-NONE (GENERA	·	craft Damage STROYED	Fata1	Injur Serious		None
Type of Operation -PERSONAL	Fire		rew 0	0	0	1
Flight Conducted Under -14 CFR 91	ION		ass 0	ŏ	Ö	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Mode1 - HOWARD-JOBMASTER DGA-15				Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		- 1		tall Warnin	g Syster	n - UNK/NF
Max Gross Wt - 4425		- RECIPROCATING-CAR	BURETOR			
No. of Seats - 5	Rated Power	- 450 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po LIVERMORE.CA	oint	ON AIR	PURT		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC	_	TRACY	ata		
Wind Dir/Speed- 010/008 KTS	3AME A3 A00/ IN			Ident -	29	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 18000 FT SCAT		lan - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance	e - NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						-
-Personnel Information						- /
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight Review	Medical Certif	light Time (b	loune)		
PRIVATE	Current - YES Months Since - 3	S Total	- 1037	Last 24	Hrs - l	JNK/NR
SE LAND	Months Since - 3	Make/Mode1	- 189	Last 30	Days- l	JNK/NR
	Aircraft Type - DC	A-15P Instrument	- 9	Last 90	Days-	10
Instrument Rating(s) - NONE						
-Narrative						

File No. - 948 7/16/84 TRACY,CA A/C Reg. No. N5553N Time (Lc1) - 0900 PDT

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LAND:

LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. 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) 2

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

· · · · · · · · · · · · · · · · · · ·	Certificate	E-NUNE (GEN	ERAL AVIATION)	Aircraft				njuries	
Type of Operat	ion	-PERSONAL		SUBSTANT Fire		ra [.] Crew	tal Serio		None 0
Flight Conduct				NONE	-	ass)	0 (-	0
Accident Occur	red During	-MANEUVERI	NG		·		0	, ,	J
Aircraft Informa	tion					•			
· · · · · · · · · · · · · · · · · · ·	- PIPER PA-2			e/Mode1 - LYCO	MING 0-540-A1	A5		ed/Activated	
Landing Gear		RETRACTABLE		Engines - 1			Stall Wa	ırning System	ı - YES
Max Gross Wt				Type - RECI		BURETOR			
No. of Seats	- 4 		Rated F	ower - 2	50 HP 				
Environment/Oper	ations Infor	mation	********				- · · · · · · · · · · · · · · · · · · ·		
Weather Data Wx Briefing	- NO DECOR	D OF PRICE	Itinerary	ontuna Daint			port Proxim		
	- NO RECOR	KD OF BRIEF		earture Point VALLEY,CA		U	FF AIRPORT/S	IRIP	
Completeness	•		Destinati			Ainn	ort Data		
Basic Weather	•		LODI, C			АПР	ort Data		
Wind Dir/Spe		*	2001,0	· ·		Rı	unway Ident	- N/A	
Visibility		SM	ATC/Airspa	ce			unway Lth/W		
Lowest Sky/C	louds -	6000 FT S	CATTERED Type of		NONE		unway Surfac		
Lowest Ceili	ng -	10000 FT BI	ROKEN Type of	Clearance -	NONE	Ru	unway Status	: - N/A	
Obstructions			Type Apo	:h/Lndg -	NONE				
Precipitatio									
Condition of	Light -	DAYLIGHT							
Personnel Inform Pilot-In-Comman			40				VALID MEDIO	L WATVEDS /L3	MIT
Certificate(s			Age - 42 Biennial Fligh		edical Certif F		walid medic. me (Hours)	IL-MAIVERS/LI	.MII
COMMERCIAL			Current	- YES	Total		Las	st 24 Hrs -	1
SE LAND, SE				ice - 9			Las	t 30 Days-	21
HELICOPTER	,GLIDER	4.4	Aircraft 1	ype - PA-24	Instrument			st 90 Days-	
					Multi-Eng	- 14	Ro	orcraft -	26
Instrument	Rating(s)	- HELICOPT					•		
 Narrative									

File No. - 946 7/17/84 FOLSOM,CA A/C Reg. No. N5752P Time (Lc1) - 0530 PDT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND

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

Occurrence #2
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

DESCENT - UNCONTROLLED

----Probable Cause----

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

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

Substantial	Basic Informatio- Type Operating		e-NONE	(GENERAL A	(VIATION)	Aircraft	Damage			In:	urie	:S	
Flight Conducted Under	, ,								Fatal				None
Accident Occurred During -TAKEOFF -Aircraft Information Make/Model - EIPPER QUICKSILVER MX		ion	-PERSOI	NAL					-			-	
-Aircraft Information Make/Model - EIPPER QUICKSILVER MX						NONE		Pass	0	0		0	0
Make/Model - EIPPER QUICKSILVER MX	Accident Occur	red During	-TAKEOI	FF 							. 		
Landing Gear Max Gross Wt - UNK/NR													
Max Gross Wt No. of Seats - UNK/NR	•			ER MX									
No. of Seats - 1 Rated Power - 30 HP -Environment/Operations Information Weather Data WS Briefing - NO RECORD OF BRIEFING			FIXED							tall Warr	ning	System	- NO
-Environment/Operations Information Weather Data 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 LOCAL PRIVATE STRIP Wind Dir/Speed - 270/010 KTS Visibility - 4.000 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 1500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Type Apch/Lndg - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12								CARBURE	TOR				
Weather Data Wx Briefing Wx Briefing Wethod Wethod Wethod Wind Dir/Speed- Wind	No. of Seats	- 1 			Rated Po	ower -	30 HP						
Wx Briefing		ations Info	rmation										
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL PRIVATE STRIP Wind Dir/Speed - 270/010 KTS Runway Ident - N/A Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Medical Certificate - 200 Last 24 Hrs - UNK/NR Months Since - 0 Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument O Last 90 Days - 12									•				
Completeness - N/A Basic Weather - VMC			RD OF BI	RIEFING					OFF AI	RPORT/ST	RIP		
Basic Weather - VMC LOCAL PRIVATE STRIP Wind Dir/Speed- 270/010 KTS Runway Ident - N/A Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1500 FT SCATTERED 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 - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR Months Since - 0 Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE													
Wind Dir/Speed- 270/010 KTS Visibility - 4.000 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 1500 FT SCATTERED 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 - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - NO Total - 200 Last 24 Hrs - UNK/NR Months Since - 0 Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE						on							
Visibility - 4.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 1500 FT SCATTERED 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 - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - 0 Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE			VTC		LUCAL							1/4	
Lowest Sky/Clouds - 1500 FT SCATTERED 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 - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - 0 Make/Model- 140 Last 30 Days- 5 Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 12					ATC/Ainena	00							
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - O Make/Model- 140 Last 30 Days- 5 Aircraft Type - UNK/NR Instrument- O Last 90 Days- 12 Instrument Rating(s) - NONE							NONE						
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - 0 Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12 Instrument Rating(s) - NONE	Lowest Ceili	ing -	NONE.	I JOHITE	Type of								
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - O Last 90 Days - 12 Instrument Rating(s) - NONE	Obstructions	to Vision-	NONE		Type Apc				nan may	514145	• • • • • • • • • • • • • • • • • • • •	·, ·	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - O Last 90 Days - 12 Instrument Rating(s) - NONE					.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,9							
-Personnel Information Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - NO Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - O Last 90 Days - 12 Instrument Rating(s) - NONE				нт									
Pilot-In-Command Age - 55 Medical Certificate - NO MEDICAL Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 0 Aircraft Type - UNK/NR Instrument Rating(s) - NONE Medical Certificate - NO MEDICAL Biennial Flight Review Flight Time (Hours) Total - 200 Last 24 Hrs - UNK/NR Months Since - 0 Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 12													
Certificate(s)/Rating(s) PRIVATE Current - ND Total - 200 Last 24 Hrs - UNK/NR SE LAND Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - O Last 90 Days - 12 Instrument Rating(s) - NONE				Δα	ne - 55	N	Medical Cert	tificat	e - NO MF	DICAL			
PRIVATE SE LAND Current - NO Total - 200 Last 24 Hrs - UNK/NR Months Since - O Make/Model - 140 Last 30 Days - 5 Aircraft Type - UNK/NR Instrument - O Last 90 Days - 12 Instrument Rating(s) - NONE													
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 12 Instrument Rating(s) - NONE		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					Total				24 H	irs - UN	IK/NR
Instrument Rating(s) - NONE	SE LAND				Months Sin	ce - 0	Make/Mod	del-	140	Lasi	30 0	avs	J
					Aircraft T	ype - UNK/NR	Instrume	ent-	0	Last	90 D	ays-	12
-Narrative		Rating(s)	- NONE	•									
=Naccative====	Instrument												
ING A TAKEOFF CLIMB, THE ULTRALIGHT COLLIDED WITH A POWER LINE & CRASHED. THE PLT STATED THAT HE DID NOT SEE													

8/04/84 A/C Reg. No. NONE Time (Lc1) - 1105 PDT File No. - 947 THOUSAND OAKS, CA Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. OBJECT - WIRE, TRANSMISSION 3. VISUAL LOOKOUT - INADEQUATE - 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 $is/are\ finding(s)\ 1,3$

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

File No 992 8/10/84 COULTE	ERVILLE,CA A/C	Reg. No. N210AV	т	ime (Lc1) -	- 1730 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	_	0	1 2	0
-Aircraft Information Make/Model - CESSNA T210M Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 6	Number Engines - Engine Type - R	ONTINENTAL TSIO-520 1 ECIP-FUEL INJECTED 285 HP		Installed// 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 - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir REDLANDS,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D SMITH Runway Runway Runway	ata CREEK RANCI	- 29 - 1650 -U - DIRT	NK/NR
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 48 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - 114	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 879 133 141	ours) Last 2	4 Hrs - O Days- UN	2
Instrument Rating(s) - AIRPLANE						
-Narrative PLT REPORTED THAT ON HIS APCH TO LAND, TH THE TOP OF A FENCE. SUBSEQUENTLY, THE RIG ANKMENT.						

File No 9	92 8/10/84	COULTERVILLE,CA	A/C Reg. No. N210AV	Time (Lc1) - 1730 PDT
Occurrence #1 Phase of Operation		ATTERN - FINAL APPROACH		
2. ALTITUDE - MISJ	JDGED - PILOT IN C	DMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT ATTERN – FINAL APPROACH		
Finding(s) 3. OBJECT - FENCE				
Occurrence #3 Phase of Operation	MAIN GEAR COLLAP LANDING - FLARE/	SED TOUCHDOWN		
Finding(s) 4. LANDING GEAR, M.A.				
Occurrence #4 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
GROUND LOOP/SWEI	RVE - UNCONTROLLED	E - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #5 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN		
Finding(s) 7. TERRAIN CONDITION				
Probable Cause				
The National Transports/are finding(s) 1,2		rd determines that the F	Probable Cause(s) of this accide	ent

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

Type Operating Certificate-NONE (GENER	· · · · · · · · · · · · · · · · · · ·	aft Damage		-	ries	
T = 0.0		TANTIAL	Fatal	Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	_	0	0	
Accident Occurred During -LANDING	NONE	Pass	0	0	0	1
Aircraft Information						
Make/Model - CESSNA 150G		CONTINENTAL 0-200		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng Syste	em - YES
Max Gross Wt - 1600		RECIPROCATING-CARBUR	ETOR			
No. of Seats 2	Rated Power -	100 HP				
Environment/Operations Information	••••			5		
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure Poir			Proximity RPORT/STRI	В	
Method - N/A	SAN JOSE,CA	10	UFF AI	RPURI/SIRI	P	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		A II poi t b	.		
Wind Dir/Speed- 330/008 KTS	233//2		Runwav	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	n - NONE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	Modical Cantifica	ta VALTO	MEDICAL A	IO WATVE	oc/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certifica	ht Time (H		O WAIVE	K3/ LIMII I
PRIVATE	Current - YES	Total ~		Last 2	4 Hrs -	UNK/NR
SE LAND			105	Last 3	O Davs-	UNK/NR
	Months Since - 4 Aircraft Type - C-150	Make/Model-) Instrument-	2	Last 9	O Days-	14
Instrument Rating(s) - NONE					-	
Narrative						
NG FLT, THE ENG BEGAN LOSING POWER, THEN TED TO LAND THERE. WHEN HE LANDED, THE A						

File No. - 996 8/18/84 PALO ALTO, CA A/C Reg. No. N8424J Time (Lc1) - 1630 PDT LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

 Basic Information Type Operating Certificate NONE (GEN 	ERAL AVIATION)	Aircraft Damage			Inj	uries	
		DESTROYED		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	-	0	0	O O
-Aircraft Information							
Make/Mode1 - HARPER/CRICRI MK-12		del - JPX PUL 21				/Activated	
Landing Gear - TRICYCLE-FIXED		ines - 2			tall Warn	ing System	- NO
Max Gross Wt - 366	Engine Typ		ING-CARBUR	FIOR			
No. of Seats - 1	Rated Powe	- 15 HP					.
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depart			OFF AI	RPORT/STR	IP	
Completeness - N/A	Destination	•		Airport D	2+2		
Basic Weather - VMC	LOCAL				NT MUNI		
Wind Dir/Speed- CALM	LOCAL				Ident	- 11	
Visibility - 75.0 SM	ATC/Airspace			,		- 4200/	60
Lowest Sky/Clouds - CLEAR		ght Plan - NONE		•		- ASPHALT	
Lowest Ceiling - NONE		arance - NONE			Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - TRAFFI	C PATTERN	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 52	Medical	Certifica	te - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (F			
ATP	Current		al -	12105		24 Hrs -	0
SE LAND, ME LAND	Months Since		e/Model-	10	Last	30 Days-	40
	Aircraft Type		trument-		Last	90 Days-	143
		Mu 1	ti-Eng -	1198			
Instrument Rating(s) - AIRPLANE							
-Narrative							
HOMEBUILT ACFT WAS ON DOWNWIND LEG OF	THE TRAFFIC PATTERN,	AFTER INITIAL TAK	EOFF, WHEN	IT WENT I	NTO A DIV	E &	
LIDED WITH THE GROUND. A WITNESS SAID H							
N. THE PLT'S SON SAID HIS FATHER HAD CO							(
RY DATED 11/19/85. BY REDUCING SPEED, T							
PLT. THE MODIFICATION CONSISTED OF A D							
IDENT INSPECTION, IT WAS FOUND THAT THE							
E WAS IRREGULAR & LARGE ENOUGH TO ALLOW	THE BEARING TO SLIP	THRU THE HOLE. TH	E BEARING	WAS THE ON	LY MEANS	0F	
AINING THE BELLCRANK TO THE FULCRUM POI				OFBIDITES !	EDOM TI:		

A/C Reg. No. N42JH Time (Lc1) - 1035 MDT File No. - 809 5/18/84 LONGMONT CO Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FLIGHT CONTROL, AILERON ATTACHMENT - IMPROPER 2. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND 3. FLIGHT CONTROL, AILERON - FAILURE, TOTAL 4. FLIGHT CONTROL, AILERON - SEPARATION 5. FLT CONTROL SYST, ELEVATOR CONTROL - FAILURE, TOTAL _______ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ______

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

----Probable Cause----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dámage SUBSTANTIAL		atal	Injur Serious	Minor	None
Type of Operation -BUSINE	SS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	ō	Ö	Ö	0
Accident Occurred During -LANDIN	IG						
-Aircraft Information							
Make/Model - PIPER PA-34-220T		odel - CONTINENTAL	TSI0-360-KB				
Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 4750		nnes - 2 e - RECIP-FUEL	TNJECTED	51	tall Warning	g System	- 152
No. of Seats - 6	Rated Powe		114026125				
-Environment/Operations Information-							
Weather Data	Itinerary		Α	irport F	Proximity		
Wx Briefing - FSS	Last Depart	ure Point		ON AIR	PORT		
Method - TELEPHONE	ASPEN, CO						
Completeness - UNK/NR Basic Weather - VMC	Destination SAME AS A	CC / TNC	Aı	rport Da	ata DE COUNTY		
Wind Dir/Speed- 080/012 KTS	SAME AS A	CC/ INC			Ident -	34R	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		101
Lowest Sky/Clouds - 9000 F	T Type of Fli	ght Plan - IFR			Surface -		
Lowest Ceiling - 9000 F	T BROKEN Type of Cle	arance - IFR		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L						
Precipitation - NONE Condition of Light - DAYLIGH	IT.	FULL ST	IUP				
-Personnel Information Pilot-In-Command	Age - 48	Medical	Certificate	- VALID	MEDICAL -WA	TVFRS/LIN	• T T
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight			112110, 211	
COMMERCIAL	Current	- YES Tota	_		Ĺast 24	Hrs -	2
SE LAND, ME LAND	Months Since	- 4 Make	e/Model- 1	13	Last 30	Days- UN	IK/NR
	Aircraft Type		trument- UNK/	NR	Last 90	Days-	29
		Muli	ti-Eng - 1	31	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPL	ANE						
-Narrative							
ORDING TO THE PLT. THE ACFT TOUCHED	DOWN DUDING A LANDING T	HEN BECAME ATBRODE	JE AGATNI TNI II	NEAVODAI	RIE WIND		

File No. - 934 5/22/84 ENGLEWOOD,CO A/C Reg. No. N42984 Time (Lc1) - 1510 MDT

Occurrence
Phase of Operation

HARD LANDING

LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

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

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

File No 952 6/0	06/84 DOVE CREEK,	K,CO A/C Reg. No. N7695N Time (Lc1) - 0900 ML					
-Basic Information Type Operating Certificate	e-NONE (GENERAL AVIA	ATION) Aircraft DESTROYE	_	Fatal	Injur Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred During	-BUSINESS -14 CFR 91 -CRUISE	Fire NONE	Crew Pass	0	0	0	1
-Aircraft Information Make/Model - BEECH V35/ Landing Gear - TRICYCLE-I Max Gross Wt - 3400 No. of Seats - 4	· · · · · · · · · · · · · · · · · · ·		INENTAL IO-520-B P-FUEL INJECTED 85 HP		Installed/ <i>I</i> tall Warnir		
Obstructions to Vision- Precipitation -	SM A 600 FT SCATTERED 1000 FT BROKEN HAZE	Itinerary Last Departure Point BOULDER,CO Destination PAGE,AZ ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE UNK/NR	OFF AIR Airport Da Runway Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s)	N A	- 5i M nial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	ledical Certifica Fligl Total - Make/Model- Instrument- Ul Multi-Eng - Ul	nt Time (Ho 2500 1518 NK/NR	ours) Last 24 Last 30 Last 90	4 Hrs - UN Days- UN	K/NR K/NR 8
-Narrative LE EN ROUTE, THE PLT ENCOUNT UT 50 MI NORTH TO AVOID ADVEI THERN EDGE OF THE WX. HE STA' TIATED A CLIMB FROM 8500 FT I ENCOUNTERED. HE STATED THAT , THE TURBULENCE FLIPPED THE ERAL TIMES, LOSING & GAINING THER 30 SECONDS IN THE TURBUI G SKIN. LATER, A MORE THOROUGE	ERED HAZY WX AFTER C RSE WX. HE WAS UNABL FED THAT NEAR DOVE C WSL TO 12,500 FT MSL HE WAS CLIMBING THE ACFT INVERTED & FOR ABOUT 2000 FT EACH LENCE, HE PROCEEDED	LE TO GET THRU, SO HE PRERECK "A STORM MOVED IN' & WAS "TRYING TO GET COORD TO AT 110 KTS WHE RCED IT INTO A CLOUD BAN TIME. SUBSEQUENTLY, HE TO HIS DESTINATION. AFT	COCEEDED BACK TO I & THE WX "STARTION OF THE AREA" IN EN "ALL HELL BROKING. HE SAID THE AN RECOVERED AT ABOUTER LANDING SEVER	MONTROSE TO ED LOOKING WHEN SEVER! E LOOSE." / CFT WAS CAU JT 10,550	D SKIRT THI BAD." HE E TURBULENG ACCORDING RRIED DOWN FT & AFTER	CE FO THE & UP APRX	

A/C Reg. No. N7695N Time (Lc1) - 0900 MDT File No. - 952 6/06/84 DOVE CREEK,CO

IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. TERRAIN CONDITION HIGH TERRAIN
- 3. WEATHER CONDITION HAZE
- 4. WEATHER CONDITION CLOUDS
- 5. CLIMB INITIATED PILOT IN COMMAND
- 6. WEATHER CONDITION MOUNTAIN WAVE
- WEATHER EVALUATION IMPROPER PILOT IN COMMAND
- 8. WEATHER CONDITION TURBULENCE
- 9. DESIGN STRESS LIMITS OF AIRCRAFT EXCEEDED PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-AGRICUL	TURAL AIRCRAFT	Aircraft Dar	nage		Injur	ies	
		SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -AERIAL		Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information						,	
Make/Model - WEATHERLY 201B		ke/Model - P&W R-9			installed/A		
Landing Gear - TAILWHEEL-ALL FIXE		Engines - 1			tall Warnin	g System	- UNK/NF
Max Gross Wt - 3500	•	Type - RECIPRO		ETOR			
No. of Seats - 1	Rated F	Power - 450	HP 				.
Environment/Operations Information				Airport F	lmavimit.		
Wx Briefing - NO RECORD OF BRI	Itinerary	parture Point		Airport H ON AIRF			
Method - N/A		AS ACC/INC		ON AIR	OKI		
Completeness - N/A	Destinat			Airport Da	a ta		
Basic Weather - VMC	LOCAL			KUGEL-S			
Wind Dir/Speed- VARIABLE	EGGAE		•			.UNK/NR	
Visibility - 20.0 SM	ATC/Airspa	ice	•		Lth/Wid -		30
Lowest Sky/Clouds - CLEAR		Flight Plan - NO	NE		Surface -		
Lowest Ceiling - NONE		Clearance - NO				DRY	
Obstructions to Vision- NONE	Type Apo	ch/Lndg - FUI	LL STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							.
-Personnel Information							
Pilot-In-Command	Age - 32		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Fligh			ht Time (Ho	•		-
SE LAND	Current	- YES nce - 17	Total - Make/Model-	435 30	Last 24	ı Hrs -) Days- UN	5 JIZ /NID
SE LAND			Instrument-	30 49	Last 30		52
	Aircraft	ype - UNK/NK	This trument.	49	Last 90	Days	52
Instrument Rating(s) - AIRPLA	NE						
-Narrative							
AG PLT WAS RETURNING FOR HIS 3RD LOAD	D. HE SAID THAT AFTI	R A WHEEL LANDING	G, HE PULLED B	ACK ON THE	STICK TO L	.OWER	
TAILWHEEL & THE ACFT BALLOONED BACK	TNTO THE ATD. THE DI	T SAID THAT HE AL	PPITED POWER T	O GO AROUNI) BUT THE	ACET	

File No. - 811 6/07/84 PLATTEVILLE, CO A/C Reg. No. N1275W Time (Lc1) - 0810 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -INSTRUCTI	ONAL	SUBSTANTIAL Fire	Crew	Fatal O			None 1
Flight Conducted Under -14 CFR 91	ONAL	NONE	Pass	0 0	Ö	ŏ	Ö
Accident Occurred During -LANDING						·	
Aircraft Information							,
Make/Model - CESSNA 172		Model - LYCOMING O			nstalled/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300		ngines - 1 pe - RECIPROCATI			all Warnir	ng System	- YES
No. of Seats - 4		ver - 160 HP	ING-CARBORE	UK			
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEF				ON AIRP	ORT		
Method - N/A Completeness - N/A	FT MORGA Destination			irport Da	+-		
Basic Weather - VMC	SAME AS		4	WELD CO			
Wind Dir/Speed- CALM	JAME AS					- 09	
Visibility - 20.0 SM	ATC/Airspace	•		Runway	Lth/Wid ·	- 7035/	75
Lowest Sky/Clouds - CLEAR		ight Plan - VFR			Surface ·		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lndg - TRAFFI) FULL S'					
Condition of Light - DAYLIGHT		· FULL 3				•	
Personnel Information							
Pilot-In-Command	Age - 59		Certificate			AIVERS/LIM	IT
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current		Flight al -	: Time (Ho	ours)	1 Una	3
STUDENT		- N/A IOTA - N/A Make	al - e/Model-	56 56	Last 24	nrs - Dave- UN	
	Aircraft Typ	e - N/A Mako oe - N/A Ins	e/Model- trument-	1	Last 90	Days-	20
Instrument Rating(s) - NONE							
Narrative							
STUDENT PLT STATED THAT DURING A LANDI	NG. THE ACFT EITHER	BALLOONED OR WAS CA	AUGHT IN AN	UPDRAFT.	SHE REACTI	ED BY	

6/21/84 File No. - 908 GREELEY, CO A/C Reg. No. N733LA Time (Lc1) - 1100 MDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

----Probable Cause----

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

File No 816	4/28/84	MERRITT 1	SLAND, FL	A/C Reg. No.	N1181D	Т	ime (Lcl) -	1655 EST	
Basic Information Type Operating ((GENERAL AV	IATION)	Aircraft Damage DESTROYED		Fatal	Injur: Serious		None
Type of Operation Flight Conducted Accident Occurre	d Under -14 C ed During -LAND	FR 91		Fire NONE		0 -	0	0	0
Aircraft Informat Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	ion MURPHY-CHARLES TAILWHEEL-ALL F UNK/NR	PJ-1 (ADVENT		del - CONTINENTA nes - 1 - RECIPROCAT	L A-75	ELT :	Installed/Ad	ctivated g System	- YES/NO - NO
Method Completeness Basic Weather Wind Dir/Speed Visibility	- NO RECORD OF - N/A - N/A - VMC d- 120/010 KTS - 10.0 SM	BRIEFING	Itinerary Last Departur SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh	C/INC		OFF AII Airport Da MERRIT Runway Runway	T ISLAND		75
Lowest Ceiling Obstructions Precipitation			Type of Clear	rance - NONE dg - FORCED			Status • -		
-Personnel Informa		Aae	e - 60	Medical	Certificate	e - VALID	MEDICAL-WA	IVERS/LIM	TT
Certificate(s),		Bie	e - 60 ennial Flight Rev	/iew	Fliahi	t Time (H	ours)		
PRIVATE SE LAND			ennial Flight Rev Current Months Since Aircraft Type	- YES Tot - 21 Mak - UNK/NR Ins	al - e/Model- trument- UNK ti-Eng - UNK	1391 110 (/NR (/NR	Last 24 Last 30 Last 90 Rotorcra	Hrs - Days- UN Days- aft - UN	1 K/NR 8 K/NR
Instrument	Rating(s) - NOM	IE							
Narrative ILE THE PLT WAS MANI NDED IN THE BACKYARI PREIMPACT PART FAI T TOOK OFF WITH AN I E FUEL HAD LEAKED OI	D OF A RESIDENCE LURE OR MALFUNCT ESTIMATED 12 GAL	THE PLT REION WAS FOUNTS OF FUEL ON	ECEIVED SERIOUS : ND DURING AN EXAM N BOARD. NO FUEL	INJURIES & COULD M OF THE WRECKAG WAS FOUND IN TH	NOT RECALL E. THE ACCIU E TANKS, BU	DETAILS DENT OCCU THERE W	OF THE ACCIU	DENT. THE	

	16 4/28/84 M	•	A/C Reg. No. N1181	D Time (L	
Occurrence #1 Phase of Operation	LOSS OF POWER		de garden en de la companya de la c La companya de la co		
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	, 		·	
Phase of Operation					
Probable Cause			 	·	
The National Transpo	rtation Safety Board	determines that the Pi	robable Cause(s) of thi	s accident	

is/are finding(s) 1

File No 814	5/	01/84	DAYTONA	BEACH, FL		A/C Reg	g. No.	N65676		т	ime (Lc1)	- 1500 E	DT
Basic Information Type Operating (Certificat	•		·		Aircraft SUBSTAN		е	•	Fatal			None
Type of Operation Flight Conducted Accident Occurre	d Under ed During	-14 CFR -LANDING	91			Fire NONE			Crew Pass	0	0	0	0
-Aircraft Informat Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	ion BOEING A7 TAILWHEEL 2717	5L300	:D	Numb Engi	er Engin	e1 - P&W es - 1 - REC	[PROCA	TING-CA	RBURE ⁻	S FOR	tall Warn	ing Syste	d - NO -N m - NO
-Environment/Opera Weather Data Wx Briefing Method	- NO RECO - N/A				Departur SMYRNA,						Proximity RPORT/STR		
Completeness Basic Weather Wind Dir/Speed Visibility Lowest Sky/Cld Lowest Ceiling Obstructions Precipitation Condition of	- VMC d- 050/012 - 7.0 ouds - g - to Viston-	SM 2500 F1 30000 F1 NONE NONE	OVERCA	ST Type	AL space of Fligh of Clear		NONE			Runway Runway	ata Ident Lth/Wid Surface Status	- N/A - N/A	
-Personnel Informa Pilot-In-Command Certificate(s), COMMERCIAL SE LAND,ME I HELICOPTER	/Rating(s)			ge - 3 iennial Fl Current Months Aircraf	ight Rev		To Mai In:	tal	Fligh: - :1- it-	t Time (H 4249	ours) Last	NO WAIVER 24 Hrs - 30 Days- 90 Days-	7
Instrument	Rating(s)	- AIRPLA	NE,HELI	COPTER									
Narrative E ACFT LOST POWER WI TCHED THE ACFT IN TI EP THE PLANE FROM F AIN & FUEL CONTAMIN	HE OCEAN N LIPPING OV	EAR DAYTO	NA BEAC S IMPACT	H, FL. THE . ACCORDIN	PLT ELE	CTED TO	KEEP TI	HE BANN	IER AT	TACHED TO	THE ACFT	TO	

File No. - 814 5/01/84 A/C Reg. No. N65676 DAYTONA BEACH, FL Time (Lc1) - 1500 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, DRAIN - LACK OF 2. AIRCRAFT PREFLIGHT - NOT POSSIBLE -3. FLUID, FUEL - CONTAMINATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

-Basic Information							
Type Operating Certificate-NONE (GENI		ircraft Damage			Inju		• • • • • •
Type of Operation -PERSONAL		SUBSTANTIAL ire	Crew	Fatal O	Serious 1	Minor O	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	. 0
Accident Occurred During -LANDING		NOINE	ra33	Ü	'	J	Ŭ
-Aircraft Information							
Make/Model - BEECH 65-80		1 - LYCOMING IGS	0-540-A1A		[nstalled/		
Landing Gear - TRICYCLE-RETRACTABLE				St	tall Warniı	ng System	- YES
Max Gross Wt - 8000	=	- RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Power	- 380 HP					
-Environment/Operations Information				A •	No July 11		
Weather Data	Itinerary	Delini		Airport F	•	,	
Wx Briefing - NO RECORD OF BRIEF				UFF AIF	RPORT/STRI	•	
Method - N/A	WEST PALM BC	H,FL		4.1 D.			
Completeness - N/A	Destination	T.1.0		Airport Da			
Basic Weather - VMC	SAME AS ACC/	INC		OPA-LO		001	
Wind Dir/Speed- 110/015 KTS	ATO /A !					- 09L	200
Visibility - 15.0 SM Lowest Sky/Clouds - 1500 FT	ATC/Airspace	D1 NONE			Lth/Wid Surface		200
	Type of Flight						
Lowest Ceiling - 1500 FT B Obstructions to Vision- NONE			DATTERN	Runway	Status	- DRY	
	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
						· 	
-Personnel Information Pilot-In-Command	Age - 45	Medical O	ertificat	te - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Revi			nt Time (Ho		•	
COMMERCIAL	Current -	YES Total		2010	Last 2	4 Hrs -	1
SE LAND, ME LAND, SE SEA	Current - Months Since -	1 Make/	Mode1-	34	Last 3	Days-	39
	Aircraft Type -	FA-ZOK INSTI	ument- -Eng -	120 206	Last 9	Days-	65
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT STATED THAT HE DID NOT CHECK THE A	CET FILE VISUALLY DRIOR	TO DEDADTIBE AD	OUT 10 MI	INITES AFT	ED TAKENEE	WHILE	
NG AUXILIARY FUEL TANKS, THE RIGHT ENG							
THE RIGHT FUEL VALVE. DURING A DOWNWIN							
L VALVE & BOTH ENG BOOST PUMPS. ATTEMPT							
	3 IO GLIDE IO INE ARPI W	LKE UNJUCCEJSFUL	. G INE AL	UKAJA I	LANDLD OFF	111L	
T. AN INSPECTION OF THE ACFT AFTER THE				MPTV RIIT	THE MAIN	TANKS	

File No. - 815 5/08/84 A/C Reg. No. N741H Time (Lc1) - 1035 EDT OPA LOCKA, FL Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND 3. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

File No 936 5/11/84 FORTBasic Information		A/C Reg. No. I					
Type Operating Certificate-NONE (GENERA		Aircraft Damage			Injur		
• _		DESTROYED		Fatal			None
Type of Operation -PERSONAL		ire	Crew	1	0	O	0
Flight Conducted Under -14 CFR 91		NONE.	Pass	0	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - CONSOLIDATED LAKE LA-4		el - LYCOMING I			[nstalled/A		
Landing Gear - AMPHIBIAN	Number Engine			S.	tall Warnin	g System	- YES
Max Gross Wt - 2600	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/STRIP		
Method - IN PERSON	SAME AS ACC	/INC		•			
Completeness - WEATHER NOT PERTINENT			Α	irport Da			
Basic Weather - VMC	JACKSONVILLI	E,FL		PAGE F			
Wind Dir/Speed- 120/011 KTS						23	
Visibility - 15.0 SM	ATC/Airspace	•			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clears			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 61		Certificate			IVERS/LIM	1IT
Certificate(s)/Rating(s)	Biennial Flight Rev			Time (H			_
PRIVATE	Current -	NO Tot	al - 1 e/Model-UNK	400	Last 24	Hrs -	1
SE LAND, SE SEA	Months Since -		-,	,			1
	Aircraft Type -		trument- UNK		Last 90	,	1
		Mul	ti-Eng - UNK	/ NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE							
Instrument Rating(s) - None							
Narrative							
ENG WAS HEARD "POPPING" & MISFIRING DURIN	G THE TAKEOFF ROLL.	ABOUT 1 MIN LAT	ER WHILE CLI	MBING TH	RU 400-500	FT. THE	
REPORTED AN ENG FAILURE & WAS CLEARED TO							
KING LOT. AN EXAM OF THE ENG REVEALED THAT)
TAINED DIRT & CORROSION CONTAMINATION. THE						_ : ,	
TEM WAS NOT INSPECTED. THE ACFT HAD FLOWN						HAD FLOWN	1
R IN THE ACFT THE DAY BEFORE WHICH ENDED W	IIH A GEAR-UP LANDING	3. THE LAST ENT	K I III I I I I I I I I I I I I I I I I			TEIMIATME	
R IN THE ACFT THE DAY BEFORE WHICH ENDED W REVIEW ON 9/17/81. THE PREVIOUS ENTRY IND							

File No. - 936 5/11/84 FORT MYERS.FL A/C Reg. No. N1119L Time (Lc1) - 1027 EDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - CONTAMINATION 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 7. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6 Factor(s) relating to this accident is/are finding(s) 1,2,3

-Basic Information	AL AVIATION)	CL D			7 m 4		
Type Operating Certificate-NONE (GENER		rcraft Damage JBSTANTIAL		Fatal	Injum Serious		None
Type of Operation -PERSONAL	Fil		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BEECH 19A		- LYCOMING 0-32					d - YES-UN
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warnir	ng Syste	m - YES
Max Gross Wt - 2200		- RECIPROCATING	-CARBURE	TOR			
No. of Seats 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity	_	
Wx Briefing - NO RECORD OF BRIEFIN		Point		OFF AIR	RPORT/STRI	,	
Method - N/A Completeness - N/A	LOUISVILLE,KY Destination			Airport Da	. + 0		
Basic Weather - VMC	BARTON.FL			A Inpont Da	ila		
Wind Dir/Speed- CALM	BARTON, FE			Punway	Ident -	- N/A	
Visibility - 6.0 SM	ATC/Airspace					- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE				- N/A	
Lowest Ceiling - NONE	Type of Clearan	ce - NONE				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LA	NDING				
Precipitation - NONE	w.						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 22	Medical Ce				D WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (Ho		4 11	LINIIZ /NID
COMMERCIAL, CFI		NK/NR Total	_ lada1	770	Last 2	4 Hrs - Days-	
SE LAND, ME LAND	Months Since - U Aircraft Type - U	NK/NR Make/M	iodei-	41 72	Last 3	Days-	
	Afficiant Type - o	Multi~	Eng -	53	Last	Juays	ONE THE
Instrument Rating(s) - AIRPLANE							
-Narrative							
-Narrative ACFT COLLIDED WITH A FENCE DURING A FORC	ED LANDING AFTED THE EN	C LOST DOWED TH	IE DIT ST	ATED THAT	HE DAN OU	T OF	
L.	ED LANDING AFTER THE EN	G LUSI PUWER. IF	IL FLI 31	AIED IMAI	IIL KAN UU	. 51	

6/04/84 WINTER HAVEN, FL A/C Reg. No. N6584T Time (Lc1) - 0720 EDT File No. - 802 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 830 6/04/84 CEDAR	KEY,FL A/C Reg	. No. N8592T	Time (Lc1)	- 1216 ED	
Basic Information Type Operating Certificate-NONE (GENERA	DESTROYE	ם "	atal Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0 0 4	0	0.
Aircraft Information Make/Model - CESSNA 182C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2	PROCATING-CARBURETO	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- 340/007 KTS Visibility - 8.0 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 TAMPA,FL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	A 1 NONE NONE	irport Proximity OFF AIRPORT/STR rport Data CEDAR KEY Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 18 - 2200/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 34 M Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - UNK/NR	Total - ÜNK/I Make/Model- 6	Time (Hours) NR Last D5 Last NR Last		5 NK/NR 100
Instrument Rating(s) - NONE					
Narrative E PLT ROTATED THE ACFT AT 45 MPH & LIFTED C SHED AS IT DRIFTED TO THE LEFT. THE LEFT WI T COMPUTE A WEIGHT & BALANCE PROFILE. THE A THE ACFT WAS 2650 LBS. THE ACFT CRASHED AF	NG HIT A TREE & THE ACFT CART CFT'S COMPUTED GROSS WAS 2755	WHEELED & CRASHED. LBS. THE MAX CERTI OWN THE 2200 FT RWY	THE PLT SAID HE FICATED GROSS WE . THE PLT STATED	DID IGHT THAT	

File No. - 830 6/04/84 CEDAR KEY,FL A/C Reg. No. N8592T Time (Lc1) - 1216 EDT LOSS OF CONTROL - 'IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. WEATHER CONDITION - WINDSHEAR 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

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

., ,	tificate-NONE (GENERAL AV	IATION)	Aircraft Damage			Inju		
T of O	OTHER	WORK THEE		SUBSTANTIAL		Fatal			None
Type of Operation Flight Conducted U	-UIMER I	WURK USE		Fire NONE	Crew	. 0	0 0	.1	0
Accident Occurred				140145		U	U	Ū	Ū
Aircraft Information									
•	SSNA 172N			del - LYCOMING O					
Landing Gear - TR Max Gross Wt -				ines - 1			Stall Warni	ng System	- YES
No. of Seats -				P - RECIPROCAT P - 160 HP	ING-CARBURE	IUK			
Environment/Operation	ns Information-								
Weather Data	1101111011111011		Itinerary			Airport	Proximity		
Wx Briefing	NO RECORD OF BR	IEFING	Last Départu	ure Point		OFF A	IRPORT/STŔI	P	
Method -			MERRITT IS	SLAND, FL					
Completeness -			Destination			Airport [Data		
Basic Weather - Wind Dir/Speed-		•	LOCAL			Dunio	v Ident	- N/A	
Visibility -			ATC/Airspace				y laent v Lth/Wid		
							•	•	
	s - 3000 F	T SCATTERF	D Type of Flid	aht Plan - NONE		Rumwa	v surrace		
Lowest Sky/Cloud	s - 3000 F - NONE -	T SCATTEREI	D Type of Flig Type of Clea	ght Plan - NONE arance - NONE			y Surface y Status		
	- NONE -		Type of Clea	ght Plan - NONE arance - NONE ndg - NONE					
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation	- NONE Vision- NONE - NONE		Type of Clea	arance - NONE					
Lowest Sky/Cloud Lowest Ceiling Obstructions to	- NONE Vision- NONE - NONE		Type of Clea	arance - NONE					
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li	arance - NONE ndg - NONE		Runwa	y Status	- N/A	
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li	arance - NONE ndg - NONE	Certificat	Runwa e - VALI	y Status	- N/A	 MIT
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li	Arance - NONE ndg - NONE Medical	Fligh	Runwa e - VALII t Time (1	y Status D MEDICAL-W	- N/A AIVERS/LI	
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li	Arance - NONE ndg - NONE Medical eview - YES Tot	Fligh	Runwa e - VALI t Time (I K/NR	y Status D MEDICAL-W Hours) Last 2	- N/A AIVERS/LI 4 Hrs - U	NK/NR
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li	Arance - NONE ndg - NONE Medical eview - YES Tot	Fligh	Runwa e - VALI t Time (I K/NR	y Status D MEDICAL-W Hours) Last 2	- N/A AIVERS/LI 4 Hrs - U	NK/NR
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	- NONE Vision- NONE - NONE ht - DAYLIGH	т	Type of Clear Type Apch/Li - 18 nnial Flight Re Current Months Since	Arance - NONE ndg - NONE Medical eview - YES Tot	Fligh	Runwa e - VALI t Time (I K/NR	y Status D MEDICAL-W Hours) Last 2	- N/A AIVERS/LI 4 Hrs - U	NK/NR
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	- NONE Vision- NONE - NONE ht - DAYLIGH n ting(s)	т	Type of Clear Type Apch/Li - 18 nnial Flight Re Current Months Since	Arance - NONE ndg - NONE Medical eview - YES Tot	Fligh	Runwa e - VALI t Time (I K/NR	y Status D MEDICAL-W Hours) Last 2	- N/A AIVERS/LI 4 Hrs - U	NK/NR
Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE SE LAND	- NONE Vision- NONE - NONE ht - DAYLIGH n ting(s)	т	Type of Clear Type Apch/Li - 18 nnial Flight Re Current Months Since	Arance - NONE ndg - NONE Medical eview - YES Tot	Fligh	Runwa e - VALI t Time (I K/NR	y Status D MEDICAL-W Hours) Last 2	- N/A AIVERS/LI 4 Hrs - U	NK/NR

File No. - 813 6/07/84 COCOA BEACH, FL A/C Reg. No. N2493E Time (Lc1) - 2020 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. MANEUVER - INITIATED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

	File No 896 6/18/84 MARIANNA,FL				g. No. N5630G		Time (Lc1) - 0720 CST				
-Basic Informat Type Operati		ate-AGRICU	ILTURAL AIRCRAF	FT Aircraft SUBSTAN	•	Fa+a	In Nation	njuries us Minor	n None		
Flight Condu Accident Occ	cted Under	-14 CFR g -LANDIN	IG	Fire NONE	С		0				
-Aircraft Infor Make/Model Landing Gear Max Gross Wt No. of Seats	mation - CESSNA - TAILWHE - 4200	A 188B	ED	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -			LT Installe Stall War	ed/Activate ning Syste			
	- NO RE - N/A	formation-	It: PIEFING U	inerary Last Departure Point MARIANNA,FL		OFF	ort Proximit AIRPORT/ST				
Visibility Lowest Sky Lowest Cei Obstructio Precipitat	er - VMC peed- CALM / - 15. //Clouds - ling ons to Vision tion of Light	CLEAR - NONE - NONE - NONE	ATC	estination LOCAL C/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE FORCED LANDIN	Rur Rur Rur Rur	et Data nway Ident nway Lth/Wic nway Surface nway Status	- N/A - N/A			
Personnel Info Pilot-In-Comm Certificate COMMERCI SE LAND	ormation nand e(s)/Rating(AL	s)	Biennia Cui Moi Aii	37 al Flight Review rrent - UNK/NR nths Since - UNK/NR rcraft Type - UNK/NR	Medical Certif F Total Make/Model Instrument Multi-Eng	icate - VA light Time - 2500 - UNK/NR - UNK/NR - UNK/NR	ALID MEDICAL (Hours) Last Last Roto	: 24 Hrs - : 30 Days- : 90 Days- orcraft -	UNK/NR UNK/NR UNK/NR UNK/NR		

File No. - 896 6/18/84 MARIANNA, FL A/C Reg. No. N5630G Time (Lc1) - 0720 CST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation UNKNOWN Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - CRACKED 2. FLUID, OIL - LEAK 3. FLUID, OIL - STARVATION 4. PROPELLER SYSTEM/ACCESSORIES, HYDRAULIC PITCH CTL - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No	873 6/21/8	CHATTAHOOCHEE,FL	A/C Re	g. No. N21335	Т	ime (Lc1) -	1245 EDT	
Basic Information Type Operation		NE (GENERAL AVIATION)) Aircraft DESTROY		Fatal	Injur Serious		None
	tion -BU ted Under -14 rred During -DE		Fire NONE	Cre Pas	w O	1	0	0
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	- CESSNA 182P - TRICYCLE-FIXE - 2950	O Nur Eng			S	Installed/A		
Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitati	- NO RECORD 0 - N/A s - N/A - VMC eed- 220/006 KTS - 5.0 SM Clouds - 250 ing - 250 s to Vision- HAZ	Itiner E BRIEFING Las S/ Dest PI ATC/A Type DO FT OVERCAST Type E	t Departure Point AME AS ACC/INC ination ENSACOLA,FL irspace e of Flight Plan -	NONE	ON AIR Airport D CHATTA Runway Runway Runway	ata HOOCHEE Ident - Lth/Wid - Surface -		
PRIVATE SE LAND	nd s)/Rating(s)	Months Aircr	flight Review	Make/Model-	ght Time (F 346 32	lours) Last 24 Last 30	Hrs - Days- UN	1
Narrative URING THE TAKEOFF HE GROUND AND CAME AS OPERATING NORMA SED FOR TAKEOFF. A	TO REST IN A WO LLY. THE ACFT IS N EXAM OF THE AC	TUDE OF APRX 100 AGL DDED AREA TO THE RIGH EQUIPT WITH A STOL FT AFTER THE ACCIDEN FOUND TO BE EXTENDED	HT OF THE RWY DEPA CONVERSION. THE PL T REVEALED THAT TH	RTURE END. THE P T REPORTED 20 DE	LT STATED T GREES OF FL	HE ENGINE APS WERE		

6/21/84 File No. - 873 CHATTAHOOCHEE, FL A/C Reg. No. N21335 Time (Lc1) - 1245 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Serious Minor No Type of Operation -PERSONAL Fire Crew 0 0 0 Accident Occurred During -LANDING Fire NONE Pass 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire NONE Pass 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire NONE Pass 0 0 0 Accident Occurred During -LANDING Fire NONE Pass 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire NONE Pass 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 0 0 0 Accident Occurred During -LANDING Fire Crew 1 C	Basic Information						
Type of Operation	Type Operating Certificate-NONE (GEN			Fa4-1	•		Men
Filight Conducted Under	Type of Operation -PERSONAL						1
Accident Occurred During -LANDING Incraft Information Make/Model - CESSNA 172N				•	-	-	1
increft Information Make/Model - CESSNA 172N	Accident Occurred During -LANDING	110112	, 455	ŭ	Ū	ŭ	
Landing Gear - TRICYCLE-FIXED	Aircraft Information						
Max Gross Wt - 2300							
No. of Seats - 4 Rated Power - 160 HP Invironment/Operations Information leather Data Wx Briefing - FSS Method - TELEPHONE OPA LOCKA,FL Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 238/008 KTS Wisibility - 10.0 SM Lowest Sky/Clouds - 2500 FT Lowest Ceiling - 2500 FT Condition of Light - DAYLIGHT Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Certificate(s)/Rating(s) PRIVATE SE LAND Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument Rating(s) - NONE THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERRUNNING THE END OF THE RWY, IT COLL					itali Warnin	g System	- YES
Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - TELEPHONE OPA LOCKA,FL Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC KEYST,FL OPA LOCKA WEST Runway Ident - 09 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 60 Lowest Sky/Clouds - 2500 FT Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - 2500 FT Type of Flight Plan - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Tersonnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days- 150 Instrument Rating(s) - NONE "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COKAY WEST ARPT. JAMAGED. "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COKAY WEST ARPT. JAMAGED.		· , ,		ETOR			
Itinerary	No. of Seats - 4	Rated Power -	160 HP				
Wx Briefing - FSS	Environment/Operations Information		•				
Method Completeness - WEATHER NOT PERTINENT Destination							
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC KEY WEST,FL OPA LOCKA WEST Wind Dir/Speed - 238/OO8 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - 09 Lowest Sky/Clouds - 2500 FT Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Months Since - 1 Make/Model- 169 Last 24 Hrs - 18 Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument- 19 Last 90 Days- 150 Instrument Rating(s) - NONE CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & THE ACFT W		Last Departure Point		UN AIR	PURI		
Basic Weather - VMC KEY WEST,FL OPA LOCKA WEST Runway Ident - 09 Visibility - 10.0 SM ATC/Airspace Runway Ident - 09 Lowest Sky/Clouds - 2500 FT Type of Flight Plan - VFR Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Surface - ASPHALT Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model - 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days - 150 Instrument Rating(s) - NONE Rarrative PLT SAID HE HAD THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAWAGED.				A / +			
Wind Dir/Speed- 238/008 KTS Visibility - 10.0 SM							
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 60 Lowest Sky/Clouds - 2500 FT Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Tersonnel Information Prilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model - 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days- 150 Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAWAGED.		KET WEST, FL				00	
Lowest Sky/Clouds - 2500 FT Type of Flight Plan - VFR Runway Surface - ASPHALT Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Months Since - 1 Make/Model - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model - 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days- 150 Instrument Rating(s) - NONE PARTITION OF THE RWY, IT COLLIDED WITH TERRAIN & 1900 DAY THE RWY TH		ATC / Aringnace					60
Lowest Ceiling - 2500 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 169 Last 24 Hrs - 18 SE LAND Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days- 150 Instrument Rating(s) - NONE Instrument Rating(s) - NONE			- VFP				00
Obstructions to Vision- NONE		ROKEN Type of Clearance					
Precipitation - NONE FULL STOP Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 169 Last 24 Hrs - 18 SE LAND Months Since - 1 Make/Model - 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days- 150 Instrument Rating(s) - NONE Rarrative PLT SAID HE HAD COCKA WEST ARPT OVERSUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & AFTER OVERSUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.		Type Apph/Inda			• • • • • • • • • • • • • • • • • • • •		
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command		. , , , , , , , , , , , , , , , , , , ,					
Pilot-In-Command Age - 23 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument Rating(s) - NONE Marrative PLT SAID HE HAD CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.							
Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model - 169 Last 30 Days - UNK/NR Aircraft Type - C-172N Instrument - 19 Last 90 Days - 150 Instrument Rating(s) - NONE Jarrative PLT SAID HE HAD CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN &	Personnel Information						
PRIVATE SE LAND Current - YES Total - 169 Last 24 Hrs - 18 Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument- 19 Last 90 Days- 150 Instrument Rating(s) - NONE PLT SAID HE HAD CCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.						WAIVERS/	LIMIT
SE LAND Months Since - 1 Make/Model- 169 Last 30 Days- UNK/NR Aircraft Type - C-172N Instrument- 19 Last 90 Days- 150 Instrument Rating(s) - NONE VARIABLE OF THE HAD CROSS CHANNELED HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.							
Aircraft Type - C-172N Instrument- 19 Last 90 Days- 150 Instrument Rating(s) - NONE Jarrative PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE COCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.		Current - YES	Total -	169	Last 24	Hrs	
Instrument Rating(s) - NONE Varrative PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE LOCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.	SE LAND	Months Since - 1	Make/Model-				
Varrative PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE LOCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.		Aircraft Type - C-172N	N Instrument-	19	Last 90	Days-	150
Varrative PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE LOCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.	Instrument Pating(s) - NONE						
PLT SAID HE HAD "CROSS CHANNELED" HIS RADIOS & WAS HAVING COMMUNICATION PROBLEMS. HE DECIDED TO LAND AT THE LOCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.	This content kacing(s) - NONE						
OCKA WEST ARPT. THE ACFT WAS LANDED DOWNWIND & AFTER OVERRUNNING THE END OF THE RWY, IT COLLIDED WITH TERRAIN & DAMAGED.	Narrative						
DAMAGED.							
		OWNWIND & AFTER OVERRUNNING TH	HE END OF THE RWY,	IT COLLIDE	D WITH TERR	AIN &	
	DAMAGED.			v			

File No. - 806 6/22/84 MIAMI,FL A/C Reg. No. N738VS Time (Lc1) - 1245 EDT Occurrence #1 OVERRUN LANDING - ROLL Phase of Operation Finding(s) 1. COMM/NAV EQUIPMENT - OTHER 2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - TAILWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

Type Operating Certif	icate-NONE	(GENERAL AV	IATION)	Aircraft				Inju		
				DESTROY	ED		Fatal	Serious	Minor	None
	-PERSO			Fire		Crew	1	0	0	0
Flight Conducted Under				NONE		Pass	0	0	0	0
Accident Occurred Dur	ing -UNKNU	WN 								
Aircraft Information										
Make/Mode1 - STORE					JNA 215RR					
Landing Gear - TAILW		KED		gines - 1				tall Warnin	ng System	- NO
Max Gross Wt - UNK/NI					IPROCATING-C	ARBURET	OR			
No. of Seats -	! 		Rated Pow	er -	20 HP					
Environment/Operations	[nformation									
Weather Data			Itinerary					Proximity		
	RECORD OF BI	RIEFING	Last Depar				OFF AI	RPORT/STRI	>	
Method - N/A			JUPITER,			_		_		
Completeness - N/A			Destination			Α	irport Da	ata		
Basic Weather - VMC	/005 KTS		LOCAL				D	Tuland	00	
Wind Dir/Speed- 230, Visibility -			ATC/Airspace					Ident Lth/Wid	- 06 - N/A	
Lowest Sky/Clouds		ET TUTAL DIVA			NONE			Surface		
Lowest Sky/Clouds Lowest Ceiling								Status		
Obstructions to Vis		DROKEN		Lndg -			Kanway	Julus	11,7	
	- NONE		Type Apolly	Linag	Oracy race					
Condition of Light		HT								
										. -
-Personnel Information Pilot-In-Command	- -	A 00	- 51		Medical Cert	ificato	- VALID	MEDICAL -W	A T \/ E D C / L 1	MIT
Certificate(s)/Ratin	n(e)		nnial Flight		medical cert		Time (H		11 4 2 11 3 / 2 2	
PRIVATE	9(3)	5.0	Cummant	VEC	Total		390		4 Hrs - L	JNK/NR
SE LAND			Months Since Aircraft Typ	- 16	Make/Mod	el- UNK	/NR	Last 3		
			Aircraft Typ	e - C-172	Instrume	nt- UNK	/NR	Last 30 Last 90	Days- L	JNK/NR
		w.			Multi-En				raft [°] - l	
Instrument Rating	(s) - NONE									
-Narrative										
ivai i a t i ve					WING SEPARAT					

File No 8	19 6/23/84	RFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION	Time (Lc1) - 0745 EDT		
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE UNKNOWN	NT/SYSTEM FAILURE/MALF	UNCTION		
Finding(s) 1. WING,WING ATTAC	HMENT FITTING - FA	ILURE,TOTAL		8	
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN ROLLED			
Probable Cause				·	

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

File No 84		. 7 / 64	FI. PIERC		A/C Reg	. No. N5496F		Time (Lc1) - 1330 EDT					
Basic Information Type Operating	-	-NONE (GENERAL AV	IATION)	Aircraft [SUBSTANT]		ı	- atal	Inj Serious	uries Mii	nor	None	
Type of Operat	lon	-PERSON	IAL		Fire		Crew	0	0		1	0	
Flight Conducte	ed Under	-14 CFR	91		NONE		Pass	0	0		0	0	
Accident Occuri	red During	-LANDIN	iG										
-Aircraft Informa													
	- MOONEY A-2				Model - CONT	INENTAL C-90	-16F		Installed				
Landing Gear		IXED			gines - 1				tall Warn	ing Sys	stem -	YES	
Max Gross Wt					e - RECI		RBURETO	₹					
No. of Seats	- 2 			Rated Pow	er - !	90 HP 							
Environment/Opera	ations Infor	mation-											
Weather Data				Itinerary			A	•	Proximity				
Wx Briefing	- NO RECOR	D OF BR	RIEFING	Last Depar				ON AIR	STRIP				
Method	- N/A			FT. PIER	-								
Completeness				Destination			A 1	rport D		v			
Basic Weather Wind Dir/Spe		KTC		SAME AS	ACC/INC				CIE COUNT Ident				
Visibility				ATC/Airspace					Lth/Wid		00/2	00	
			T SCATTERE	D Type of Fl		NONE			Surface			00	
Lowest Ceilir					earance - l				Status	- DRY			
Obstructions					indg - I		NG		• • • • • • • • • • • • • • • • • • • •				
Precipitation		NONE		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,									
Condition of	Light -	DAYLIGH	IT										
Personnel Informa	 ation												
Pilot-In-Comman	d		Age	- 50	Me	edical Certi				WAIVER	S/LIMI	T	
Certificate(s)/Rating(s)		Bie	nnial Flight			Flight	Time (F	lours)				
PRIVATE				Current	- YES	Total		32	Last	24 Hrs	- UNK	/NR	
SE LAND				Months Since Aircraft Type	- 20	Make/Mode		31	Last	30 Day	s- UNK	/NR	
•				Aircraft Type	e - UNK/NR	Instrumer	it- 1	18	Last	90 Day	s-	10	
Instrument	Rating(s)	- AIRPL	ANE										
Nana 1 1													
-Narrative ENG LOST POWER A	10UT 00 0500		THE DIT TO	OK OFF BURTH		AND THE	ACET TO	וכעובם ב	OWN CHOST	OF T.	_		
	5001 30 SECS	S AFIER	INC PLI IU	UN UFF. DUKIN	J A FUKUED L	ANDING, IME	AUF I IU	JOHED L	OWN SHUKI	UF ITI	_		
& THE NOSE GEAR			DACC NO D	DEIMDACT MECH	ANITCAL DISCO	EDANCTES WER	E EOLIND	DUDTNO	ANI EYAM	OF THE	ENG		

File No. - 847 6/27/84 FT. PIERCE,FL A/C Reg. No. N5496F Occurrence #1 LOSS OF POWER Phase of Operation CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - HIGH VEGETATION 3. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	t Damage		Injur	ies	
Type operating deren roate none (denemal	SUBSTAI		Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	1
Accident Occurred During -APPROACH						.
Aircraft Information	_					
Make/Model - PIPER PA-28-180	Eng Make/Model - LY					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2450	Engine Type RE		: TUR			
No. of Seats - 4	Rated Power -					
Environment/Operations Information	** ***		.	D		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity		
Method - N/A	Last Departure Point BABINS.LA		UN AIR	STRIP		
Completeness - N/A	Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC			HOMESTEAD		
Wind Dir/Speed- 140/005 KTS	3AME A3 A00/1110			Ident	- 18	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3500 FT	Type of Flight Plan	- VFR	Runway	Surface	- GRASS/TI	JRF
Lowest Ceiling - 3500 FT BROKE			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica	to - VALTE	MEDICAL-WA	TVFDS/ITI	итт
	Biennial Flight Review		nt Time (F		,	
STUDENT	Current - N/A	Total -	73	Ĺast 24	Hrs - U	NK/NR
	Months Since - N/A	Total - Make/Model-	16	Last 30	Days- U	NK/NR
	Aircraft Type - N/A	Instrument-	2	Last 90	Days- U	NK/NR
and the second of the second o						
Instrument Rating(s) - NONE						
Narrative						
Narrative		WED LINES NEAD THE	ADCH END	OF THE RWY	THE	
	THE ACFT COLLIDED WITH PO	MEK LINES NEAK IHE	APCH END			
E ON FINAL APCH TO LAND AT A PRIVATE ARPT, STATED THAT HE DID NOT SEE THE POWER LINES						

File No. - 897 7/03/84 PORT ST. JOE, FL A/C Reg. No. N4980L Time (Lc1) - 1302 CDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - 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

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

File No 860 7/13/84	HIGH SPRINGS,FL	A/C Reg. No. N	7776D	T 	ime (Lc1) -	1225 EDT	
-Basic Information Type Operating Certificate-NONE (Type of Operation -PERSON Flight Conducted Under -14 CFR	AL	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-18	Eng Make/Mo	odel - LYCOMING O-	320-A2A	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIX					tall Warnin	g System	- NO
Max Gross Wt - 1750	Engine Type	- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 150 HP					
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR		ure Point		ON AIR			
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			RUDY'S	GLIDERPORT		
Wind Dir/Speed- 330/005 KTS				Runway	Ident -	16	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	3236/	50
Lowest Sky/Clouds - 2500 F	Type of Fli	ght Plan - NONE		Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - 2500 F	T BROKEN Type of Clea	arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Li	ndg - STRAIGH	IT-IN				
Precipitation - NONE		FULL ST	OP				
Condition of Light - DAYLIGH	Г						
Personnel Information							
Pilot-In-Command	Age - 63				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview - VFS Tota	Flig	nt Time (H	lours)		
COMMERCIAL	Biennial Flight R Current		1 -		Last 24		0
SE LAND	Months Since	- 2 Make	/Mode1-	3	Last 30	Days- UN	K/NR
	Aircraft Type		rument-	0	Last 90	Days-	62
Instrument Rating(s) - NONE							
-Narrative : PILOT STATED THAT AFTER RECOVERING IT HE OVER COMPENSATED FOR THE TURN & SED OVER.							

7/13/84 HIGH SPRINGS,FL File No. - 860 A/C Reg. No. N7776D Time (Lc1) - 1225 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,4

File No 969 7/14/84 HOLLY	WOOD,FL A/C	Reg. No. N8001E 	T	ime (Lcl)	- 1415 E	DT
-Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION) Aircra DESTR	ft Damage	Fatal		uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	1	0	0
-Aircraft Information						
Make/Model - LAKE LA-4-200 Landing Gear - AMPHIBIAN Max Gross Wt - 2600 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	ECIP-FUEL INJECTED		Installed		
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin FT. LAUDERDALE,FL			Proximity RPORT/STR	ΙP	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D			
Wind Dir/Speed- 120/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 2500 FT SCAT Lowest Ceiling - 25000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	EN Type of Clearance	- NONE	Runway Runway	/ Ident / Lth/Wid / Surface / Status	- WATER	CALM
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Certifica	te - VALID ht Time (F		NO WAIVER	S/LIMIT
COMMERCIAL SE LAND, ME LAND, SE SEA	Current - YES Months Since - 10 Aircraft Type - UNK/N	Make/Model-	4000 72 1020	Last : Last :	24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative ER ARRIVING AT SOUTH LAKE, THE PLT MADE A ITEP-LANDING & AFTER TOUCHING DOWN, THE ACF IDS. HE & THE PASSENGERS STATED THAT IT FEL IT HE DISTINCTLY REMEMBERED OBSERVING THAT IKED POSITION. THE RIGHT MAIN GEAR WAS UNLO INTING BRACKETS WERE BENT AFT & INBOARD. AL INT 10 MI NORTH AT FT LAUDERDALE, FL, THE 1	T TRAVELED ABOUT 100 FT, T T LIKE THE NOSE COLLAPSED THE GEAR WAS RETRACTED. TH CKED, BUT IT WAS DAMAGED. SO, THE OUTER PORTION OF T	HEN THE CONTROL YOK & THE ACFT FLIPPED E NOSE & LEFT MAIN THE RIGHT WING FLOW HE RIGHT WING WAS D	E WAS JERM OVER. A WI GEAR WERE T HAD SEPA	CED FROM HI TNESS STA FOUND IN TRATED, IT	IS TED THE UP & S	

File No. - 969 7/14/84 HOLLYWOOD,FL A/C Reg. No. N8001E Time (Lc1) - 1415 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

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

Occurrence #2 Phase of Operation

NOSE OVER LANDING

----Probable Cause----

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

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

-Basic Information-									
Type Operating Co	ertificate-	NONE (GENERAL	AVIATION)	Aircraft				uries	
Type of Operation Flight Conducted Accident Occurred	Under -	14 CFR 91		SUBSTANT Fire NONE	С	Fata rew O ass O	0	Minor O O	None 1 1
-Aircraft Information Make/Model - F Landing Gear - T Max Gross Wt - No. of Seats -	PIPER J3C-6 FAILWHEEL-A 1220		Number Eng	gines - 1 be - RECI	INENTAL C-65 PROCATING-CAR 65 HP			I/Activated ling System	
	ions Inform								
Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Speed Visibility Lowest Sky/Clou Lowest Ceiling Obstructions	- NO RECORD - N/A - N/A - VMC - CALM - 10.0 uds - - Vision- N	OF BRIEFING SM 1500 FT SCATT! 8000 FT OVERC	ERED Type of Flace AST Type of Clace	ACC/INC ight Plan -	NONE	ON Airpor BUR Run Run Run	rt Proximity AIRSTRIP t Data RS FIELD way Ident way Lth/Wid way Surface way Status	- 18 - 2000 -l	
-Personnel Informat Pilot-In-Command	ion		Age - 19	M	edical Certif	icate - VA	I ID MEDICAL -	NO WATVEDS	/I TMTT
Certificate(s)/	Rating(s)		Riennial Flight (Review		light Time	(Hours)	NO WAIVERS,	LIMI
COMMERCIAL SE LAND	-		Current Months Since Aircraft Type		Total Make/Model Instrument Multi-Eng	- 52 - 48	Last Last Last	24 Hrs - 30 Days- UI 90 Days-	
Instrument Ra	ating(s) -	AIRPLANE							
-Narrative PLT STATED THAT AT ENG MALFUNCTION WAS) IMPACT.	

File No 9	41 7/24/84	MIAMI,FL	A/C Reg. No. N2166Y	Time (Lc1) - 1800 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL	CLIMB-		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	ICY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISI LANDING - FLARE/T			
B 1 1 1 2 2				,

----Probable Cause----

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

File No 94	9 7/26/84	PANAMA CITY,F	A/C Reg. No. N6104M Time (Lc1) - 0957 CDT					
Type of Operati Flight Conducte	Certificate-NONE	NAL R 91	ON) Aircraft DESTROYE Fire NONE			Injur Serious O O		None 1 0
	CESSNA 152 TRICYCLE-FIXED 1670			PROCATING-CARBU	S	Installed/A tall Warnin		
Method Completeness Basic Weather Wind Dir/Spee Visibility Lowest Sky/Cl Lowest Ceilir Obstructions Precipitatior	- NO RECORD OF E - N/A - N/A - VMC - 190/004 KTS - 7.0 SM ouds - 2000	RIEFING L DE ATC FT SCATTERED T FT BROKEN T	nerary ast Departure Point SAME AS ACC/INC estination LOCAL C/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Informa Pilot-In-Command Certificate(s) PRIVATE ŞE LAND		Cur M or	23 M al Flight Review Frent - NO nths Since - UNK/NR Foraft Type - UNK/NR	Total - Make/Model-	ght Time (H 126 67	lours) Last 24 Last 30	Hrs - Days- UNI	3 K/NR 5
Narrative HE PLT HAD EXPERIENC JAD IN FRONT OF CONE I AN ALTITUDE OF ABO ITH A FENCE. THE PLI	OMINIUMS. AFTER F OUT 6 FT, THE ACF STATED THAT BECA	E DUE TO FUEL EX HAVING FUEL BROUT & WHEELS CONTA NUSE THE "PRESS"	KHAUSTION & HAD SAFELY UGHT FROM A LOCAL ARPT ACTED SHRUBS & BUSHES ' WAS PRESENT, HE DID THE PASSENGER ON BOARD	, HE ATTEMPTED A CAUSING THE ACE NOT LIMIT THE R	A TAKEOFF. T TO DECELE	AFTER LIFT- RATE & COLL	OFF, .IDE	

A/C Reg. No. N6104M File No. - 949 7/26/84 PANAMA CITY, FL

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- IMPROPER DECISION, SELF-INDUCED PRESSURE PILOT IN COMMAND
- 4. TERRAIN CONDITION HIGH VEGETATION
- 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

Basic Information		(OFNEDAL AVIAT	TON) A *	t. Dama		T m d		
Type Uperating	Certificate-NONE	(GENERAL AVIA)	SUBSTA	t Damage NTIAI	Fatal	_	uries Minor	None
Type of Operati	on -PERSO	INAL	Fire	Cre		0	0	1
Flight Conducte	d Under -14 CF	R 91	NONE	Pas	ss 0	0	0	1
Accident Occurr	ed During -DESCE	NT						
Aircraft Informat								
	CESSNA 172P		Eng Make/Model - LY				d/Activated	
J	TRICYCLE-FIXED		Number Engines - 1			Stall Warr	ning System	m - YES
Max Gross Wt -			<u> </u>	CIPROCATING-CARBU	JRETOR			
No. of Seats -	4		Rated Power -	160 HP				
Environment/Opera	tions Information				.	Described 11	_	
Weather Data	LINIX AID		inerary			Proximity	/	
Wx Briefing	- UNK/NR		Last Departure Point		UN AI	RPORT		
Method	- UNK/NR		THOMASVILLE, GA		Ainmont	Data		
Completeness Basic Weather		U	estination MARIETTA,GA		Airport	ITA/THL		
	ed- 200/006 KTS		MARIETTA, GA			y Ident	- 27L	
	- 15.0 SM	۸Т	C/Airspace		Punwa	y luent	- 9000/	150
Lowest Sky/Cl			Type of Flight Plan	- VED			- CONCRE	
Lowest Sky/Cr			Type of Clearance			y Status		
	to Vision- NONE		Type Apch/Lndg			.,		
	- NONE		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	PRECAUTIONARY L	LANDING			
	Light - NIGHT	(DARK)						
-Personnel Informa	.tion							
Pilot-In-Command	İ	Age -	34				NO WAIVER	S/LIMIT
Certificate(s)	/Rating(s)	Bienni	al Flight Review	F1 ·	ight Time (Hours)		
PRIVATE		Cu	rrent - YES onths Since - 5	Total -	372	Last	24 Hrs -	4
SE LAND		Mo	nths Since - 5	Make/Model-			30 Days-	•
		. * A 1	rcraft Type - C-172	Instrument-	12	Last	90 Days-	8
Instrument	Rating(s) - NONI	-						
1113 Cr dilleri C	·							
-Narrative				0.050 0	60 HE T::	OFF :::	-	
			AL SYSTEM, FUEL/ENG					
			LANDING. BECAUSE HE					ue
			: & HE ENCOUNTERED WA HAT THE BATTERY WAS					HE
			MAI THE BATTERY WAS PAIRS, THE ALTERNATOR					
CTADTED WAS ENGAG								

3/18/84 A/C Reg. No. N53655 File No. - 825 ATLANTA, GA Time (Lc1) - 1915 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM - UNDETERMINED 2. ENGINE ACCESSORIES, ENGINE STARTER - ENGAGED 3. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED 4. ELECTRICAL SYSTEM, BATTERY - OTHER 5. COMM/NAV EQUIPMENT - INOPERATIVE Occurrence #2 VORTEX TURBULENCE ENCOUNTERED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. FLIGHT TO ALTERNATE DESTINATION - PERFORMED - PILOT IN COMMAND 7. LIGHT CONDITION - DARK NIGHT 8. FLUID, FUEL - LOW LEVEL 9. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 10. VISUAL SEPARATION - INADEQUATE - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,10 Factor(s) relating to this accident is/are finding(s) 7,8

File No 856	3/23/84	WOODSTOCK, GA	A/C Reg. No	. N4809S	Time	(Lc1) - 1830	EST
Basic Information Type Operating Cer Type of Operation Flight Conducted U Accident Occurred	tificate-NONE ((-PERSONA nder -14 CFR	.L 91	Aircraft Dama SUBSTANTIAL Fire NONE	_		•	or None O O O O
Aircraft Information Make/Model - PI Landing Gear - TR Max Gross Wt No. of Seats -	PER PA-32-260 ICYCLE-FIXED 3400	Number Engine	e/Model - LYCOMING Engines - 1 Type - RECIPROC ower - 260 H	ATING-CARBURETO	Stall	alled/Activa Warning Sys	ited - YES/NO tem - YES
Method - Completeness - Basic Weather - Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to	NO RECORD OF BRI N/A N/A VMC CALM 10.0 SM s - CLEAR - NONE Vision- NONE - NONE	Itinerary Last Dep SAME A Destinati LOCAL ATC/Airspa Type of Type of		Ai		nt - 36 /Wid - 220 face - GRAS	
Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE SE LAND	ting(s)	Months Sir	nt Review - YES T nce - 1 M	otal - 14	Time (Hours 198 1970) Last 24 Hrs Last 30 Days	- 1 - UNK/NR
Instrument RatNarrative HORTLY AFTER BREAKING GOVERNMENT OF THE REGAINED POWER PACTED ON AN UNEVEN, GOVERNMENT OF THE REFERS WAS WATER IN THE RESERVENT OF THE RESERVENT O	ROUND DURING THI R & THE PLT CON' RASSY, OPEN ARE, HE ACCIDENT. THI	TINUED THE TAKEOFF. T A ABOUT 900 FT NORTH E ACFT WAS NOT EQUIPP	THE ENGINE AGAIN LO OF THE AIRSTRIP. T PED WITH SHOULDER H	ST POWER. SUBSE HE PLT RECEIVED ARNESSES. AN IN	EQUENTLY, TH D A HEAD INJ NVESTIGATION	E ACFT URY & WAS UN	

File No 8	56 3/23/84	WOODSTOCK, GA	A/C Reg. No. N4809S	Time (Lc1) - 1830 EST
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICA L CLIMB	NL .	
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF		- PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this accid	dent

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

	SUBSTAN Fire NONE Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -	TIAL Crew Pass TINENTAL TSIO-360- IP-FUEL INJECTED		0	Minor 1 0 ctivated	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI Aircraft Information Make/Model - CESSNA 337E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4400 No. of Seats - 6 Environment/Operations Information Weather Data Wy Rriefing - FSS	NONE Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power - inerary	Pass TINENTAL TSIO-360 IP-FUEL INJECTED	O 	0 nstalled/A	0 ctivated	0 - UNK/N
Accident Occurred During -TAXI Aircraft Information Make/Model - CESSNA 337E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4400 No. of Seats - 6 Environment/Operations Information Weather Data Wy Rriefing - ESS	Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -	TINENTAL TSIO-360	·A ELT I	 nstalled/A	ctivated	- UNK/Ni
Make/Model - CESSNA 337E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4400 No. of Seats - 6 Environment/Operations Information Weather Data Wy Rriefing - ESS	Number Engines - 2 Engine Type - REC Rated Power	IP-FUEL INJECTED				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4400 No. of Seats - 6 Environment/Operations Information Weather Data Wy Rriefing - FSS	Number Engines - 2 Engine Type - REC Rated Power	IP-FUEL INJECTED				
Max Gross Wt - 4400 No. of Seats - 6 Environment/Operations Information Weather Data Wy Rriefing - FSS	Engine Type - REC Rated Power - inerary	IP-FUEL INJECTED		a " a	9 3,5 .5	. = 0
Environment/Operations Information Weather Data It	Rated Power -					
Weather Data It						
Wy Briefing - FSS						
Method - IN PERSON	1 + D + · · · D - · · · +		Airport P			
Me Clou	Last Departure Point SAME AS ACC/INC		ON AIRP	UKI		
	estination		Airport Da	ta		
Basic Weather - VMC	WEST PALM BEACH, FL		TIFTON		-	
Wind Dir/Speed- 010/004 KTS					UNK/NR	
	C/Airspace			Lth/Wid -		
	Type of Flight Plan - Type of Clearance -			Surface - Status -	UNK/NR UNK/NR	
	Type of Clearance - Type Apch/Lndg		Runway	status -	UNK/ NK	
Precipitation - NONE	Type Apony Endg	HOHE				
Condition of Light - DAWN						
Personnel Information						
Pilot-In-Command Age -	•	Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s) Bienni PRIVATE Cu	al Flight Review rrent - UNK/NR		nt Time (Ho		Una - UN	NIZ /NID
PRIVATE	rrent - UNK/NR nths Since - UNK/NR		NK/NK NK/ND	Last 24	Dave- III	NK/NR
	rcraft Type - UNK/NR	Make/Mode1- UI Instrument- UI	JK/NR	Last 90	Days - UN	NK/NR
•	, on a real space of the space	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						
Narrative						
ACFT REPORTEDLY WAS NOT TIED DOWN. THE PLT WAS H	AND PROPPING THE AFT	ENGINE WHILE THE	ORWARD ENG	INE WAS		

File No. - 890 3/26/84 TIFTON,GA A/C Reg. No. N86520 Time (Lc1) - 0515 EST

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI

Finding(s)

1. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
3. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - INTENTIONAL - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

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

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

File No 898 5/05,	/84 JESUP,GA	A/C	Reg. No. N90	856	Т	ime (Lc1) -	1615 ED	Т
Basic Information Type Operating Certificate-	AGRICULTURAL AIRCRAFT		aft Damage			Injur		
			ROYED	_	Fata1			None
Type of Operation -		Fire		Crew	0	0	1	0
Flight Conducted Under -		NONE		Pass	0	0	0	0
Accident Occurred During -	LANDING							
Ainquest Insormation								
Aircraft Information	0.05	(141 - 3	. VOONTNO O E 4		F. T	*		NO 11/4
Make/Model - PIPER PA-25	-235 E	ng Make/Model - '				Installed/A		
Landing Gear - TAILWHEEL-A	LL FIXED N	umber Engines -	1		S	tall Warnin	g System	- YES
Max Gross Wt - 2900 No. of Seats - 1		ngine Type -		-CARBURE	TOR			
No. of Seats - 1	R	ated Power -	235 HP					
Environment/Operations Inform								
Weather Data		erary				Proximity		
		st Departure Poi	nt		OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/INC						
Completeness - N/A	Des	tination			Airport Da	ata		
Basic Weather - VMC		LOCAL			WAYNE	COUNTY		
Wind Dir/Speed- 140/008 K	TS				Runwa∨	Ident -	N/A	
Visibility - 15.0	SM ATC/	Airspace				Lth/Wid -	N/A	
	3500 FT SCATTERED Ty		n - NONF	-		Surface -		
Lowest Ceiling - No	ONE TVI	pe of Clearance					N/A	
Obstructions to Vision- N		pe Apch/Lndg		NDTNG	· · · · · · · · · · · · · · · · · · ·	514140	,	
Precipitation - N		pe apoli, Ling	/ OROLD LA	1101110				
Condition of Light - D								
Personnel Information								
Pilot-In-Command	Age -	31	Medical Ce	rtificat	e - VALTD	MEDICAL-NO	WATVERS	/I IMIT
Certificate(s)/Rating(s)	Riennial	Flight Peview			nt Time (H			, ==::::
COMMERCIAL	Curr	ent - VES	Total			Last 24	Hrs - II	NK/NR
NONE	Mont	bs Sinco - 0	Make/M	odo1-	15	Last 20	Dave - II	NIZ /NID
14014	Mone	ent - YES hs Since - 8 raft Type - 112B	Tna+ni	mant-	10	Last 30 Last 90	Days U	NIC/ND
	ATTC	raft Type - 1126	instru	ment-	13	Last 90	Days- U	INK/ INK
Instrument Rating(s) -	NONE							
This trument kating(s)	INUINE							
Narrative								
THE PLT REPORTED HE WAS SPRAYING	WATER AND AT THE END	OF A SWATH RUN W	HEN HE TURNED	OFF THE	SPRAY AN	D PULLED UP		
THE ENGINE LOST POWER. THE ACFT C							•	
MALFUNTIONS WERE FOUND AFTER THE								
LOCATED ON THE LEFT SIDE OF THE C								
AFT MOTION. THE PILOT STATED HE L								
	OOKED DOWN AND VEKILI	ED IMAI HE INDEE	D MOVED THE D	12LEN21	IG CUNTRUL	AND NOT		
THE THROTTLE.								

File No 8	98 5/05/84 JESUP,GA	A/C Reg. No. N90856	Time (Lc1) - 1615 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 2. TERRAIN CONDITI	ON - TREE(S)		
Probable Cause			

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

Type Operating Certificate-ON-DEMA	NU AIR TAXI	Aircraft Damage	!	F-+-1	Inju		Man
Type of Operation -INSTRUC	TIONAL	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	Non 1
Flight Conducted Under -14 CFR	91	NONE	Pass	Ö	Ö	0	Ö
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - PIPER PA-28-140		ke/Model - LYCOMING O					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1950		· Engines - 1 • Type - RECIPROCAT			tall Warni	ng System	- YES
No. of Seats - 4	•	Power - 150 HP	ING-CARBURE	UK			
nvironment/Operations Information-							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		parture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	SAME Destinat	AS ACC/INC		D.			
Basic Weather - VMC	LOCAL		,	Mrport Da DANIEL			
Wind Dir/Speed- 120/008 KTS	LOCAL	•				- 10	
Visibility - 7.0 SM	ATC/Airsp			Runway	Lth/Wid	- 3773/	150
Lowest Sky/Clouds - 2800 FT					Surface		
Lowest Ceiling - UNK/NR		Clearance - NONE	T00	Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Ap	och/Lndg - FULL S	TOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 18		Certificate			O WAIVERS	/LIMIT
Certificate(s)/Rating(s) STUDENT	Biennial Flig		Flighi :al -	: Time (Ho		14 Umm	•
STODENT	Current Months Si			2	Last 2	O Dave-	2 2
		Type - N/A Ins	e/Model- strument-	Õ	Last 9	O Days-	2
		•					
Instrument Rating(s) - NONE							
larrative							
	OLICUED DOWN AT ADOL	JT MIDFIELD AT APRX 90	MOU UE WAS	LINIADIE '	TO STOR TH	IE	

File No.	- 857	6/06/84	AUGUSTA, GA	A/C Reg.	No. N44372	Time (Lc1) - 1750 EDT	
Occurrence #1 Phase of Operat							
2. IMPROP 3. IMPROP 4. AIRSPEED - 5. DISTANCE - 6. GO-AROUND	ER DECISION, ER DECISION, MISJUDGED - MISJUDGED - - NOT PERFOR	LACK OF TOT LACK OF REC PILOT IN C PILOT IN C RMED - PILOT	ENT EXPERIENCE - P OMMAND OMMAND		ILOT IN COMMAND		
Occurrence #2 Phase of Operat			ION WITH OBJECT				
Finding(s) 8. OBJECT - F	ENCE						
Probable Ca	use						
The National Tr is/are finding(n Safety Boa	rd determines that	the Probable Cause	(s) of this acci	dent	

Type Operating Certificate-NONE (GENER	AL AVIATION) A	ircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious	Minor	
Type of Operation -EXECUTIVE/C		ire	Crew	0	0 .	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	3
Aircraft Information			07070 500				. VEC /N
Make/Model - CESSNA 421C Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Mode Number Engine	1 - CONTINENTAL	G1510-520		Installed/ <i>l</i> tall Warniı		
Max Gross Wt - 7500		- RECIP-FUEL	INJECTED	3	tali wariii	ig syste	111 - 163
No. of Seats - 6	Rated Power					· 	
Environment/Operations Information							
Weather Data	Itinerary	B = 1 = 1			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure SAME AS ACC/			ON AIR	PORT		
Completeness - WEATHER NOT PERTINEN		INC		Airport Da	ata		
Basic Weather - VMC	NORMAN, OK			MCCOLLI			
Wind Dir/Speed- VARIABLE/001 KTS	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					- 27	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid	- 4580/	75
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface		T
Lowest Ceiling - NONE	Type of Cleara			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - NIGHT(BRIGHT	.)						
Personnel Information							
Pilot-In-Command	Age - 54	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew		t Time (H			
COMMERCIAL, CFI	Current -			8830		4 Hrs -	* .
SE LAND, ME LAND, SE SEA	Months Since -		:/Model- :rument-	2000		Days-	
HELICOPTER	Aircraft Type -	-		3000	Last 9	raft -	
		Marc	TENG "	3000	KO (OI CI	art	323
Instrument Rating(s) - AIRPLANE							
Narrative							

7/08/84 KENNESAW, GA File No. - 901 A/C Reg. No. N88639 Time (Lc1) - 2200 EDT

Occurrence

OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LIGHT CONDITION - NIGHT

- 2. DOOR, CARGO OPEN
- 3. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 4. ABORTED TAKEOFF PERFORMED PILOT IN COMMAND

----Probable Cause----

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

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

	NTA,GA A/C Re	eg. No. N2426P 				
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTAN	t Damage NTIAL	Fatal	-	uries : Minor	None
Type of Operation -INSTRUCTION		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0	0	0	0
-Aircraft Information				•		
Make/Model - PIPER PA-38-112	Eng Make/Model - LYC				I/Activated	•
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		_	tall Warr	ing System	- YES
Max Gross Wt - 1670		CIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	112 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity	,	
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	SAME AS ACC/INC		Ainmont D	.+.		
Completeness - UNK/NR Basic Weather - VMC	Destination JEKYLL ISLAND,GA		Airport D BRANTL			
Wind Dir/Speed- 140/005 KTS	UENTLL ISLAND, GA			Ident	- 18	
Visibility - 6.0 SM	ATC/Airspace				- 3000/	50
Lowest Sky/Clouds - 6000 FT	Type of Flight Plan	- VFR	,	•	- ASPHALT	
Lowest Ceiling - 6000 FT BRO	KEN Type of Clearance	- NONE	Runway	Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	- STOP AND GO				
Precipitation - NONE						
Condition of Light - DUSK						
-Personnel Information						
Pilot-In-Command	Age - 31	Medical Certificat			WAIVERS/LIN	#IT
<pre>Certificate(s)/Rating(s) COMMERCIAL,CFI</pre>	Biennial Flight Review Current - YES		nt Time (F 567		24 Hrs -	4
SE LAND	Months Since - 8	Total - Make/Model-	47		24 Hrs - 30 Days- UN	1 JK/ND
	Aircraft Type - UNK/NR				90 Days- UN	
#.	ATTOTAL TYPE ONN, IN	This crameric	, _	Lust	20 50,0	70
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE						
-Narrative	•					
ER THE STUDENT MADE A FULL STOP LANDING (
TO TAKEOFF; HOWEVER, THE INSTRUCTOR (CF)						
AKEOFF WAS INITIATED WITH ABOUT 1400 FT F					TATED.	
THE ACET WAS ROTATED, THE STALL WARNING H						
TOM OF THE ACFT. THE CFI TOOK CONTROL & 1 SH & SUBSECENTLY CAME TO REST ABOUT 300 \			MATH IMPAC	IED IHE		
SIL & SODSEMENTEL OWNER TO KEST ABOUT SOO T	ANDS TAST THE END OF THE KWT	•				
		graft and the second second second second second second second second second second second second second second		100		
		* .				
	PAGE 146					

File No. - 972 7/28/84 NAHUNTA, GA A/C Reg. No. N2426P Time (Lc1) - 1950 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI) 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND(CFI) 3. AIRSPEED(VLOF) - NOT OBTAINED -4. LIFT-OFF - PREMATURE -5. STALL/MUSH - INADVERTENT -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----

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

File No	826 5	5/04/84	SHELDO	N,IA	A/C Reg. N	lo. N3761R	T 1	me (Lc1)	- 1051 (CDT
-Basic Informati Type Operatin		ate-NONE	(GENERAL	AVIATION)	Aircraft Dan	nage		Iniu	ıries	
. , , ,	9		(DESTROYED	90	Fatal			n None
Type of Opera	tion	-PERSOI	NAL		Fire	Crew			0	
Filight Conduc					NONE		1			
Accident Occu	rred During	g -DESCE	NT					_	_	
Aircraft Inform	 ation									
Make/Model	- PIPER PA	A-28-180		Eng Make	e/Model - LYCOMIN	NG 0-360-A3A	ELT 1	nstalled/	'Activate	ed - YES/YE
Landing Gear	- TRICYCLI	E-FIXED			ingines - 1			all Warni		
Max Gross Wt	- 2450				vpe - RECIPRO					
No. of Seats	- 4			Rated Po	ower - 180	HP				
Environment/Ope	rations In	formation								
Weather Data				Itinerary			Airport F	roximity		
Wx Briefing	- FSS	RADIO		Last Depa	arture Point			PORT/STR	P	
Method	- ACFT I	RADIO		MADISON						
Completenes	s - PARTI	AL.LMTD B	Y PILOT	Destination			Airport Da	ıta		
Basic Weather		,			CITY,MO		л., ро. с о.			
Wind Dir/Sp		OS KTS		TATA SAS	0177,110		Dunway	Ident	- N/A	
Visibility				ATC/Airspac	20			Lth/Wid		
Lowest Sky/					Flight Plan - NOM	JE.		Surface		
Lowest Ceil			ст		Clearance - NO			Status		
Obstruction	_		J 1		n/Lndg - NOI		Kuriway	Status	- IV/ A	
Precipitati				Type Apci	i/ Lindy - Noi	NE				
Condition o	r Light	- DAYLIG	н। 							
Personnel Infor	mation									
Pilot-In-Comma	nd			Age - 53	Med	ical Certifica	te - VALID	WEDÍCAL-	VAIVERS/	LIMIT
Certificate(s)/Rating(:	s)		Biennial Fligh	t Review	Flig	ht Time (Ho	ours)		
PRIVATE				Current	- YES	Total -	637	Last 2	24 Hrs -	UNK/NR
SE LAND				Months Sind	Med t Review - YES ce - 20 pe - PA-28	Make/Mode1-	201	Last 3	30 Days-	UNK/NR
				Aircraft T	/pe - PA-28	Instrument-	5	Last 9	O Days-	UNK/NR
	Helian III				Att our state of					
	t Rating(s			* 1						
Narrative		\$10								•
ABOUT 1015 CDT,	WHILE EN D	OUTE THE	DIT DAD	TOED A ECC 0 D	COURSTED THE MAN	CAC OTTY WY V	MC CONDITT	NC WEDE		
PORTED AT KANSAS									ICE	
TRILLITIES ASSOCI	LITE POUTE	THE PLI W	AS INFUR	MED OF AN AIRM	ET, WHICH PROVIDE	E A CAUTION OF	LOW CEILII	NGS & REDU	JCE.	
SIBILITIES ACROSS	HIS KOOLE	OF FLI.	IHE PLI	ACKNOWLEDGED II	HE REPURI & CUNI	INOED HIZ LTI	TOWARD KAN	SAS CITY.	AI	
OUT 1051 CDT, GRO										
3. THEY THEN OBSE										_
ID THE ACFT CONTI										G.
EXAM OF THE WREC					HAD SEPARATED II					
OM THE MAIN WRECK HRS OF SIMULATED							MENT RATED	PLT HAD	DNLY	

File No. - 826 5/04/84 SHELDON, IA A/C Reg. No. N3761R Time (Lc1) - 1051 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. HAZARDOUS WEATHER ADVISORY - ISSUED - ATC PERSONNEL(FSS) 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - RAIN 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT.SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. WING - OVERLOAD 11. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 12. WING - SEPARATION Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7.8.9.11

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

		GENERAL AVIATION) Aircraf SUBSTA	t Damage	F-4-1	. Nene		
Type of Operation	-PERSON		Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted U			Pass		0	0	i
Accident Occurred		IG		_	J	Ŭ	•
ircraft Information							
	SSNA 172E	Eng Make/Model - CO	NTINENTAL 0-300-D		Installed		
Landing Gear - TR		Number Engines - 1			tall Warn	ing Syste	m - YES
Max Gross Wt -		Engine Type - RE		ETOR			
No. of Seats -	4	Rated Power -	145 HP				
nvironment/Operatio	ns Information-						
Veather Data		Itinerary			Proximity		
	FSS	Last Departure Point	i .	ON AIR	PORT		
Method - Completeness -	TELEPHONE	PERRY, IA		4 4 mm = 4 B			
completeness -		Destination		Airport D	ata .00 MUNI		
Pania Wanthan	\/MA						
Basic Weather -		SAME AS ACC/INC				_ 10	
Wind Dir/Speed-	280/016 KTS			Runway	Ident	- 18 - 8400/	150
Wind Dir/Speed- Visibility -	280/016 KTS 15.0 SM	ATC/Airspace	- NONE	Runway Runway	Ident Lth/Wid	- 8400/	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud	280/016 KTS 15.0 SM s - 2800 F	ATC/Airspace FT SCATTERED Type of Flight Plan		Runway Runway Runway	Ident Lth/Wid Surface	- 8400/ - ASPHAL	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling	280/016 KTS 15.0 SM s - 2800 F - NONE	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance	- NONE	Runway Runway Runway	Ident Lth/Wid	- 8400/ - ASPHAL	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE	ATC/Airspace FT SCATTERED Type of Flight Plan	- NONE	Runway Runway Runway	Ident Lth/Wid Surface	- 8400/ - ASPHAL	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Ident Lth/Wid Surface	- 8400/ - ASPHAL	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Ident Lth/Wid Surface	- 8400/ - ASPHAL	
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace TT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24	- NONE - TRAFFIC PATTERN	Runway Runway Runway Runway	/ Ident / Lth/Wid / Surface / Status	- 8400/ - ASPHAL - DRY	T
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review	- NONE - TRAFFIC PATTERN Medical Certifica	Runway Runway Runway Runway te - VALID ht Time (H	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours	- 8400/ - ASPHAL - DRY	T S/LIMIT
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total -	Runway Runway Runway Runway te - VALID ht Time (H	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours	- 8400/ - ASPHAL - DRY	T S/LIMIT
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model-	Runway Runway Runway Runway 	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours) Last :	- 8400/ - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days-	T S/LIMIT UNK/NR UNK/NR
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-172	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model-	Runway Runway Runway Runway 	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours) Last :	- 8400/ - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days-	T S/LIMIT UNK/NR UNK/NR
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	280/016 KTS 15.0 SM s - 2800 F - NONE Vision- NONE - NONE ht - DAYLIGH	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model-	Runway Runway Runway Runway 	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours) Last :	- 8400/ - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days-	T S/LIMIT UNK/NR UNK/NR
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE	280/016 KTS 15.0 SM s - 2800 F NONE Vision- NONE NONE ht - DAYLIGH ting(s)	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-172	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model-	Runway Runway Runway Runway 	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours) Last :	- 8400/ - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days-	T S/LIMIT UNK/NR UNK/NR
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE SE LAND Instrument Rat	280/016 KTS 15.0 SM s - 2800 F NONE Vision- NONE NONE ht - DAYLIGH ting(s)	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-172	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model-	Runway Runway Runway Runway 	/ Ident / Lth/Wid / Surface / Status / MEDICAL-Mours) Last :	- 8400/ - ASPHAL - DRY NO WAIVER 24 Hrs - 30 Days-	T S/LIMIT UNK/NR UNK/NR
Wind Dir/Speed- Visibility - Lowest Sky/Cloud Lowest Ceiling Obstructions to Precipitation Condition of Lig Personnel Informatio Pilot-In-Command Certificate(s)/Ra PRIVATE SE LAND Instrument Rat	280/016 KTS 15.0 SM s - 2800 F NONE Vision- NONE NONE ht - DAYLIGH ting(s) ing(s) - NONE	ATC/Airspace FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg HT Age - 24 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-172	- NONE - TRAFFIC PATTERN Medical Certifica Flig Total Make/Model- Instrument-	Runway Runway Runway Runway te - VALID ht Time (H 59 7 2	Jident Lth/Wid Surface Status MEDICAL-Plours Last Last	- 8400/ - ASPHAL - DRY 	T S/LIMIT UNK/NR UNK/NR 3

File No. - 812 6/10/84 WATERLOO,IA A/C Reg. No. N5614T Time (Lc1) - 1030 CDT

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

Finding(s)

- 1. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 3. WEATHER CONDITION CROSSWIND
- 4. WEATHER CONDITION GUSTS
- 5. COMPENSATION FOR WIND CONDITIONS NOT POSSIBLE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE PILOT IN COMMAND
- 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft Damage			Inju	ries	
· · · · · · · · · · · · · · · · · · ·		SUBSTANTIAL		Fatal			n None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 103		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Mode1 - UFM EASY RISER	Eng Make,	/Model - YAMAHA 100		ELT			
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warni	ng Syste	em - NO
Max Gross Wt - UNK/NR		/pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 1	Rated Po	ver - 15 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS	•			_		
Completeness - N/A	Destination	ו		Airport D	ata		
Basic Weather - VMC	LOCAL			B	T -1 4	A1 / A	
Wind Dir/Speed- 090/010 KTS	ATC /A improve				Ident		
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	e Light Plan - NONE			Lth/Wid Surface		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		learance - NONE			Status	•	
Obstructions to Vision- NONE	Type Or C			Ruiway	Status	- IV/ A	
Precipitation - NONE	Type Apch,	- Lriug					
Condition of Light - DAYLIGHT							
		:					
-Personnel Information Pilot-In-Command	Age - 32	Medica1	Certificat	e - NO ME	DICAL		
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H			
NONE	Current		al -	100		4 Hrs -	1
	Months Since				Last 3		
	Aircraft Ty		trument-	Ō	Last 9	O Days-	UNK/NR
		•				-	
Instrument Rating(s) - NONE							
-Narrative							
-Narrative ULTRALIGHT WAS MAKING TURNS AT LOW ALT WH				T			

File No. - 867 7/07/84 DES MOINES,IA A/C Reg. No. NONE Time (Lc1) - 1030 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

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

----Probable Cause----

File No 944 8/07/84	WINTERSET,IA A/	C Reg. No. N35140	T	ime (Lc1) -	1900 CDT	
-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Airc	raft Damage		Injur	ies	
		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONA	L Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		E Pass	0	0	0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 177B		LYCOMING 0-360-A1F6D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g Syst em	- YES
Max Gross Wt - 2500		RECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRI	•	int	ON AIR	PORT		
Method - N/A	KNOXVILLE, IA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	HARLAN, IA			N COUNTY	00	
Wind Dir/Speed- 360/008 KTS	470/410-0-0			Ident -		E0
Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT	ATC/Airspace	NONE		Lth/Wid - Surface -		50
Lowest Ceiling - 4000 FT				Status -		
Obstructions to Vision- NONE		- PRECAUTIONARY LAN		Status	DKI	
Precipitation - NONE	Type Apcily Ling	- FRECAUTIONART EAR	DING			
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 36	Medical Certificat	o - VALTO	MEDICAL -NO	WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		WAITENS/	
PRIVATE		Total -	86	last 24	Hrs -	1
SE LAND	Months Since - UNK		8	Last 30	Davs- UN	K/NR
	Aircraft Type - UNK	•	1	Last 90	Days-	60
	· · ·				·	
Instrument Rating(s) - NONE			7 .			
-Narrative						
PLT HAD DIVERTED & WAS MAKING A PREC	AUTIONADY LANDING DUE TO AN A	DDDOACHING STODM AT	ROUT SO F	T OVER THE	DWV THE	
T STALLED & LANDED HARD. IT THEN BOUN					N#1, 1115	
	JED D TIMES. DAMAGING HIL NOS					

File No. - 944 8/07/84 WINTERSET,IA A/C Reg. No. N35140 Time (Lc1) - 1900 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND

- 2. FLIGHT TO ALTERNATE DESTINATION PERFORMED PILOT IN COMMAND
- 3. FLARE IMPROPER PILOT IN COMMAND

4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injur	ries	
Type operating our tri reate Nove (develop		DESTROYED		Fatal	Serious		None
Type of Operation -BUSINESS		ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - PIPER PA-28RT-201T		1 - CONTINENTAL	TSI0-360		nstalled/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			St	all Warnir	ng Syst em	- YES
Max Gross Wt - 2900		- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - FSS	Last Departure	Point		OFF AIR	PORT/STRIF	•	
Method - TELEPHONE	DILL,MT						
Completeness - FULL	Destination			Airport Da	ıta		
Basic Weather - IMC	IDAHO FALLS,	ID		D	T 11		
Wind Dir/Speed- 260/015 KTS	ATO / A / 11 - 11 - 1				Ident -		
Visibility - UNK/NR Lowest Sky/Clouds -	ATC/Airspace	. Diam NONE			Lth/Wid -		
Lowest Sky/Clouds - OVERCAST	Type of Flight			•	Surface -		
Obstructions to Vision- BLOWING SNOW	Type of Cleara			Runway	Status -	- N/A	
Precipitation - SNOW	Type Apch/Lndg	- NUNE					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 47	Modical	Certificat	to - VALID	MEDICAL -NO	NATVEDS	/: TMTT
Certificate(s)/Rating(s)	Biennial Flight Revi			nt Time (Ho		J WAIVERS	/ LIMI }
COMMERCIAL, CFI	Current -		al -	885	last 24	4 Hrs -	2
SE LAND, ME LAND	Months Since -		e/Model-		last 30	Davs- U	_
AND LAND THE LAND	Aircraft Type -		trument-		Last 90		26
4.86	All Graft Hype		ti-Ena -		Lust st	Juyu	20
		mari		• •			
Instrument Rating(s) - AIRPLANE							
Narrative							
E ON A X-COUNTRY FLT, THE ACFT ENTERED AN	N AREA OF RISING TERRA	IN & BLOWING SE	NOW & THE F	PLT INITIA	ED A TURN	то	
RSE DIRECTION. DURING THE TURN, HE ENCOUN							
NOW COVERED ROLLING TERRAIN. THE ACFT TRA							

File No. - 807 3/15/84 HUMPHREY, ID A/C Reg. No. N29033 Time (Lc1) - 1530 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - MOUNTAINOUS/HILLY 3. TERRAIN CONDITION - SNOW COVERED 4. WEATHER CONDITION - HIGH WIND 5. WEATHER CONDITION - SNOW 6. WEATHER CONDITION - WHITEOUT 7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 8.- IMPROPER USE OF EQUIPMENT/AIRCRAFT.VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 9. TERRAIN CONDITION - RISING 10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7,10

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

File No	833	5/05/84	RIDGE F	FARM, IL	A/C Reg	. No. N1301	2	Τi	me (Lcl)	- 2002 C	DT
Basic Informat Type Operati	· 7 · ·	cate-AGRICU	LTURAL A	AIRCRAFT	Aircraft				Inju		
					SUBSTANT	IAL			Serious		
Type of Oper		-AERIAL		ATION	Fire		Crew	0	0	0	
Flight Condu					NONE		Pass	0	0	0	0
Accident Occ	urred Duri	ng -LANDIN	G 								
Aircraft Infor											
Make/Mode1	- BELL 4	7D-1		Eng Make,	/Model - FRAN	KLIN 6 VS-3	35-A		nstalled/		
Landing Gear					ngines - 1				all Warni	ng Syste	m - UNK/N
Max Gross Wt	- 2200				ype - RECI		ARBURET	OR			
No. of Seats	- 3			Rated Po	wer - 2	25 HP					
Environment/Op	enations I	nformation-									
Weather Data				Itinerary				Airport P	roximity		
Wx Briefing	- NO R	ECORD OF BR	IEFING	Last Depa	rture Point				PORT/STRI	P	
Method	- N/A			SAME AS					•		
Completene	ss - N/A			Destination	n		A	irport Da	ta		
Basic Weathe	r - VMC			LOCAL				•			
Wind Dir/S	peed- CALM							Runway	Ident	- N/A	
Visibility	- 12	.O SM		ATC/Airspace	е			Runway	Lth/Wid	- N/A	
Lowest Sky	/Clouds -	15000 F	T	Type of F	light Plan -	NONE		Runway	Surface	- N/A	
Lowest Cei	l ing	- 15000 F		AST Type of C				Runway	Status	- N/A	
Obstructio	ns to Visi	on- NONE		Type Apch	/Lndg -	FORCED LAND	ING	•			
Precipitat	ion	- NONE		-, ,							
Condition	of Light	- DAYLIGH	Т								
Personnel Info	rmation	_									
Pilot-In-Comm				Age - 27 .	M	edical Cert	ificate	- VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate	(s)/Rating	(s)	E	Biennial Flight	Review		Flight	Time (Ho	urs)		
COMMERCI				Current	- YES	Total			Last 2	4 Hrs -	UNK/NR
SE LAND,	ME LAND, SE	SEA		Months Since	e - 12	Make/Mod	e1-	313	Last 3	O Days-	UNK/NR
HELICOPT	ER			Aircraft Ty	pe - UNK/NR	Instrume	nt-	125	Last 9 Rotorc	O Days-	6
						Multi-En	g -	50	Rotorc	raft -	313
T +	D-+:(s) - AIRPL	A A 1 5								
Instrume	ent kating(
Narrative E HELICOPTER ROL ABOUT 300 FT AG	L THE ROTO	R DECREASED	ABOUT !	G FOLLOWING LOS 500 RPM. HE TRI DLLED OVER. POS	ED TO REGAIN	ROTOR RPM U	NTIL AB	OUT 100 F	T AGL AND		I B

File No 8:	33 5/05/84	RIDGE FARM,IL	A/C Reg. No. N13012	Time (Lc1) - 2002 CDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANICAL . CLIMB		
Finding(s) 1. ADEQUATE ROTOR (RPM - NOT MAINTAINE	D - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	ICY		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT I	N COMMAND	·	
Occurrence #3 Phase of Operation	OTHER GEAR COLLAF	SED OUCHDOWN		
Finding(s) 3. LANDING GEAR,SK 4. FLARE - NOT PO	DSSIBLE - PILOT IN	COMMAND		
Occurrence #4 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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft	Damage		Inj	uries		
,, , , , , , , , , , , , , , , , , , , ,	,	NONE	J -	Fatal	Serious		nor	None
Type of Operation -PERSONAL		Fire	Crew	0	1		0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0		0	0
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - ADAMS A55S		Model - N/A			Installed			
Landing Gear - N/A		gines - N/A		S	tall Warr	ning Sy	stem -	UNK/NR
Max Gross Wt - 900		pe - N/A						
No. of Seats - UNK/NR	Rated Pow	ver - N/A				. .		
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - FSS		ture Point		OFF AI	RPORT/STE	RIP		
Method - TELEPHONE		R GROVE,IL			_			
Completeness - UNK/NR	Destination	n Airport Data						
Basic Weather - VMC Wind Dir/Speed- 210/009 KTS	LOCAL			Burnes	Ident	- N/A		
Visibility - 15.0 SM	ATC/Airspace	•			Lth/Wid			
Lowest Sky/Clouds - CLEAR		: ight Plan -	NONE		Surface	- N/A		
Lowest Ceiling - NONE		earance -			Status	- N/A		
Obstructions to Vision- NONE	Type Apch/		FULL STOP	y	014140	,		
Precipitation - NONE		9						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 38	M	ledical Certificat	e - UNK/N	IR			
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (F				
PRIVATE	Current	- YES	Total -	70		24 Hrs		
NONE	Months Since		Make/Model-	70		30 Day		
FREE BALLOON	Aircraft Typ	e - UNK/NR	Instrument-	0	Last	90 Day	s-	4
Instrument Rating(s) - NONE								
-Narrative								
			LEFT ANKLE SLIPP		HE CODNE	. OF TH	-	

File No 931	5/31/84 GRAYSLAKE,IL	A/C Reg. No. N1062G	Time (Lc1) - 1945 CDT	
	LLANEOUS/OTHER NG - FLARE/TOUCHDOWN			
Finding(s) 1. MISCELLANEOUS - INADEQU	UATE - PILOT IN COMMAND			
Probable Cause				

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

File No 958 6/03/84 LA	NSING,IL A/C Re	g. No. N7443R	Tin	ne (Lc1) - 1	400 CDT	
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraft	Damage		Injurie	s	
,	SUBSTAN		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LYC	DMING 0-320-E2A	ELT Ir	nstalled/Act	ivated -	YES/NO
Landing Gear + TRICYCLE-FIXED	Number Engines - 1		Sta	all Warning	System -	· YES
Max Gross Wt - 2150	Engine Type - REC	IPROCATING-CARBURE	TOR	•		
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Pr	coximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIRPO	•		
Method - UNK/NR	GARY, IN		OH AIRI C			
Completeness - UNK/NR	Destination		Airport Dat	ta .		
Basic Weather - VMC	SAME AS ACC/INC		LANSING			
Wind Dir/Speed- 360/010 KTS	SAME AS ASS, INC		Runway I		9	
Visibility - 7.0 SM	ATC/Airspace			th/Wid -		75
Lowest Sky/Clouds - 7000 FT S		NONE		Surface - A		
Lowest Ceiling - 10000 FT 0				Status - D		
Obstructions to Vision- NONE	Type Apch/Lndg -					
	Type Apen, Endg					
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apolly Lindy	FULL STOP				
Precipitation - NONE Condition of Light DAYLIGHT	Type Apcil/ Lildg					
Precipitation - NONE Condition of Light DAYLIGHTPersonnel Information		FULL STOP		AEDICAL -WAIV		·
Precipitation - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command	Age - 58	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT	Age - 58 Biennial Flight Review	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SELAND	Age - 58 Biennial Flight Review Current - UNK/NR	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SELAND	Age - 58 Biennial Flight Review Current - UNK/NR	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SELAND	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SELAND	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	FULL STOP Medical Certificat Fligh Total - Make/Model-				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	FULL STOP Medical Certificat				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	t Time (Hou 162 162 K/NR K/NR	urs) Last 24 H Last 30 D Last 90 D Rotorcraf		
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E 2432 FT RWY HAD A 224 FT DISPLACED THR	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR ESHOLD DUE TO TREES NEAR THE AP	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN CH END. THE PLT ST	t Time (Hou 162 162 K/NR K/NR	urs) Last 24 H Last 30 D Last 90 D Rotorcraf		
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E 2432 FT RWY HAD A 224 FT DISPLACED THR NDED, THE ACFT TOUCHED DOWN "SOMEWHAT DO"	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR ESHOLD DUE TO TREES NEAR THE AP	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN CH END. THE PLT ST	t Time (Hou 162 162 K/NR K/NR ATED THAT W S. HE STATE	urs) Last 24 H Last 30 D Last 90 D Rotorcraf	rs - ays- UNI ays- UNI t - UNI	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E 2432 FT RWY HAD A 224 FT DISPLACED THR NDED, THE ACFT TOUCHED DOWN "SOMEWHAT DO' AKING HAD LITTLE EFFECT BECAUSE THE FLAP	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR ESHOLD DUE TO TREES NEAR THE AP WN THE RWY PAST THE TRESHOLD" W S WERE STILL PROUDUCING LIFT ON	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN CH END. THE PLT ST ITH 25 DEG OF FLAP THE WINGS. THE PL	t Time (Hou 162 162 K/NR K/NR ATED THAT W S. HE STATE T THEN REAL	urs) Last 24 H Last 30 D Last 90 D Rotorcraf WHEN HE ED THAT LIZED THAT T	rs - ays- UNI ays- UNI t - UNI	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E 2432 FT RWY HAD A 224 FT DISPLACED THR NDED, THE ACFT TOUCHED DOWN "SOMEWHAT DO AKING HAD LITTLE EFFECT BECAUSE THE FLAP FT WAS TOO FAR DOWN THE RWY TO SAFELY GO	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR ESHOLD DUE TO TREES NEAR THE AP WN THE RWY PAST THE TRESHOLD" W S WERE STILL PROUDUCING LIFT ON AROUND. IT SUBSEQUENTLY WENT O	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN CH END. THE PLT ST ITH 25 DEG OF FLAP THE WINGS. THE PL F THE END & HIT A	t Time (Hou 162 162 K/NR K/NR ATED THAT W S. HE STATE T THEN REAL DITCH. THE	Last 24 H Last 30 D Last 90 D Rotorcraf WHEN HE ED THAT LIZED THAT T PA-28	rs - ays- UNH ays- UNH t - UNH	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E 2432 FT RWY HAD A 224 FT DISPLACED THR NDED, THE ACFT TOUCHED DOWN "SOMEWHAT DO' AKING HAD LITTLE EFFECT BECAUSE THE FLAP	Age - 58 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR ESHOLD DUE TO TREES NEAR THE AP WN THE RWY PAST THE TRESHOLD" W S WERE STILL PROUDUCING LIFT ON AROUND. IT SUBSEQUENTLY WENT O	FULL STOP Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN CH END. THE PLT ST ITH 25 DEG OF FLAP THE WINGS. THE PL F THE END & HIT A	t Time (Hou 162 162 K/NR K/NR ATED THAT W S. HE STATE T THEN REAL DITCH. THE	Last 24 H Last 30 D Last 90 D Rotorcraf WHEN HE ED THAT LIZED THAT T PA-28	rs - ays- UNH ays- UNH t - UNH	

6/03/84 A/C Reg. No. N7443R Time (Lc1) - 1400 CDT File No. - 958 LANSING, IL Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. AIRPORT FACILITIES.RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

 -Basic Information	 									~
Type Operating	Certificate	-NONE (GE	NERAL AVIA	TION)	Aircraft Da		•	Inju		
T C O 1		D.10.7.1.			SUBSTANTIA	L		Serious		
Type of Operati Flight Conducte					Fire NONE	Cre Pa:	ew O	0	0	1
Accident Occurr			1		NOINE	ra	55 0	U	O	•
-Aircraft Informat	1									
Make/Model -			_		del - LYCOMI	NG 0-360-F1A	6 ELT			
Landing Gear - Max Gross Wt -		RETRACTABL	E	Number Engir	nes - 1	0047710 0400	UDETOD :	Stall Warni	ng System	- YES
No. of Seats	4			Rated Power	- RECIPE	OCATING-CARB HP	URETUR			
-Environment/Opera	tions Infor	mation								
Weather Data			I.	tinerary			•	Proximity		
Wx Briefing Method	- FSS			Last Departur	re Point		ON AII	RPORT		
Method Completeness		1F		KENOSHA,WI Destination			Airport I	Data		
Basic Weather			1	SAME AS ACC	C/TNC		PALWA			
Wind Dir/Spee		KTS		JAME AS ACC	3, 1140			v Ident	- UNK/NR	
Visibility	- 10.0	SM		TC/Airspace				y Lth/Wid		50
Lowest Sky/C1	ouds -	12000 FT	SCATTERED	Type of Fligh	nt Plan - NO	NE		y Surface		
				Type of Clear			Runwa	y Status	- DRY	
Obstructions Precipitation				Type Apch/Lnd	dg - ST	RAIGHT-IN				
Condition of										
Pilot-In-Command	d		Age -	30 ial Flight Rev	Med	ical Certifi			O WAIVERS/	LIMIT
Certificate(s)	/Rating(s)		Bienn	ial Flight Rev urrent	/iew	FI.	ight Time (Hours)	4 11	
PRIVATE SE LAND			C)	urrent	- YES - 1	Make/Medel-	/85	Last 2	4 Hrs - O Dove- UN	1 IV /ND
JL LAND			Δ	onths Since · ircraft Type ·	- I - C-172RG	Instrument-	48	last 9	O Days- Or O Days-	45
			,	,, 0, 0, 0	0 172110	Trio cr amorre	, ,	2451 5	o bayo.	, 0
Instrument	Rating(s)	- NONE								
-Narrative										
ACFT WAS OBSERVED	BY WITNESS	SES TO SLO	W AND APPE	AR TO STALL AN	ND FALL TO T	HE RWY AS A	BURST OF PO	WER WAS HEA	RD. THE	
T WENT OFF THE RW	AND COLLIE									
						VEALED NO DI				

File No 836	6/19/84	WHEELING,IL	A/C Reg.	`No. N4608V 	Time (Lc1) - 1755	CDT
ccurrence #1 hase of Operation						
inding(s)					J. S. Carlotte	
1. WEATHER CONDITION 2. AIRSPEED - NOT 3. STALL/MUSH - NOT	MAINTAINED - PILO					
ccurrence #2 hase of Operation	HARD LANDING LANDING - FLARE/T	OUCHDOWN				
inding(s) 4. FLARE - IMPROPER 5. RECOVERY FROM BOU		ND MPROPER - PILOT IN COM	IMAND			
ccurrence #3 hase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH OBJECT				
inding(s)						
6. OBJECT - AIRCRAFT 7. DIRECTIONAL CON 8. GROUND LOOP/SWERV	TROL - NOT MAINTA	AINED - PILOT IN COMMA O - PILOT IN COMMAND	ND			
Probable Cause						

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

Basic Information							
Type Operating Certificate-NONE (GENERA		ircraft Damage			Injur		
Time of Openstion DEDCOMAL		SUBSTANTIAL	0	Fatal	Serious O	Minor O	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ire NONE	Crew Pass	0	0	0	1 0
Accident Occurred During -TAXI		NONE	Pass	O	U	O	U
-Aircraft Information							
Make/Model - CESSNA 172N		1 - LYCOMING 0-32					
Landing Gear - TRICYCLE-FIXED		s - 1			tall Warnin	g Syste	m - YES
Max Gross Wt - 2300 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATING - 150 HP	G-CARBURE	TOR			
Environment/Operations Information				~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~			
Weather Data	Itinerary	•		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point		ON AIRE			
Method - N/A	SAME AS ACC/						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/	INC		AL BAKE			
Wind Dir/Speed- 186/008 KTS						09	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3000 FT SCA Lowest Ceiling - 25000 FT BRO					Surface - Status -	DRY	TURF
Obstructions to Vision- NONE	Type Apch/Lndq			Runway	Status -	UKT	
Precipitation - NONE	Type Apch/ Lhdg	- NUNE					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 24	Medical Ce	ertificate	e - VALID	MEDICAL-WA	IVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Revi			t Time (Ho		- · - · · • / -	
STUDENT	Current -	N/A Total	- ~	64	Last 24 Last 30	Hrs -	UNK/NR
₹ %	Months Since -	N/A Make/N	fode1-	64	Last 30	Days-	UNK/NR
	Aircraft Type -	N/A Instru	ument-	3	Last 90	Days-	14
Instrument Rating(s) - NONE							
-Narrative							
STUDENT PILOT STATED THAT THE NOSE WHEEL	COCKED IN SAND WHILE	TAXING AND THE AC	CET NOSED	OVER.			

File No. - 874 6/22/84 KILBOURNE, IL A/C Reg. No. N734FP Time (Lc1) - 1145 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAXI - TO TAKEOFF Finding(s) 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 3. TERRAIN CONDITION - SOFT

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

----Probable Cause----

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft [200000			Inju	2422	
Type operating certificate-none (Gener	AL AVIATION)	SUBSTANT			Fatal	Serious		None
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	2
Accident Occurred During -LANDING								
-Aircraft Information							•	
Make/Mode1 - BARNES AX-7		Model - N/A					Activated	
Landing Gear - UNK/NR		gines - N/A			St	all Warniı	ng System	- NO
Max Gross Wt - 900		pe - N/A						
No. of Seats + UNK/NR	Rated Pow	er - N/A 						
-Environment/Operations Information								
Weather Data	Itinerary				Airport P		_	
Wx Briefing - FSS Method - TELEPHONE	Last Depar				OFF AIR	PORT/STRII	J	
Method - TELEPHONE Completeness - FULL	GENEVA,I Destination				Admmont Do	4.0		
Basic Weather - VMC	LOCAL				Airport Da	ta		
Wind Dir/Speed- 350/015 KTS	LOCAL				Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds - 2500 FT	Type of F1		NONE			Surface		
Lowest Ceiling - 2500 FT BRO	KEN Type of C1	earance - M	NONE				- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - F	FULL STOP					
Precipitation - NONE								
Condition of Light - DUSK								
-Personnel Information								
Pilot-In-Command	Age - 43		edical Cert				D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight				t Time (Ho			u.c. / s.um
PRIVATE,COMMERCIAL SE LAND,ME LAND	Current Months Since	- UNK/NR	Total	- UN	K/NR 94	Last 2	4 Hrs - UN O Days- UN	
FREE BALLOON	Aircraft Typ	,						
FREE BALLOUN	All Chart Typ	e - UNK/NK	Multi-En		K/NK K/ND	Potorc	0 Days- UN raft - UN	IK/ND
			Marcren	g - 0N	N/ NK	ROTOLC	iait oi	IN/ INK
Instrument Rating(s) - AIRPLANE								
-Narrative PLT RECEIVED A WX BRIEFING BEFORE THE FL ING FLT, THE WINDS SUDDENLY PICKED UP & T LIDED WITH TREES BEFORE THE DESCENT RATE DEG AT 15 KTS GUSTING 25 KTS.	HE PLT ATTEMPTED A	LANDING. A F	RAPID RATE	OF DES	CENT DEVEL	OPED & TH	E BALLOON	

6/23/84 A/C Reg. No. N4048F Time (Lc1) - 2005 CDT File No. - 905 BATAVIA, IL Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. LIGHT CONDITION - DUSK 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER CONDITION - HIGH WIND 5. WEATHER CONDITION - GUSTS Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. PRECAUTIONARY LANDING - DELAYED - PILOT IN COMMAND 7. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 8. OBJECT - TREE(S)

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

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

----Probable Cause----

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	ge		Inju		
		SUBSTANTIAL		Fatal	Serious		
Type of Operation -PERSONAL		Fire	Crew	0		0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - PIPER PA-32-260	Eng Make/	Model - LYCOMING	0-540-E4B5	ELT	Installed/	Activate	ed - YES/N
Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1	•	S	tall Warni	ng Syste	em - YES
Max Gross Wt - 3400		pe - RECIPROC	ATING-CARBURE	TOR			
No. of Seats - 6	Rated Pow	ver - 260 H	P				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	Last Depar	ture Point		OFF AI	RPORT/STRI	P	
Method - UNK/NR	SAME AS	ACC/INC					
Completeness - UNK/NR	Destination	1		Airport D	ata		
Basic Weather - VMC	ROMEOVIL	LE,IL					
Wind Dir/Speed- 070/009 KTS		•				- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface		
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORC	ED LANDING	1			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42		al Certificat			AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (H			
PRIVATE	Current		otal -		Last 2		
SE LAND	Months Since	e - 10 M	ake/Model-	47	Last 3	O Days-	UNK/NR
	Aircraft Typ	e - UNK/NR I	nstrument-	6	Last 9	O Days-	UNK/NR
Instrument Rating(s) - NONE							
Narrative							

6/25/84 	KANKAKEE,IL	A/C Reg.	No. N40712	Time (Lc1) -	1400 CDT
· ·	· · · · · · · · · · · · · · · · · · ·				
/ATION FOR POSITION - IM	IPROPER - PILOT IN COMM	AND		•	
FORCED LANDING DESCENT - EMERGEN	ICY				
	ON WITH TERRAIN				
	TAKEOFF - INITIAL T - INADEQUATE - VATION TOR POSITION - IN FORCED LANDING DESCENT - EMERGEN	VATION TOR POSITION - IMPROPER - PILOT IN COMM/ FORCED LANDING DESCENT - EMERGENCY	TAKEOFF - INITIAL CLIMB T - INADEQUATE - PILOT IN COMMAND VATION TOR POSITION - IMPROPER - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY	TAKEOFF - INITIAL CLIMB T - INADEQUATE - PILOT IN COMMAND VATION TOR POSITION - IMPROPER - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY	TAKEOFF - INITIAL CLIMB T - INADEQUATE - PILOT IN COMMAND VATION TOR POSITION - IMPROPER - PILOT IN COMMAND FORCED LANDING DESCENT - EMERGENCY

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

File No 957 6/10/84 MADI:	SON, IN A/C	Reg. No. N8055W	1	ime (Lc1) -	0900 EST	
Basic Information Type Operating Certificate-NONE (GENER)		aft Damage		Injur		
		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTION		Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - GRUMMAN AA-1C		LYCOMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 1560	3 ,	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	,	nt	ON AIR	RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			ON MUNICIPAL		
Wind Dir/Speed- 045/005 KTS	ATO /A !				21	60
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	- NONE		/ Lth/Wid -		60
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance			/ Surface, - / Status -		
Obstructions to Vision- NONE	Type of Creamance Type Apch/Lndq		Runway	/ Status -	DRT	
Precipitation - NONE	Type Apcil/ Liliag	TOUCH AND GO				
Condition of Light - DAYLIGHT		TOOCH AND GO				
Personnel Information						
Pilot-In-Command	Age - 50	Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
STUDENT	Current - N/A	Total -		Last 24		1
	Months Since - N/A	Make/Mode1-		Last 30		•
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	9
Instrument Rating(s) - NONE						
						
Narrative HE STUDENT PLT WAS PRACTICING TOUCH-&-GO LAI HAT WHEN HE TOUCHED DOWN, THE AERONCA WAS S THER ACFT. THE PLT STATED HE HAD LIFTED OFF N THE GRASS OFF THE RIGHT SIDE OF THE RWY.	TILL ON THE RWY, SO HE DEC	IDED TO ABORT THE LA	NDING TO A	AVOID THE		

6/10/84 File No. - 957 MADISON, IN A/C Reg. No. N8055W Time (Lc1) - 0900 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. OBJECT - AIRCRAFT MOVING ON GROUND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. ABORTED LANDING - DELAYED - PILOT IN COMMAND 4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. STALL - INADVERTENT - PILOT IN COMMAND 7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - 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) 3,4,6

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	ircraft Damage			Iniu	ries	
Type operating certificate work (GENER		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTION	AL F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 152		1 - LYCOMING 0-2					d - YES-UN
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engine	s - 1 - RECIPROCATIN	IC-CADBUDET	51 -00	all Warni	ng Syste	m - YES
No. of Seats - 2	Rated Power		IG-CARBURE I	UK			
-Environment/Operations Information							
Weather Data	Itinerary	5		Airport F			
Wx Briefing - UNK/NR Method - UNK/NR	Last Departure			ON AIRF	ואטי		
Completeness - UNK/NR	SAME AS ACC, Destination	INC	,	Airport Da	.+-		
Basic Weather - VMC	LOCAL		•	BAER F			
Wind Dir/Speed- 060/007 KTS	ESOAL					- 09	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clears	ance - VFR		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE		TRAFFIC		-			
Precipitation - NONE		TOUCH AN	ID GO				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 33	Medical C	Certificate	- VALTO	MEDICAL -N	N WATVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		t Time (Ho			-,
STUDENT	Current -	N/A Total	-	39	Last 2	4 Hrs -	1
	Months Since -	N/A Make/ N/A Instr	Mode1-	29	Last 3	O Days-	UNK/NR
	Aircraft Type -	N/A Instr	rument-	5	Last 9	O Days-	10
Instrument Rating(s) - NONE				· · · · · · · · · · · · · · · · · · ·			
-Narrative							

6/29/84 A/C Reg. No. N94111 File No. - 940 FT. WAYNE, IN Time (Lc1) - 1100 EST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 2. FLARE - IMPROPER - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING 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

File No 879	7/01/84	INDIANAPO	OLIS,IN A/	C Reg. No. N21770		Т	ime (Lc1)	- 1030 E	ST
Basic Information Type Operating Certific	ate-NONE	(GENERAL A		raft Damage				ıries	
		•		STANTIAL		atal	Serious		
Type of Operation			Fire		Crew	0	0		1
Flight Conducted Under Accident Occurred Durin	−14 Cl ig −LAND	FR 91 ING	NON	E	Pass	0	0	0	0
Make/Model - NORTH A	MERICAN	P-51 MUSTANO	X Fng Make/Model -	RANGER V770		FIT	Installed,	/Activate	d - NO -N
Landing Gear - TAILWHE							tall Warn		
Max Gross Wt - 11600				RECIP-FUEL INJEC	TED	J			
No. of Seats - 1			Rated Power -						
-Environment/Operations Ir	formation	 n							
Weather Data		• •	Itinerary		Α.	irport	Proximity		
Wx Briefing - NO RE	CORD OF	BRIEFING	Last Departure Po	int		ON AIR			
Method - N/A			INDIANAPOLIS, IN						
Completeness - N/A			Destination		Aiı	port Da	ata		
Basic Weather - VMC			LOCAL			MT. CO			
Wind Dir/Speed- 020/0							Ident		
Visibility - 5.			ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -	25000	FT OVEROAS	Type of Flight Pl	an - NONE			Surface		IE
Lowest Ceiling Obstructions to Visio		FI UVERCAS	Type of Clearance Type Apch/Lndg	- TRAFFIC DATE	EDN	Runway	Status	- DRT	
Precipitation			Type Apch/ Lindg	FULL STOP	EKIN				
Condition of Light		GHT		FOLL STOP					
Personnel Information									
Pilot-In-Command		Aae	e - 54	Medical Certi	ficate -	- VALID	MEDICAL-V	VAIVERS/L	IMIT
Certificate(s)/Rating(s)	Bie	ennial Flight Review		Flight ¹	Time (H	ours)		
PRIVATE			Current - YES	Total	- ÜNK/I	NR	Last 2	24 Hrs -	UNK/NR
SE LAND, ME LAND			Months Since - 1	Make/Mode	1 -	15	Last 3	30 Days-	UNK/NR
			Aircraft Type - UNK	/NR Instrumen	t- UNK/I	NR	Last 9	0 Days-	UNK/NR
				Multi-Eng	- 2	50	Rotoro	craft -	UNK/NR
Instrument Rating(s) - NON	E							
Namattua									
-Narrative DUNCED LANDING OCCURED DUR	TNO WITTO			0. 1. 0. 1. 5. 5. 4. 6. 0. 0. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.					

File No. - 879 7/01/84 INDIANAPOLIS, IN A/C Reg. No. N21770 Time (Lcl) - 1030 EST HARD LANDING Occurrence #1 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 Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

	NTA,KS A/C R	eg. No. N4452Y	T	ime (Lc1)	- 0855 CD	Ŧ
-Basic Information Type Operating Certificate-AGRICULTURA		t Damage		Inju		
	DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL	ICATION Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	ON GRO	UND Pass	0	0	0	0
-Aircraft. Information						
Make/Model - PIPER PA-25-235	Eng Make/Model - LY	COMING 0-540-B2B5	ELT :	Installed/	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni		
Max Gross Wt - 2900		CIPROCATING-CARBURETO		carr warm.	g cycle	
No. of Seats - 1	9 ,,	235 HP	IX.			
-Environment/Operations Information						
Weather Data	Itinerary	Α	irport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point			RPORT/STRI	P	
Method - UNK/NR	SAME AS ACC/INC		O	.,,	•	
Completeness - WEATHER NOT PERTINEN		A +	rport Da	2+2		
Basic Weather - VMC	LOCAL	AI	rport be	ala		
Wind Dir/Speed- 040/015 KTS	LUCAL		D	T -1 1	/.	
	A== /			Ident		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 3000 FT	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - 3000 FT BRO			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificate	- VALID	MEDICAL-N	O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight				
COMMERCIAL	Current ~ VES	To+al - 10			4 Hrs -	3
SE LAND	Months Since - 1					
SE EARD	Months Since - 1 Aircraft Type - C-150	Make/Model- 2 Instrument- UNK/	ND	Last 0	O Days 0	62
	All Clart Type - C-150	Multi-Eng - UNK/			raft - U	NV/ND
		Multi-Eng - DINK/	NR	ROTOPO	raft - U	INK/INK
Instrument Rating(s) - NONE	1					

File No. - 994 6/10/84 SATANTA,KS A/C Reg. No. N4452Y Time (Lc1) - 0855 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. MANEUVER - INITIATED - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

Basic Informat Type Operati		and a ACDICUI								
T a.f. 0		a te-AGRICUL	TURAL AIRCRA		craft Damage	•	Fatal	Injur		Nama
			APPLICATION	Fir		Crew		Serious O	Minor O	None 1
Flight Condu Accident Occ					GROUND	Pass	_		0	0
Aircraft Infor Make/Model		PA-25-235		Eng Make/Model				Installed/A		- NO -N/A
Landing Gear Max Gross Wt No. of Seats	- TAILWHE		D	Number Engines Engine Type	- 1		S	tall Warnir		
Environment/Op		 nformation	. 						,	
Weather Data			1.	tinerary				Proximity		
Wx Briefing Method		CORD OF BRI		Last Departure P	oint		OFF AI	RPORT/STRIF	•	
Completene Basic Weathe			t	Destination LOCAL			Airport D	ata		
Wind Dir/S	peed- 280/0	005 KTS		LUCAL			Runwav	Ident -	N/A	
Visibility	- 15	O SM	Α-	TC/Airspace				Lth/Wid -	N/A	
Lowest Sky	/Clouds -	6000 F1	SCATTERED	Type of Flight P				Surface -		
Obstructio Precipitat	ling ons to Visio ion of Light			Type of Clearanc Type Apch/Lndg	- FORCE	DLANDING		Status -	· N/A	
Personnel Info		-								
Pilot-In-Comm Certificate		(s)	Age ~ Rienn	ial Eliabt Peview			ht Time (H	MEDICAL-WA	(I VEK2/ LIM	11
COMMERCI		(3)	Cı	urrent - YE onths Since - 2 ircraft Type - C-	S To	ta1 -		Last 24	Hrs -	9
SE LAND	-		Me	onths Since - 2	Mai	ke/Mode1-	300	Last 30	Days- UN	K/NR
			Α	ircraft Type - C-	150 Ins Mu	strument- lti-Eng -	49 12	Last 90	Days-	148
Instrume	ent Rating(s) - NONE								
Narrative DURING A SWATH RUN CHEMICAL LOAD. ENG	RPM CONTI	NUED DECREAS	G POWER. THE SING SO HE E	PLT PULLED UP &	LOOKED FOR A	A PLACE TO AT WAS BEIN	LAND, THEN	DUMPED HIS		

File No. - 1000 6/29/84 ATWOOD,KS A/C Reg. No. N6797Z Time (Lc1) - 0710 CDT LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, VALVE - JAMMED 2. ENGINE ASSEMBLY, PUSH ROD - BENT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

•	(GENERAL AVIATION)	Aircraft Da			Injur		
T 0.0	•••	SUBSTANTIA		Fatal	Serious	Minor	Nor
Type of Operation -PERSO Flight Conducted Under -14 CF		Fire NONE	Crew Pass	-	0	1	C
Accident Occurred During -LANDI		NUNE	Pass	U	U	ī	·
Aircraft Information							
Make/Model - CESSNA P210N		ke/Model - CONTIN	IENTAL TSIO-520		Installed/A		
Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 3400	ABLE Number Engine	Engines - 1	FUEL INJECTED	S	tall Warnin	g System	- YES
No. of Seats - 6	Rated		HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last De FARGO	parture Point		ON AIR	PORT		
Completeness - UNK/NR	Destinat	•		Airport D	ata		
Basic Weather - VMC	CHANU			FORBES			
Wind Dir/Speed- 210/014 KTS		-, -		Runway	Ident -	13	
Visibility - 10.0 SM	ATC/Airsp				Lth/Wid -		200
	FT SCATTERED Type of				Surface -		
Lowest Ceiling - NONE		Clearance - If	R RAFFIC PATTERN	Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	туре ар	ch/Lndg - TF	AFFIC PATTERN				
Condition of Light - DAYLIG	НТ						
Personnel Information							
Pilot-In-Command	Age - 47	Med	lical Certifica			IVERS/LIM	1IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flig Current	nt Review - YES	Total -	ht Time (H 3234	ours) Last 24	Hre -	4
SE LAND.ME LAND		nce - 12	Make/Model-		_	Days- UN	
02 = mis , me		Type - UNK/NR	Instrument-		Last 90		53
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -			,	
Instrument Rating(s) - AIRP	LANE						
Instrument Rating(s) - AIRP	LANE						

7/08/84 Time (Lc1) - 1215 CDT File No. - 918 TOPEKA,KS A/C Reg. No. N5537W Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SOFT 8. TERRAIN CONDITION - WET

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) 2,3,7,8

----Probable Cause----

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) A	ircraft Damage			Injuries		
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	•	SUBSTANTIAL		Fata1	•		None
Type of Operation -PERSONAL		ire	Crew	0	0	Ö	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	3
Aircraft Information					,		
Make/Model - CESSNA 172		1 - LYCOMING 0-3	20-H2AD				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300	Number Engine	S - 1 - RECIPROCATIN	C-CARRURE	51 TOD	tall Warnin	g System	- YES
No. of Seats - 4	Rated Power		G-CARBURE	IUK			
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Doint		Airport F			
Method - N/A	SAME AS ACC			UN AIRF	UKI		
Completeness - N/A	Destination	INC		Airport Da	nta		
Basic Weather - VMC	AUGUSTA, KS				NT HOTEL		
Wind Dir/Speed- 035/005 KTS				Runway	Ident -	36	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cleara		ANDING	Runway	Status -	DRY	
Precipitation - NONE	Type Apcil/ Endg	- FORCED L	ANDING				
Condition of Light - DAYLIGHT							
Personnel Information					MED TO A 1 NO		****
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 20 Biennial Flight Revi	Medical C		e - VALID it Time (Ho	MEDICAL-NO	WAIVERS/	LIMII
PRIVATE	Current -	YES Total	riigr -	51	Last 24	Hrs -	1
SE LAND	Current - Months Since -	2 Make/	Model-	6	Last 30	Days- UN	K/NR
	Current - Months Since - Aircraft Type -	C-152 Instr	ument-	3	Last 90	Days-	9
Instrument Rating(s) - NONE							
PLT WAS TAKING OFF TO THE NORTH ON A SOD	DWY WITH A LIGHT NOS	THEAST WIND THE	DWV MVC	OUTLINED A	אודם טוט		
MOBILE TIRES. THE PLT ELECTED TO USE THE							
						LIZER	
-OFF, THE ACFT DRIFTED LEFT & THE LEFT MA							

File No. - 975 7/11/84

BEUAMONT, KS

A/C Reg. No. N21AT

Time (Lc1) - 1515 CDT

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND

- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 4. OBJECT AIRPORT FACILITY

----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-AGRICULTURAL	AIRCRAFT Aircraf	t Damage		Injuries		
	SUBSTAI	NTIAL			nor No	
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	CATION Fire NONE	Crew Pass	0	-	-	0
Aircraft Information Make/Model - AERO COMMANDER S2R Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - P&I Number Engines - 1 Engine Type - REG Rated Power -	N R-134-0 CIPROCATING-CARBURE 600 HP	Sta	stalled/Activ 11 Warning Sy		-N/
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point GARDEN CITY,KS		Airport Pro	oximity DRT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Data			
Wind Dir/Speed- 135/005 KTS Visibility - 10.0 SM	ATC/Airspace		Runway I	dent - N/A th/Wid - N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		urface - N/A		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- NONE	Runway S	tatus - N/A		
Personnel Information Pilot-In-Command	Age - 35	Medical Certificat	e - VALID MI	FDICAL-NO WAT	VFRS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Éliah	t Time (Hou	rs)		
COMMERCIAL SE LAND	Current - YES Months Since - 20 Aircraft Type - UNK/NR	Total - Make/Model-	1792 78 K/NR K/NR	Last 24 Hrs Last 30 Day Last 90 Day Rotorcraft	s - UNK/NR vs- UNK/NR vs- 1.14 - UNK/NR	
Instrument Rating(s) - NONE						
Narrative E PLT STATED THAT AFTER THE ACFT WAS FUELED NKS WERE FULL. HE STATED THE LEFT FUEL GAGE N, WHEN THE RIGHT TANK REACHED 1/4, HE SWIT LOST ALL POWER. THE PLT STATED THAT AFTER DPED THE ACFT TO AVOID CONTACTING A DIRT BE	HAD BEEN INOPERATIVE ABOVE CHED TO THE LEFT TANK AND TI THE SOFT FIELD LANDING HE A	1/2 TANK OF FUEL. HE ENGINE BEGAN RUN	DURING A SPI NING ROUGH	RAY THEN		

File No. - 882 7/24/84 GARDEN CITY, KS A/C Reg. No. N3669X Time (Lc1) - 1030 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE 4. FLUID, FUEL - EXHAUSTION 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DIRT BANK 7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.4.5

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

Basic Information Type Operating		e-NONE (GEN	ERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious	ies Minor	None
Type of Operat Flight Conduct Accident Occur	ed Under			Fire NONE	Crei Pas:		0	2 1	0
Aircraft Informa									
	- SIKORSKY			odel - WRIGHT	R-1820-84		Installed/		
Landing Gear		-ALL FIXED	Number Eng		OCATING-CARBU		tall Warnir	ig System	1 - NU
Max Gross Wt No. of Seats			Engine Typ Rated Powe			KETUK			
Environment/Oper	 ations Info	rmation							
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing Method	- NO RECO - N/A	RD OF BRIEF					RPORT/STŔIF	•	
Completeness			Destination	,		Airport D	ata		
Basic Weather			SAME AS A	CC/INC		•			
Wind Dir/Spe	ed- 270/006	KTS				Runway	Ident -	- N/A	
Visibility		SM	ATC/Airspace			Runway		- N/A	
Lowest Sky/C		CLEAR		ght Plan - NO				- N/A	
Lowest Ceili		NONE		arance - NO		Runway	Status ·	- N/A	
Obstructions Precipitatio Condition of	n -	NONE NONE DAYLIGHT	Type Apch/L	ndg - F0 ,	RCED LANDING				
Personnel Inform	 ation								
Pilot-In-Comman			Age - 33	Med	lical Certific	ate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s			Biennial Flight R			ght Time (H			
COMMERCIAL			Current	- YES	Total -	3124	Last 24	1 Hrs -	2
NONE			Months Since		Make/Model-	63	Last 30	Days- l	JNK/NR
HELICOPTER			Aircraft Type	- UNK/NR	Instrument-	69	Last 90	Days-	63
•							Rotorci	raft -	3124
Instrument	Rating(s)	- UNK/NR							
Narrative		,							
	OVERING ARO	VE TREES AT	ABOUT 100 FT AGL WHE	N THE TAIL RO	TOR CHIP DETE	CTOR LGT FI	ICKERED SVI	RL TIMES	-
			ED BY A LOUD GRINDING						
			ING 3 TURNS TO THE RI						
		N EXAM OF T	HE INTERMEDIATE TAIL	ROTOR GEAR BO	X DISCLOSED T	HAT 6 TEETH	IN THE IN	PUT BEVE	_
R BLADES WERE BR									
R BLADES WERE BR	5-64114, HA	D FAILED IN	I THE ROOT AREA. A MET	ALLURGICAL EX	AM DETERMINED	THAT THE F	AILURE ZONI	HAD	

File No 8	76 2/13/84 MORGAN CITY,LA	A/C Reg. No. N70709	Time (Lc1) - 1630 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFU HOVER	NCTION	
Finding(s) 1. ROTOR DRIVE SYS	TEM,INTERMEDIATE GEAR BOX(42 DEG) - FATIG	UE »	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. AUTOROTATION -	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 3. OBJECT - TREE(S	()		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 1	ortation Safety Board determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 3		

	SUBSTA	NTIAL	Fatal	Serious			
Type of Operation -BUSINESS	Fire	Crev	-	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	. 0	0	O	3	
Aircraft Information							
Make/Model - CESSNA A185F	Eng Make/Model - CO			Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350	Number Engines - 1 Engine Type - RE		S	tall Warnin	g System	- YES	
No. of Seats - 6	Rated Power -	300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFI		:	ON AIR	STRIP			
Method - N/A	SAME AS ACC/INC		4.1 D	_4_			
Completeness - N/A Basic Weather - VMC	Destination BATON ROUGE,LA		Airport D	ata S ISLAND			
Wind Dir/Speed- 045/015 KTS	BATON ROUGE, LA				09		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -	-	INK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance	- NONE			DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	ate - VALID	MEDICAL-NO	WATVERS/	'I TMTT	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F				
PRIVATE	Current - YES	Total -	•	Last 24	Hrs -	2	
SE LAND, ME LAND	Months Since - 19	Make/Model-	116		Days- UN	IK/NR	
	Aircraft Type - UNK/NR		60	Last 90		36	
		Multi-Eng -	1500	Rotorcr	aft -	4	
Instrument Rating(s) - NONE						. 	
Narrative PLT ESTIMATED THAT THE WIND WAS FROM TH							

File No 9	84 4/15/84 	GRAND ISLE,LA	A/C Reg.	No. N2177Q	Time (Lcl) - 1700 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF - INITIAL				
5. LIFT-OFF - PREM 6. PROPER ALIGNMEN 7. STALL/MUSH - IN	ON - CROSSWIND ON - GUSTS R WIND CONDITIONS - ATURE - PILOT IN CO T - NOT MAINTAINED ADVERTENT - PILOT 1	- PILOT IN COMMAND IN COMMAND			
Occurrence #2 Phase of Operation					
Finding(s) 8. TERRAIN CONDITI 9. TERRAIN CONDITI	ON - SOFT				
Occurrence [*] #3 Phase of Operation	MAIN GEAR COLLAPS	SED			
Finding(s) 10. LANDING GEAR,MA					
Occurrence #4 Phase of Operation	OTHER				
Probable Cause					
The National Transpois/are finding(s) 4,		rd determines that th	ne Probable Cause	s) of this accide	ent

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

File No 983 4/15/84 MONTE	REY,LA A/C Reg	. No. N8284F	Т	ime (Lc1)	- 1630 CS	T .
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Inju	ıries	
	DESTROYE	D	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA 150F	Eng Make/Model - CONT	INENTAL 0-200-A	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 1600	Engine Type - RECI	PROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power - 1					
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STR]	P	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	UNK/NR		PRIVAT	E		
Wind Dir/Speed- 340/012 KTS			Runway	Ident	- 34	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runwav	Surface	- GRASS/TU	URF
Lowest Ceiling - NONE	Type of Clearance -		•		- DRY	
Obstructions to Vision- NONE	,,	NONE		•		
Precipitation - NONE	rype riperity arriag					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 58	ledical Certificat	e - VALID	MEDICAL-V	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	136	Ĺast 2	14 Hrs -	2
SE LAND	Months Since - 6		29	Last 3	80 Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	0		O Days-	, 6
Instrument Rating(s) - NONE						
Narrative						
E PLT LANDED AT AN IMPROVED PRIVATE STRIP.						
STING TO 14 KTS. AFTER LIFT-OFF THE ACFT "C						
O OF THE STRIP. HOWEVER, THE PLT STATED THA	T HE ENCOUNTERED TURBULENCE (VER THE LOW TREES	& WAS CO	NCERNED A	BOUT	
EARING A SINGLE REMAINING TALL TREE. SUBSEQ						
	T LONG THE OWNER CATE IT WAS	1500 ET LONG & C	AME TO AN	ABRUPT ST	OP.	
DUND. THE PLT REPORTED THE STRIP WAS 3000 F		1300 II LUNG G	AME TO AT	ADNO	01	
JUND. THE PLT REPORTED THE STRIP WAS 3000 F ERE THE POWER LINE & A ROAD RAN PERPENDICUL		1500 II LONG & C	AME 75 AM	ADNO O.	O.	

File No. - 983 4/15/84 MONTEREY,LA A/C Reg. No. N8284F Time (Lc1) - 1630 CST

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

- 1. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 2. WEATHER CONDITION GUSTS
- 3. WEATHER CONDITION TURBULENCE
- 4. OBJECT TREE(S)
- 5. CLEARANCE NOT ATTAINED 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

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

Type Operating Certificate-ON-DEMAND AIR TANAME of Carrier -SOUTHERN SEAPLAN Type of Operation -NON SCHED, DOMEST Flight Conducted Under -14 CFR 135 Accident Occurred During -OTHER Aircraft Information Make/Model - CESSNA 185F	E INC MINOR	Crew Pass	_	-	uries Minor O 1	None O 1
Type of Operation -NON SCHED,DOMEST Flight Conducted Under -14 CFR 135 Accident Occurred During -OTHER	IC,PASSENGER Fire NONE	Pass	0	1	0	•
Accident Occurred During -OTHER			0	0	1	1
Make/Model - CESSNA 185F						
	Eng Make/Model - CON	TINENTAL IO-520-D	ELT I	nstalled	/Activated	- YES/N
Landing Gear - AMPHIBIAN	Number Engines - 1		St	all Warn	ing System	- YES
Max Gross Wt - 3100	Engine Type - REC	IP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRP	ORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	.ta		
Basic Weather - VMC	UNK/NR					
Wind Dir/Speed- 230/007 KTS			Runway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information		M	+- WALTD	MEDICAL	LIATIVEDS (LTA	47 T
Pilot-In-Command Age Certificate(s)/Rating(s) Bie		Medical Certifica			MAINER2/ LIM	41.1
COMMERCIAL	nnial Flight Review Current - YES	Total -	ht Time (Ho		24 Hrs ~	6
SE LAND, ME LAND	Months Since - 8	Make/Model-			30 Days-	45
GLIDER	Aircraft Type - UNK/NR		46		90 Days-	135
GLIDER	ATTCIATE Type - UNK/NK	Multi-Eng -	37	Last	90 Days	133
Instrument Rating(s) - AIRPLANE						
Instrument Rating(s) - AIRPLANE						

File No 9	74 4/18/84	BELLE CHASSE, LA	A/C Reg. No. N69GV	Time (Lc1) - 0730 CST
Occurrence #1 Phase of Operation	ON GROUND COLLIS	ION WITH OBJECT		
Finding(s) 1. STARTING PROCED 2. POWERPLANT CONT 3. OBJECT - FENCE	ROLS - INADVERTENT	USE - PILOT IN COMMAND		
	ON GROUND COLLIS			
Occurrence #3 Phase of Operation	NOSE DOWN OTHER			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the F	Probable Cause(s) of this acciden	t .
Factor(s) relating t	o this accident is	/are finding(s) 3		

Type Operating	Certificate	-NONE (GENERAL	AVIATION)	Aircraft				•	ıries		
_				SUBSTAN			atal	Serious			
Type of Operati		-INSTRUCTIONAL		Fire		rew	0	0	0		
Flight Conducte Accident Occurr		-14 CFR 91 -LANDING		NONE	P:	ass	0	0	0	0	
-Aircraft Informat	tion										
	- CESSNA 152	•			DMING 0-235-L2					ed - YES/YE	
Landing Gear		IXED		gines - 1				tall Warn	ing Syste	em - YES	
Max Gross Wt -					IPROCATING-CAR	BURETOR	र				
No. of Seats	- 2		Rated Pow	er -	110 HP						
-Environment/Opera	ations Infor	mation									
Weather Data			Itinerary			Α.	irport	Proximity			
Wx Briefing		RD OF BRIEFING		ture Point			ON AIR	PORT			
Method	- N/A		SAME AS								
Completeness	•		Destination	1		Air	port D				
Basic Weather			LOCAL					LE-DRAPER	00		
Wind Dir/Spec Visibility		SM	ATC/Airspace					Ident Lth/Wid	- 36	/ 100	
Lowest Sky/Ci		CLEAR		ight Plan -	NONE			Surface			
Lowest Ceilir		NONE		earance -					- DRY	- '	
Obstructions			Type Apch/		TRAFFIC PATTE	RN	Kanway	514145	DIC I		
Precipitation		NONE	Type Apony	Linag	TOUCH AND GO						
Condition of		DAYLIGHT			,						
-Personnel Informa	 ation										
Pilot-In-Command	d		Age - 21		Medical Certif	icate -	- VALID	MEDICAL-	NO WAIVER	RS/LIMIT	
Certificate(s			Biennial Flight				Time (H				
COMMERCIAL			Current	- YES	Total		86		24 Hrs -	- •	
SE LAND, ME	LAND		Months Since		Make/Mode1		62		30 Days-		
			Aircraft Typ	e - UNK/NR	Instrument Multi-Eng		55 6	Last 9	00 Days-	167	
Instrument	Rating(s)	- AIRPLANE									
-Narrative										 	
	THE ON THE	DUAL TAICTBUCTT	ONAL FLT, THE AC	ET VEEDED .T	n TUE LEET TU	E THETI	DUCTOR	TOOK OVER	THE		

File No. - 925 4/01/84 HOPEDALE, MA A/C Reg. No. N46837 Time (Lc1) - 1150 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI) 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) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating		-NONE (GENERA	AVIATION)	Aircraft D	amace		Iniu	ıries	
.,pe sporarmy	00, 01, 100,0	HONE (GENERA	L AVIATION,	SUBSTANTI		Fatal	Serious		None
Type of Operati		-PERSONAL		Fire	Cre	w O	0	1	0
Flight Conducte				NONE	Pas	s 0	1	1	1
Accident Occurr	ed During	-LANDING							
Aircraft Informat									
	CESSNA 172				NENTAL 0-300-D	ELT	Installed/	'Activated	- YES/Y
Landing Gear -		IXED		ngines - 1			Stall Warni	ing System	- YES
Max Gross Wt -			Engine T	,	ROCATING-CARBU	RETOR			
No. of Seats	4		Rated Po	wer - 14	5 HP				
Environment/Opera	tions Infor	mation		•					
Weather Data	NO 55055		Itinerary				Proximity		
Wx Briefing		D OF BRIEFING		rture Point		OFF A	[RPORT/STR]	[P	
Method Completeness	- N/A		SAME AS Destinatio	ACC/INC		Airport [
Basic Weather			LOCAL	on .			NGTON CO. F	ECTONAL	
Wind Dir/Spee		KTS	LOCAL				/ Ident	- 27	
Visibility			ATC/Airspac	:e				- 5450/	150
Lowest Sky/C1			TERED Type of F	light Plan - N	ONE		/ Surface		
Lowest Ceilin				learance - N			Status		
Obstructions			Type Apch	ı/Lndg - T	RAFFIC PATTERN				
Precipitation				_					
Condition of	Light -	DAYLIGHT							
Personnel Informa									
Pilot-In-Command			Age - 48	Me	dical Certific			AIVERS/LIM	IIT
Certificate(s)	/Rating(s)		Age - 48 Biennial Flight	Review		ght Time (H			
PRIVATE			current	- 163			Last	24 Hrs -	1
SE LAND				e - UNK/NR pe - UNK/NR		173	Last	30 Days- UN 30 Days-	IK/NR
			Aircraft ly	pe - UNK/NK	Instrument-	4	Last	O Days-	8
Instrument	Pating(e)	- NONE							
Narrative									
PLT INITIATED A 5									
HEAT & SLOWED TH	E ACFT. WHE	N IT APPEARED	HE WAS GOING TO	LAND SHORT. H	IE ADDED POWER,	BUT THE E	NG WOULD NO	T RESPOND.	

File No 9	03 4/01/84 HAGERSTOWN,MD	A/C Reg. No. N2477L	Time (Lc1) - 1505 EST
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. UNDETERMINED			
	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra DESTR	ft Damage	Ental	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew	_	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass		Ö	i	Ö
Accident Occurred During -LANDING			-	-		
Aircraft Information						
Make/Model - BEECH B24R		YCOMING IO-360-A1B6		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warni	ng System	- YES
Max Gross Wt - 2750	Engine Type - R					
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PURI		
Method - N/A	OCEAN CITY, MD		4	- 1 -		
Completeness - N/A Basic Weather - VMC	Destination		Airport D HYDE F			
Wind Dir/Speed- 130/010 KTS	SAME AS ACC/INC			Ident	2.1	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		30
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		30
Lowest Ceiling - NONE	Type of Clearance				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Karmay	o tu tu o	U	
Precipitation - NONE	rype riperry array	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 57				AIVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE	Current - YES	Total -	919	Last 2	4 Hrs -	2
SE LAND	Months Since - 6			Last 3 Last 9		
	Aircraft Type - UNK/N	R Instrument-	223	Last 9	O Days-	10
Instrument Rating(s) - AIRPLANE						
This trument Rating(s) - AIRPLANE						
Narrative						
MAIN RWY AT THE ARPT WAS CLOSED DUE TO RE	SURFACING. THE PLT WAS ATT	EMPTING A LANDING O	N RWY 31 K	NOWING IT	WOULD BE	
LIBERATE DOWNWIND LANDING. ACCORDING TO T						
TRAFFIC DIRECTLY INTERFERS WITH TRAFFIC A						E
IRAFFIC DIRECTLY INTERFERS WITH TRAFFIC A	TO A MERICAL AND THE TELL E					

File No. - 902 4/27/84 CLINTON,MD A/C Reg. No. N6605R Time (Lc1) - 1335 EST

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND

- 2. PROPER TOUCHDOWN POINT EXCEEDED PILOT IN COMMAND
- 3. ABORTED LANDING PERFORMED PILOT IN COMMAND
- 4. GO-AROUND DELAYED PILOT IN COMMAND
- 5. OBJECT TREE(S)

----Probable Cause----

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

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

Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6 -Environment/Operations Information Weather Data	DNAL R 91 ENT R I PA-60-601P Eng M ABLE Numbe Engin	r Engines - 2 e Type - RECIP	Crew Pass		Injur Serious O O	Minor O O	None O O
Type of Operation -PERSO Flight Conducted Under -14 CF Accident Occurred During -DESCE	DNAL R 91 ENT R I PA-60-601P Eng M ABLE Numbe Engin	DESTROYED Fire NONE ake/Model - LYCOM r Engines - 2 e Type - RECIP	Crew Pass	1 1 ELT 1	Serious O O	Minor O O	0
Flight Conducted Under -14 CF Accident Occurred During -DESCE -Aircraft Information Make/Model - MACHEN SUPERSTAR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6 -Environment/Operations Information Weather Data	R 91 ENT R I PA-60-601P Eng M TABLE Numbe Engin	Fire NONE ake/Model - LYCOM r Engines - 2 e Type - RECIP	Crew Pass 	1 1 ELT 1	0 0	0	0
Flight Conducted Under -14 CF Accident Occurred During -DESCE -Aircraft Information Make/Model - MACHEN SUPERSTAR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6 -Environment/Operations Information Weather Data	R 91 ENT R I PA-60-601P Eng M TABLE Numbe Engin	NONE ake/Model - LYCOM r Engines - 2 e Type - RECIP	Pass	i ELT 1	0	0	
Accident Occurred During -DESCE -Aircraft Information Make/Model - MACHEN SUPERSTAR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6 -Environment/Operations Information Weather Data	NT R I PA-60-601P Eng M ABLE Numbe Engin	ake/Model - LYCOM r Engines - 2 e Type - RECIP	IING IO-540-S1A5MM	ELT 1			0
-Aircraft Information Make/Model - MACHEN SUPERSTAR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6 -Environment/Operations Information Weather Data	I PA-60-601P Eng M ABLE Numbe Engin	r Engines - 2 e Type - RECIP				etivated	
-Aircraft Information Make/Model - MACHEN SUPERSTAR Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6	RIPA-60-601P Eng M TABLE Numbe Engin	r Engines - 2 e Type - RECIP			installed/A	etivated	
Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 6000 No. of Seats - 6	ABLE Numbe Engin	r Engines - 2 e Type - RECIP			Installed/A	0+1110+04	
Max Gross Wt - 6000 No. of Seats - 6	Engin	e Type - RECIP	-FUEL INJECTED	S +		ccivated	- YES/N
No. of Seats - 6 Environment/Operations Information Weather Data			-FUEL INJECTED	٠, ٠,	tall Warnir	ng System	- YES
	Rated	Power - 32					
Weather Data			.5 HP				
	1						
	Itinerar	v		Airport F	Proximity		
Wx Briefing - FSS		eparture Point		•	RPORT/STRIF	•	
Method - TELEPHONE		ASTER PA			·		
Completeness - FULL	Destina	-	Α	irport Da	ata		
Basic Weather - VMC		ESVILLE.FL					
Wind Dir/Speed- CALM		·		Runway	Ident -	· N/A	
Visibility - 20.0 SM	ATC/Airs	pacé		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 4200	FT Type o	f Flight Plan - I	FR	Runway	Surface -	N/A	
Lowest Ceiling - 4200	FT OVERCAST Type o	f Clearance - I	FR	Runway	Status -	N/A	
Obstructions to Vision- NONE		pch/Lndg - N		•			
Precipitation - NONE	-						
Condition of Light - DAYLIG	SHT						
-Personnel Information							
Pilot-In-Command	Age - 58	Me	dical Certificate	- VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)		ght Review		Time (Ho		,	
PRIVATE	Current	- UNK/NR	Total - 2			Hrs - U	NK/NR
SE LAND, ME LAND, SE SEA		ince - UNK/NR				Days- U	
, , , , , , , , , , , , , , , , , , , ,		Type - UNK/NR	Make/Mode1- Instrument- UNK	/NR		Days- U	
	=. =. •	21.	Multi-Eng - UNK	,		aft - U	
Instrument Rating(s) - AIRP	PLANE						
Narrative							
THE DAY OF DEPARTURE THE PLT HAD RE							
HASIS WAS DIRECTED TO ENG GAGES, FU							
AINED A WX BRIEFING & FILED A FLT P							
T HE HAD LOST BOTH ENGS. THE ACFT W							_
OO FT AGL THE RIGHT AILERON SEPARAT							Ξ
ST PUMPS SHOULD BE ON DURING CLIMB						OOL THE	
VIOUS MONTH DURING WHICH A 2-HR COM		FLT EVALUATION FL	T WAS CONDUCTED.	THE INST	RUCTOR PLT		
OMMENDED FURTHER MULTI-ENG TRAINING	ā.						

File No 92		COCKEYSVILLE, MD	A/C Reg. No. N6079R	Time (Lc1) - 1507 EST
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICAL E		
	RVATION P SELECTOR POSITI OF PROCEDURE, LAC	ON - IMPROPER - PILOT I K OF TOTAL EXPERIENCE I	N COMMAND N TYPE OF AIRCRAFT - PILOT IN C	OMMAND
Occurrence #2 Phase of Operation	LOSS OF CONTROL CLIMB - TO CRUIS			
6. AIRCRAFT HANDLIN 7. IMPROPER USE 8. IMPROPER USE	G - ÚNCONTROLLED OF EQUIPMENT/AIR OF EQUIPMENT/AIR	CRAFT,SPATIAL DISORIENT CRAFT,INADEQUATE RECURR NT/SYSTEM FAILURE/MALFU	ATION - PILOT IN COMMAND ENT TRAINING - PILOT IN COMMAND 	
11 FLIGHT CONTROL A	ILERON - OVERLOAD LIMITS OF AIRCRAF	T - EXCEEDED - PILOT IN	COMMAND	
Occurrence #4 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN ROLLED		·
Probable Cause				·
The National Transporis/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is	/are finding(s) 4,5,8		

File No	834	4/04/84	PONTIAC, MI	A/C R	eg. No. N3645T		Time (Lc1) - 0722 EST				
Type Operating Type of Opera Flight Conduc Accident Occu	g Certific tion ted Under	-FERRY -14 CF	₹ 91	Aircraf SUBSTAI Fire NONE		Fa Crew Pass	atal 0 0	Inju Serious O O	ries Minor O O	None 1 0	
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	ation - PIPER A - TRICYCI - 6600	AEROSTAR 6	 oo	Eng Make/Model - LYO Number Engines - 2 Engine Type - REO Rated Power -		TED	S	Installed/ tall Warni	ng System	- YES/YES - YES	
Environment/Ope Weather Data Wx Briefing Method Completenes Basic Weather Wind Dir/Sp Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitatic	- FSS - IN PI S - FULL - IMC eed- 140/0 - Clouds - ing s to Visio	ERSON 010 KTS .500 SM	I FT FT OBSCURED E	tinerary Last Departure Point COLUMBUS,OH Destination SAME AS ACC/INC TC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- IFR	Air I I I I	ON AIR PONTIA Runway Runway Runway	ata C/DAKLAND Ident Lth/Wid Surface		150	
Personnel Infor Pilot-In-Comma Certificate(COMMERCIA SE LAND,M	nd s)/Rating L		C •	28 ial Flight Review urrent - YES onths Since - 4 ircraft Type - PA-60		Flight T - 161! 1- 250 t- 220	ime (H 5 O O	lours) Last 2 Last 3	AIVERS/LII 4 Hrs - O Days- UI O Days-	3	
Instrumen	t Rating(s) - AIRP	LANE								
MARKER. THE PLT CON TOUCHDOWN, THE ACFT LEADING EDGES OF TH ON THE TREAD OF THE HAD BEEN COCKED AT	TINUED TO VEERED TO E WINGS & RIGHT MA TOUCHDOWN ING THE A	FLY THE AD THE RIGHT THE RIGHT IN TIRE WH THE PLT LTIMETER W	CFT TO THE RW T & SKIDDED T MAIN GEAR WE ICH SHOWED TH STATED THAT S	WHILE IT WAS SLIGHTL Y & THE PLANE TOUCHED O A STOP BETWEEN THE RE DAMAGED DURING IMP AT IT HAD SKIDDED ABO HE WAS CHASING THE NE HIT THE TREES. THE DE	DOWN ABOUT 10 RWY & A TAXIWA ACT WITH THE T UT 90 DEG TO T EDLE DEFLECTIO	OO FT BE Y. AN EX REES. SC HE PLANE N WHILE	YOND T AM REV RAPE M OF RO DN THE	HE THRESHO EALED THAT IARKS WERE TATION AS ILS APCH	LD. AT THE FOUND IF IT & WAS		

File No. - 834 4/04/84 PONTIAC, MI A/C Reg. No. N3645T Time (Lc1) - 0722 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS 5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 6. DECISION HEIGHT - NOT IDENTIFIED - PILOT IN COMMAND 7. OBJECT - TREE(S) 8. LANDING GEAR, MAIN GEAR - OVERLOAD Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 9. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 10. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

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

Type Operating	Certificate-I	NONE (GENERAL	AVIATION)	Aircraft SUBSTANT			Fatal	Inj Serious	uries Minor	. None
Type of Operat		PERSONAL		Fire	• • • • • • • • • • • • • • • • • • • •	Crew	0	0	0	1
Flight Conducte Accident Occur				NONE		Pass	0	0	0	1
Aircraft Informa	-, tion									
	- CESSNA 172D			/Model - CONT	INENTAL 0-3	800-D				d - YES/N
Landing Gear		KED		ngines - 1				tall Warn	ing Syste	em - YES
Max Gross Wt				ype - RECI		ARBURE	TOR			
No. of Seats	- 4 		Rated Po	wer - 1	45 HP					.
Environment/Opera	ations Informa	ation								
Weather Data			Itinerary				Airport F	,		
Wx Briefing	- FSS			rture Point			ON AIR	PORT		
Method	- TELEPHONE			ACC/INC						
Completeness			Destinatio	n			Airport Da	ata		
Basic Weather			URBANA,	IL				MEMORIAL		
	ed- 300/010 K						Runway		- 03	
	- 15.0		ATC/Airspac					Lth/Wid		
Lowest Sky/C		LEAR		light Plan -				Surface		. T
Lowest Ceili				learance -			Runway	Status	- DRY	
	to Vision- N		Type Apch	ı/Lndg -	NONE					
Precipitation										
Condition of	Light - D	AYLIGHT								.
Personnel Informa										
Pilot-In-Comman			Age - 32		edical Cert				WAIVERS/L	LIMIT
Certificate(s)/Rating(s)		Biennial Flight				t Time (H			
PRIVATE			Current	- YES		-			24 Hrs -	0
SE LAND			Months Sinc	e - 9	Make/Mod			Last		
			Aircraft Ty	rpe - UNK/NR	Instrume	ent-	5	Last	90 Days-	5
<u>.</u> .	5									
Instrument	Rating(s) -	NONE								
Narrative										
R TRAVELING 100-	150 FT ON THE	TAKFOFF ROLL	. THE RGT BRAKE	SETZED & THE	ACET VEERE	D SHAR	PLY TO THE	RGT. TH	F ACFT	
			E THE NOSE GEAR							
			- 1115 14035 GEAL	OOLLAI JLD G	1116 701 1 140	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		E BRAKE P		

File No 929	4/20/84	BAD AXE,MI	A/C Reg. No. N2472U	Time (Lc1) - 1215 EST
Occurrence #1 Phase of Operation			ALFUNCTION	
Finding(s) 1. LANDING GEAR,NORM	MAL BRAKE SYSTEM -	- BINDING(MECHANICA	L)	·
Occurrence #2 Phase of Operation	LOSS OF CONTROL - TAKEOFF - GROUND			
Finding(s) 2. DIRECTIONAL CONTR 3. GROUND LOOP/SWERV	E - UNCONTROLLED	- PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. ABORTED TAKEOFF 5. TERRAIN CONDITION 6. TERRAIN CONDITION	I - WET	Set of State Control		
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPS			
Finding(s) 7. LANDING GEAR,NOSE	GEAR - OVERLOAD			
Occurrence #5 Phase of Operation	NOSE DOWN			
Probable Cause				
The National Transportise is a finding(s) 1	ation Safety Boar	rd determines that	the Probable Cause(s) of this accid	dent
Factor(s) relating to	this accident is,	are finding(s) 5,6		

File No 959 5/28/84 DRUMM	OND ISLAND,MI A/C	Reg. No. N10174		Time	(Lc1) - 16	15 EDT	.
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injuries			
		TANTIAL	Fa	tal Se	rious M	Minor	None
Type of Operation -PERSONAL			Crew		-	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	1	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Mode1 - BELL 47G	Eng Make/Model -				alled/Acti		
Landing Gear - FLOAT	Number Engines -	1		Stall	Warning S	System ·	- NO
Max Gross Wt - 2450	Engine Type ~		RBURETOR				
No. of Seats - 2	Rated Power -	225 HP				- 	-
-Environment/Operations Information							
Weather Data	Itinerary			port Prox			
Wx Briefing - NO RECORD OF BRIEFING		nt	0	FF AIRPOR	T/STRIP		
Method - N/A	BALD ISLAND,MI						
Completeness - N/A	Destination		Airp	ort Data			
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 315/015 KTS				unway Ide			
Visibility - 20.0 SM	ATC/Airspace				/Wid - N/		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				face - WA		
Lowest Ceiling - NONE	Type of Clearance		R	unway Sta	tus - WA	ATER - (CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information						/ .	
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Certi				AIVERS/	LIMII
Certificate(s)/Rating(s)	Current - YES	Takal .	Flight Ti	me (Hours	;) 		
COMMERCIAL SE LAND, ME LAND	Months Since - 4	IOTAI Maka/Mada	- /04/		Last 24 Hr	over likil	/ND
HELICOPTER	Months Since - 4 Aircraft Type - UNK/	Make/Mode	::- 4/		Last 24 Hr Last 30 Da Last 90 Da	ays- UNI	1 1 Q
HELICOPTER	Aircraft Type - UNK/	Multi-Fpc	it- 814 i - 5286		Rotorcraft	ау5- + -	130
· · · · · · · · · · · · · · · · · · ·		multi-Eng	, 3200		RU LUI ÇI AI		130
Instrument Rating(s) - NONE							
PLT HAD PREVIOUSLY MADE 2 LOCAL FLTS, DUR	ING WHICH HE PRACTICED W	ATED LANDINGS &	TAKENEES	AS WELL A	SOTHER		
EUVERS. ON THE 3RD FLT, HE MADE SEVERAL WA							
AN TO ROLL QUICKLY TO THE RIGHT. HE APPLIE							
HELICOPTER ROLLED INVERTED, BUT CONTINUED							
					111023110		
HOSPITALIZED. THE PLT ESTIMATED THAT THE	WIND WAS FROM THE NORTHWE	ST AT 15 KTS.					

File No. - 959

5/28/84 DRUMMOND ISLAND, MI

A/C Reg. No. N10174

Time (Lc1) - 1615 EDT

Occurrence

ROLL OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. WEATHER CONDITION HIGH WIND
- 3. TERRAIN CONDITION WATER, ROUGH

----Probable Cause----

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

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

File No Basic Informati			MARINE C			eg. No. N485			me (Lc1) -		
Type Operatin		ate-NONE	GENERAL A	VIATION)	Aircraf SUBSTAN	t Damage		Fatal	Injur Serious	ies Minor	None
Type of Opera Flight Conduc Accident Occu	ted Under rred Durin	-14 CFF g -LANDII			Fire NONE		Crew Pass	0	0	0	1 0
Aircraft Inform Make/Model Landing Gear Max Gross Wt No. of Seats	ation - CESSNA - TRICYCL - 1670	152		Number E	e/Model - LY(Ingines - 1 Type - RE(Twer -			St	nstalled/A all Warnin		
Environment/Ope Weather Data Wx Briefing Method Completenes Basic Weather Wind Dir/Sp Visibility Lowest Sky/ Lowest Ceil Obstruction Precipitati Condition o	- NO RE - N/A s - N/A - VMC eed- 060/0 - 20. Clouds - ing s to Visio on f Light	CORD OF BI OB KTS O SM 4000 I - NONE n- NONE - NONE - DAYLIGI	RIEFING FT SCATTER	SAME AS Destination LOCAL ATC/Airspace ED Type of F	ce Tight Plan Clearance	- NONE - NONE		Runway Runway Runway	PORT Ata CITY Ident - Lth/Wid - Surface -	ASPHAL DRY	
Personnel Infor Pilot-In-Comma Certificate(STUDENT	nd	s)		e - 53 ennial Flight Current Months Sind Aircraft Ty	: Review - N/A ce - N/A	Medical Cer Total Make/Mo Instrum	Fligh - odel-	te - VALID ht Time (Ho 62 47	MEDICAL-WA	IVERS/L Hrs - Days-	O UNK/NR
-Narrative STUDENT PLT REA NCED HARD, 2 TIM ER THE NEXT LAND F WING TIP WERE	ES, & THE ING. DURIN	STUDENT M.	ADE A GO-A	ROUND. HE DIE	NOT REALIZ	E THE EXTENI	OF TH	E NOSE GEAR	R DAMAGE UN	ITIL	

A/C Reg. No. N4857B

Time (Lc1) - 1530 EDT

Occurrence #1 HARD LANDING

File No. - 828

LANDING

Finding(s)

Phase of Operation

- 1. FLARE PERFORMED PILOT IN COMMAND
- 2. ELEVATOR TRIM IMPROPER USE OF PILOT IN COMMAND

6/11/84

- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 4. LIFT-OFF INADVERTENT PILOT IN COMMAND
- 5. REMEDIAL ACTION DELAYED PILOT IN COMMAND
- 6. LANDING GEAR, NOSE GEAR OVERLOAD
- 7. FLARE IMPROPER PILOT IN COMMAND
- 8. GO-AROUND PERFORMED PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 5.7$

MARINE CITY.MI

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

-Basic Information Type Operating Certificate-NONE (GENERAL A	AVIATION) Aircraft	Damage		Injur	ies	
Type speracing benefit today None (deneral a	SUBSTANI	•	Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	Ö	0
Accident Occurred During -APPROACH						
-Aircraft Information						
Make/Model - ROBERT JUDD SONERAI II	Eng Make/Model - VOLH	KSWAGON 1850 CC		nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warnin	g System	UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECI		ETOR			
No. of Seats - 2	Rated Power - UNK	/NR				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	•	Airport Da			
Basic Weather - VMC	LOCAL			VER AIRPOR		
Wind Dir/Speed- 230/005 KTS				Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		40
Lowest Sky/Clouds - 4000 FT	Type of Flight Plan -			Surface -		
Lowest Ceiling - 4000 FT BROKEN			Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
		Medical Certifica			WAIVERS/	LIMIŢ
Certificate(s)/Rating(s) B: PRIVATE	iennial Flight Review	FIIg	ht Time (H	•	l lima	•
	Current - YES Months Since - 8	Total -	145		Hrs -	
SE LAND	Months Since - 8	Make/Model-		Last 30		
	Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days-	31
Instrument Rating(s) - NONE						
-Narrative						
PLT REPORTED THAT AFTER A LOCAL FLT HE BEGAN			DMTIITNG &	THE ACET W	IAS NOT	
PLT REPORTED THAT AFTER A LOCAL FLT HE BEGAN 3300 FT MSL THE ENG QUIT. THE PLT WAS UNABLE						
PLT REPORTED THAT AFTER A LOCAL FLT HE BEGAN 3300 FT MSL THE ENG QUIT. THE PLT WAS UNABLE IPPED WITH AN ENG STARTER. THE WING SCRAPED A	A PARKED VEHICLE ABOUT 100	FT FROM THE APPR	OACH END O	THE RWY E	BEFORE	
PLT REPORTED THAT AFTER A LOCAL FLT HE BEGAN 3300 FT MSL THE ENG QUIT. THE PLT WAS UNABLE	A PARKED VEHICLE ABOUT 100	FT FROM THE APPR	OACH END O	THE RWY E	BEFORE	

File No. - 932 6/13/84 TROY, MI A/C Reg. No. N1394H Time (Lc1) - 1145 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. CARBURETOR HEAT CONTROL - LACK OF 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 3. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. ENGINE ACCESSORIES, ENGINE STARTER - LACK OF 5. STARTING PROCEDURE - NOT POSSIBLE -Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - VEHICLE 7. OBJECT - FENCE ----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) 2,6,7

File No 919 7/01/84 OSSE	A/C R	eg. No. N1106B 		ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
-Aircraft Information						
Make/Model - GLASFLUGEL LIBELLE Landing Gear - UNK/NR	Eng Make/Model - N/ Number Engines - N/			Installed/A tall Warnir		
Max Gross Wt - 660	Engine Type - N/		3	itali wariii	ig system	I - UNK/IN
No. of Seats - 1	Rated Power - N/					
-Environment/Operations Information						.
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary			Proximity RPORT/STRIF	,	
Method - N/A	G Last Departure Point MONTPELIER.OH		OFF AI	KPUKI/SIKIF	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		HILLSD			
Wind Dir/Speed- 060/005 KTS		•		Ident -		
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 4000 FT THI	N OVC Type of Flight Plan			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg			Status -	- N/A	
Precipitation - NONE	Type Apeny Endy	- PRECADITIONARI LA	NDING			
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 46	Medical Certifica				
<pre>Certificate(s)/Rating(s) PRIVATE</pre>	Biennial Flight Review Current - YES		ht Time (F	•	4 Hrs - L	INIK /NID
NONE	Months Since - 1	Make/Model-	122 60	Last 24	Davs- L	
GLIDER	Aircraft Type - UNK/NR	Instrument-	Ö	Last 90	Days-	
Instrument Rating(s) - NONE				·		
-Narrative						
PLT STATED THAT THE THERMALS DISSIPATED L GRASS & THE LEFT WING CONTACTED THE GRA ARATED.						
4						.

7/01/84 OSSEO,MI A/C Reg. No. N1106B Time (Lcl) - 1615 EDT File No. - 919

Occurrence

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 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) 1,3

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

File No 904 7/08/84 FLIN	T,MI A/C Reg	. No. N49185	T 	ime (Lc1) -	1810 EDT	
-Basic Information Type Operating Certificate-NONE (GENERA			Fatal	Injur Serious		None
Type of Operation ~PERSONAL	SUBSTANT Fire	Crew	Fatal O	Serious 0	minor 1	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE			ŏ	ó	ŏ
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYCO	MING 0-235-L2C	ELI	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines - 1 Engine Type - RECI			tall Warning	g System	- YES
No. of Seats - 2	Rated Power - 1		ETUR			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Departure Point GRANDLEDGE,MI		OFF AI	RPORT/STRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		BISHOF			
Wind Dir/Speed- 220/010 KTS	•		Runway	Ident -	N/A	
Visibility - 14.0 SM				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCAT				Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	FURCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 32 N Biennial Flight Review	ledical Certifica	te - VALID ht Time (H		WAIVERS/	LIMIT
ATP,CFI	Current - YES				Hrs -	7
SE LAND, ME LAND, SE SEA	Months Since - 12	Total - Make/Model-	380	Last 30	Davs- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	635	Last 90	Days-	50
	,	Multi-Eng -				2360
Instrument Rating(s) - AIRPLANE						
-Narrative						
PLT STATED THAT DURING PREFLIGHT, HE NOT						
AS FAR AS IT SHOULD HAVE. HE CHECKED TO MA						
L VAPORS. THE ENG QUIT AS THE PLT WAS CLEAR ACCIDENT SITE REPORTED THAT THE FUEL STRA	ARED TO LAND BY FLINT TOWER. 1	THE FUEL TANKS WE	RE FOUND E	MPTY. WITNE	SSES AT	
ACCIDENT SITE REPORTED THAT THE FUEL STR	AINEK HANDLE WAS NUT FULLY SEA	NIED. IME FLI HAD	DEPARTED	MTILL NN F21	TMUICD	
/2 GALS OF FUEL ON BOARD ABOUT 15 MIN PRICE						

File No. - 904 FLINT.MI A/C Reg. No. N49185 Time (Lcl) - 1810 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH inding(s)
1. FUEL SYSTEM,STRAINER - NOT ENGAGED Finding(s) 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FUEL SYSTEM, STRAINER - LEAK 4. FLUID, FUEL - FUMES 5. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Occurrence #3 NOSE GEAR COLLAPSED ing in € in the state of the s Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 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) 1,2,3,5

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

-Basic Information- Type Operating C		NONE (GENER	PAL AVIATION)	Aircraft D	lamade		Inju	ries	
Type operating o	er tri icate	HONE (GENER	AL AVIATION)	SUBSTANTI		Fatal			None
Type of Operatio	n -	PERSONAL		Fire	Cr	ew 0	0	0	1
Flight Conducted				NONE	Pa	ss 0	0	0	1
Accident Occurre		LANDING							
-Aircraft Informati									
	PIPER PA-38				MING 0-235-L2C		Installed/		
Landing Gear -		XED		ngines - 1			tall Warni	ng System	- YES
Max Gross Wt -					ROCATING-CARB	URETOR			
No. of Seats -	2		Rated Po	wer - 11	5 HP 				
-Environment/Operat	ions Inform	ation							
Weather Data			Itinerary				Proximity		
	- FSS			rture Point		OFF AI	RPORT/STRI	•	
	- UNK/NR			C ISLAND, MI		4 *			
Completeness Basic Weather			Destination			Airport D ALMONT			
Wind Dir/Speed		TC	FRASER,	M.T				- N/A	
Visibility			ATC/Airspace	-			Lth/Wid		
			ATTERED Type of F		IONE		Surface		
			RCAST Type of C					- N/A	
Obstructions t					ORCED LANDING			·	
Precipitation	- N	IONE		· ·					
Condition of L	ight - D	AYLIGHT							
-Personnel Informat	ion								
Pilot-In-Command			Age - 32	Me	edical Certifi	cate - VALID	MEDICAL-W	IVERS/LIM	AIT
Certificate(s)/	Rating(s)		Biennial Flight	Review	F1	ight Time (F			
PRIVATE			Current	- YES = - 3	Total -	138	Last 24 Last 30	4 Hrs -	5
SE LAND			Months Since	= - 3	Make/Model-				
			Aircraft Ty	oe - UNK/NR	Instrument-	3	Last 9	Days-	34
Instrument R	ating(s) -	NONE							
-Narrative									
7/13, THE PLT DEPAR	TED FRASER.	MI, WITH I	FULL FUEL TANKS &	FLEW TO LAKES	OF THE NORTH.	THE NEXT DA	Y HE FLEW	го	
		MACKINAC :	SLAND WITHOUT REF	JELING. NEAR F	LINT, MI, THE	PLT CONTACT	ED APCH CO	NTROL &	
WITHOU TOURISM. THE TH					THE ENG QUIT D				

File No. - 922 7/14/84 ALMONT.MI A/C Reg. No. N2492B Time (Lc1) - 1645 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - CROP ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

-Basic Information		- NONE (CEN	TOAL AVIATION)	1			T 4		
Type Operating	Certificate	S-NUNE (GENI	ERAL AVIATION)	Aircraft [SUBSTANT]		Fatal	Inju Serious		None
Type of Operat	lon	-INSTRUCTION	DNAL	Fire	Crew		0	0	2
Flight Conducte	ed Under	-14 CFR 91	_	NONE	Pass	Ō	Ō	Ō	Ō
Accident Occur	red During	-LANDING							
-Aircraft Informa									
	CESSNA 172				INENTAL 0-300-D			Activated ·	
Landing Gear		FIXED		Engines - 1			tall Warni	ng Syst em ·	- YES
Max Gross Wt					PROCATING-CARBUR	ETOR			
No. of Seats	- 4 		Rated I	Power - 14	45 HP 				
-Environment/Opera	ations Info	rmation							
Weather Data			Itinerary				Proximity		
Wx Briefing	- FSS			parture Point		ON AIR	PORT		
Method	- UNK/NR	NOT DESTIN		AS ACC/INC		Adamant D	- 4 -		
Completeness Basic Weather		NUI PERIIN	ENT Destinat LOCAL	ion		Airport Da	ata COLLINS		
Wind Dir/Spee		=	LUCAL					- 10	
Visibility			ATC/Airspa	ace		•		- 9000/	150
Lowest Sky/C			CATTERED Type of		NONE		Surface		
Lowest Ceilir				Clearance - I		•		- DRY	
Obstructions			Type Apo	ch/Lndg - ⁻	TRAFFIC PATTERN	•			
Precipitation		NONE			STOP AND GO				
Condition of	Light -	NIGHT (DARK)						
-Personnel Informa	ation								
Pilot-In-Command					edical Certifica			AIVERS/LIM	ΙT
Certificate(s)			Biennial Flig			ht Time (H			
COMMERCIAL			Current	- YES	Total -	1553	Last 2	4 Hrs -	2
SE LAND, ME	LAND		Months Sil	nce - 2 Type - UNK/NR	Make/Model-	142	Last 3	O Days- UNI	K/NR
			Aircraft	Type - UNK/NK	Instrument-		Last 9	O Days-	85
					Multi-Eng -	644		•	
Instrument	Rating(s)	- AIRPLANE							
-Narrative									
PLT STATED THAT	WHILE FLART	NG FOR THET	R 5TH STOP-&-GO A	T NIGHT A DEER	RAN OUT ONTO TH	F RWY. THE	ACET COLL	IDED WITH	
			SHEARED OFF. THE						

7/16/84 File No. - 921 ALPENA.MI A/C Reg. No. N8684U Time (Lc1) - 0005 EDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. OBJECT - ANIMAL(S) Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 4. DIRECTIONAL CONTROL - NOT POSSIBLE -5. GROUND LOOP/SWERVE - UNCONTROLLED -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

Type Operating	Certificate-I	NONE (GENERAL	AVIATION)	Aircraft	_		-	uries	
Type of Opensti		CLIDED TOW		DESTROY		Fatal	Serious		None
Type of Operati Flight Conducte		GLIDER TOW		Fire NONE	Cre Pas		0	0	0
Accident Occur	ed During -	APPROACH		NONE	Oth	-	1	1	0
Aircraft Informat	ion								
Make/Model -					MING 0-320-A3B			/Activated	
Landing Gear -		LL FIXED		ngines - 1			Stall Warn	ing System	- YES
Max Gross Wt -			,	•	PROCATING-CARBU	RETOR			
No. of Seats -	2		Rated Pow	/er -	150 HP 				
Environment/Opera	tions Inform	ation	•••						
Weather Data Wx Briefing	- NO DECORD	OF BRIEFING	Itinerary	Aires Dadel			Proximity RPORT/STR		
Wx Briefing Method	- NO RECURD	OF BRIEFING	Last Depar SAME AS	ture Point		UFF A.	IRPURI/SIR	16	
Completeness	•		Destination			Airport I	20+0		
Basic Weather			LOCAL	!		CARLE			
Wind Dir/Spee		TS	LOOAL				/ Ident	- 36	
	- 7.0		ATC/Airspace	•				- 2560/	300
Lowest Sky/C1			VC Type of F1		NONE			- GRASS/TU	
Lowest Ceilin			Type of C1	earance -	NONE	Runwa	/ Status	- DRY	
Obstructions 8 4 1			Type Apch/	'Lndg -	TRAFFIC PATTERN	l			
Precipitation									
Condition of	Light - D	AYLIGHT 							
Personnel Informa	· - · - · · ·								
Pilot-In-Command			ge 60		Medical Certific				•
Certificate(s)	/Rating(s)	В	iennial Flight			ght Time (•	0.4 115	
COMMERCIAL SE LAND,ME	L'AND :		Current Months Since	- YES	Total - Make/Model-			24 Hrs - 30 Davs- UN	1 (ND
GLIDER	LAND		Aircraft Typ		Instrument-			30 Days- UN 90 Days-	K/NR 8
GLIDER			Africiant Typ	De - K-/	Multi-Eng -		Last	90 Days-	0
					Marci Ling	2903			
Instrument	Rating(s) -	AIRPLANE				·			
Narrative									
TOW PLANE AND THE					INAL APPROACH OF				
					ROPE. THERE WAS				

6/09/84 File No. - 838 STANTON, MN A/C Reg. No. N1015A Time (Lc1) - 0940 CDT Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. COMMUNICATIONS EQUIPMENT - NOT ATTAINED -2. LIGHT CONDITION - SUNGLARE 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

File No 8	338 6	File No 838 6/09/84 STANTON,MN							Time (Lcl)	- 0940 CDT	
Basic Information		ate-NONE (GENERAL AVI	(ATION)	Aircraft	Damage			Inju	ıries	
					DESTROYE	D		Fatal	Serious	Minor	None
Type of Operat	tion	-INSTRU	ICTIONAL		Fire	Cı	rew	0	1	1	0
Flight Conduct	ted Under	-14 CFF	91		NONE	Pa	ass	0	0	0	0
Accident Occur	red During	y -APPROA	CH			0	ther	1	0	0	0
Aircraft Informa	ation										
Make/Model	- SCHLEICH	HER AS-K13	}	Eng Make/M	lodel - N/A			ELT	Installed/	'Activated	- NO -N/A
Landing Gear	- UNK/NR			Number End	ines - N/A				Stall Warni	ing System	- NO
Max Gross Wt	- 1060				e - N/A					J ,	
No. of Seats	- 2			Rated Powe							
Environment/Oper	ations Inf	formation-									
Weather Data				Itinerary			Δ	irport	Proximity		
Wx Briefina	- NO REC	CORD OF BE		Last Depart	ure Point				IRPORT/STRI	p	
Method	- N/A	JONE OF BI		STANTON, M				0	2111 01117 01112	••	
Completeness				Destination			Λi	rport	Data		
Basic Weather				LOCAL			~ '	CARLE			
Wind Dir/Spe		אב אדכ		LUCAL					v Ident	- 36	
Visibility	- 7.0			ATC/Airspace					y Lth/Wid		300
Lowest Sky/(THIN OVC	Type of Fli	abt Dlan -	NONE			y Surface		
Lowest Sky/C		- NONE	I IUTIN OAC		earance -				y Status	- DRY	KI
				Type Apch/L			DNI	Kuriwa	y Status	- DK1	
Obstructions Precipitation		- NONE		Type Apcn/L	nag -	TRAFFIC PATTE	KIN				
Condition of		•	ıT								
		- DAYLIGE	11 · ·								
Personnel Inform			A	40	•			\/A1 T	D MEDICAL I		
Pilot-In-Commar		- >	Age			edical Certif				ANTAEK2/ LIM	111
Certificate(s		5)	Bier	nnial Flight R				Time (N. 4. 1 1	
COMMERCIAL	L,CFI			Current	- YES		- 15	-		24 Hrs -	1
SE LAND				Months Since		Make/Model		.00		30 Days- UN	•
GLIDER				Aircraft Type	e - UNK/NR	Instrument	-	0	Last 9	BO Days-	49
Instrumen	t Rating(s) - NONE			•						
Narrative			_								
HE TOW PLANE AND TH											
LANE WAS SUPPOSED T											
HE BASE LEG. THE CI											
ARDS FROM TOUCHDOW					T. HE TURNE	D RIGHT, BUT	WAS TO	O LATE	TO AVOID A	4	
OLLISION. HE SAID	THERE WERE	NO RADIOS	IN EITHER	ACFT.							

File No. - 838 6/09/84 STANTON, MN A/C Reg. No. N3313 Time (Lc1) - 0940 CDT Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL Finding(s) 1. COMMUNICATIONS EQUIPMENT - NOT ATTAINED -2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI) 3. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT 4. LIGHT CONDITION - SUNGLARE 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 829	6/13/84	FAIRFAX, MN	A/C Reg	g. No. N501H	; T	ime (Lc1) -	0825 C	DT
Basic Information								
Type Operating Certif	icate-AGRICUL	TURAL ATRORAFT	Aircraft	Damage		Injur	ies	
Type operating out th	reate Adkiool	TORAL AIRCRAFT	SUBSTAN			Serious	Minor	None
Type of Operation	-AFRTAI	APPLICATION	Fire		ew O	_	1	
Flight Conducted Under			ON GROU		ss 0	Õ	Ó	Ö
Accident Occurred Dur	ing -MANEUVE	RING	ON GROOT	ND FA	35 0	O	U	O
Aircraft Information								
Make/Model - BELL		Fina	Malia (Mada) LVC	OMINO TVO 405 D	44 51.7	T4-11/4-		- NO N
Landing Gear - SKID	+/G	Erig Ni	Make/Model - LYCC	UMING TVU-435-B	IA ELI	installed/Ad	crivate	a - NO -N,
3	_		ber Engines - 1	**************************************		tall Warning	y syste	m - NU
Max Gross Wt - 2950			ine Type - REC		JKETUK			
No. of Seats -	3 	Rat 	ed Power - 2	270 HP				
Environment/Operations	Information							
Weather Data		Itiner				Proximity		
Wx Briefing - FSS Method - UNK			Departure Point		OFF AI	RPORT/STRIP		
		SA	ME AS ACC/INC					
Completeness - FUL		Desti	nation		Airport D	ata		
Basic Weather - VMC		LO	CAL		•			
Wind Dir/Speed- 300	/011 KTS				Runwa∨	Ident -	N/A	
Visibility - 1	5.0 SM		rspace		Runwav	Lth/Wid -	N/A	
Lowest Sky/Clouds	- 20000 FT	SCATTERED Type	of Flight Plan -	NONE		Surface -		
Lowest Ceilina	- NONE	Type	of Clearance -	NONE		Status -	•	
Lowest Ceiling Obstructions to Vis	ion- NONE	Type	Apch/Lndg -	FORCED LANDING			• • •	
Precipitation		. , , , ,						
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age -	37	Medical Certifi	cate - VALID	MEDICAL ~NO	WATVED	S/LIMIT
Certificate(s)/Ratin	n(s)		light Review		ight Time (H			J/ LIMI
COMMERCIAL, CFI	9(3)		t - YES	Total -			Hre -	2
SE LAND, ME LAND			Since - 4	Make/Model-	2002	Last 24 Last 30	Dave-	LINIZ /ND
HELICOPTER		MONTHS	ft Type - UNK/NR	make/model-	2033	Last 30	Days-	OINK/INK
HELICOPTER		Aircra	TT Type - UNK/NR	Instrument- Multi-Eng -	/2	Last 90	uays-	60
				Muiti-Eng -	16	KOTOPCP	art -	2204
Instrument Rating								
Narrative					•			
HELICOPTER PLT TURNED A								
JARTERING TAILWIND, THE								
AN AUTOROTATION AFTER	THE HELICOPTE	R SPUN A FEW TUR	NS, BUT IT TOUCHER	D DOWN HARD ENO	UGH TO RUPTU	RE FUEL LIN	ES	
CH RESULTED IN A FIRE.		49						

File No 82	29 6/13/84 FAIRFAX,MN	A/C Reg. No. N501H	Time (Lc1) - 0825 CDT
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION		
3. WEATHER CONDITION	SJUDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 5. AUTOROTATION - F	PERFORMED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Probable Cause			
The National Transports/are finding(s) 2,4	rtation Safety Board determines that	the Probable Cause(s) of this ac	ccident
Factor(s) relating to	this accident is/are finding(s) 1,3	3	

Basic Information	1				-						
Type Operating	Certificate	e-NONE (GENERAL	AVIATION)	Aircraft	Damage			Inj	uries		
				SUBSTAN	TIAL		Fatal	Sertous	Mi	nor	None
Type of Operati		-PERSONAL		Fire		Crew	-	0		0	1
Flight Conducte Accident Occurr		-14 CFR 91 -TAKEOFF		NONE		Pass	0	0		0	0
·Aircraft Informat	: ton										
Make/Mode1	CESSNA 15	2	Eng Make/N	lode1 - LYC	OMING 0-23	5-L2C	ELT	Installed	/Activ	ated -	NO -N/
Landing Gear	TRICYCLE-	FIXED	Number Eng					tall Warr	ing Sy	stem -	YES
Max Gross Wt	1670		Engine Typ	e - REC	IPROCATING	-CARBUR	ETOR				
No. of Seats	· 2		Rated Powe	er -	110 HP						
Environment/Opera	tions Info	rmation									
Weather Data			Itinerary					Proximity			
Wx Briefing		RD OF BRIEFING	Last Depart				OFF AI	RPORT/STR	!IP		
Method	- N/A		SAME AS A	•							
Completeness	•		Destination				Airport D	ata			
Basic Weather		1476	LOCAL								
Wind Dir/Spe			ATO / A d m = m = = =					Ident	- N/A		
Visibility Lowest Sky/Ci		CLEAR	ATC/Airspace Type of Fli	aht Dian	NONE			Lth/Wid			
Lowest Sky/C		NONE	Type of Cle					Status	- N/A		
Obstructions			Type Apch/L		NONE		Runway	Status	- IN/ A		
Precipitation			Type Apcily	.riug	NONE						
Condition of		DAYLIGHT									
Personnel Informa	ation										
Pilot-In-Command			Age - 36		Medical Ce		te - VALID		NO WAI	VERS/L	IMIT
Certificate(s			Biennial Flight F			_	ht Time (F				
COMMERCIAL			Current.	- YES	Total				24 Hrs		3
SE LAND, ME	LAND		Months Since		Make/M		370		30 Day		•
			Aircraft Type	e - UNK/NR	Instru Multi-		79 41	Last	90 Day	s-	206
Instrument	Rating(s)	- AIRPLANE									
Narrative				FN0 61177 -				, .			
/IOUSLY, THE ACFT											
_ INSTRUCTIONAL FU WALKED DOWN THE F:											
NALKED DOWN THE F.										•	
SE TO A FENCE AT											
INTO AN AREA OF											
		CFT NOSED OVER.		50151144.	THE REGIT	GEAR I		🗢 !!!⊑ !			

File No. - 960 6/18/84 LITTLE FALLS, MN A/C Reg. No. N751AA Time (Lc1) - 1200 CDT Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. TERRAIN CONDITION - HIGH VEGETATION 3. TERRAIN CONDITION - WET 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF Finding(s) 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation TAKEOFF Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4 Factor(s) relating to this accident is/are finding(s) 2,3,7

Type Operating	Certificate-AGRI	CULTURAL AIRCE	AFT Aircr	aft Damage			Injur	ies	
			SUBS	TANTIAL		Fatal	Serious	Minor	
Type of Operati	on -AERI. d Under -14 C	AL APPLICATION	Fire		Crew	0 0	0	0	
Accident Occurr	ed During -LAND	ING			Pass			0	0
Aircraft Informat									
•	GRUMMAN G-164A	•=	Eng Make/Model -	P&W R-1340		ELT I	nstalled/A	ctivated	d - NO -1
Max Gross Wt -	TAILWHEEL-ALL F	IXED	Number Engines ~ Engine Type -				all Warnin	g Syster	m - NO
No. of Seats			Rated Power -		CARBURE	IUK			
Environment/Opera	tions Information								
Weather Data	NO DECODO OF		tinerary			Airport P			
	- NO RECORD OF F	BRIEFING	Last Departure Poi	nt		OFF AIR	PORT/STRIP		
Completeness			Destination			Airport Da	ta		
Basic Weather			LOCAL		•	an por c ba	· u		
	d- 080/010 KTS					Runway	Ident -	N/A	
	- 15.0 SM	,	ATC/Airspace	No. 1 Page			Lth/Wid -		
			Type of Flight Pla				Surface -		
			Type of Clearance Type Apch/Lndg		DINC	Runway	Status -	N/A	
	- NONE		Type Apclif Ling	- FURCED LAIN	DING				
	Light - DAYLI	GHT							
Personnel Informa									_ (
Pilot-In-Command Certificate(s)		Age -	. 39 nial Flight Review	Medical Cer		e - VALID t Time (Ho		WAIVER	S/LIMI1
COMMERCIAL	/kating(3)	Dieiii	Current - YES	Total			Last 24	Hrs - 1	UNK/NR
SE LAND		Ň	Months Since - 4	Make/Mo	de1-	763	Last 30	Days-	UNK/NR
			Months Since - 4 Aircraft Type - G164	A Instrum	ent-	19	Last 90	Days-	UNK/NR
Instrument	Rating(s) - NON	IE ·							
Narrative	OFF THE END : 00	T DOLLED T::-	N. T. OTATED THAT THE	FNO STORRES CO			EL STABULE	7.O.M. II	
ILY AFIER TAKING	UFF, THE ENG LOS	I POWER. THE P	PLT STATED THAT THE	ENG STOPPED CO E LANDING, THE					

File No 9	55 6/25/84 	MAHNOMEN,MN	A/C Reg. No. N6584	Time (Lc1) - 2106 CDT
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ON WITH TERRAIN		
Finding(s) 2. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING			
Probable Cause		10.04		
The National Transpo is/are finding(s) 1	rtation Safety Board	d determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/a	are finding(s) 2		

File No 953 6/	28/84 LAKE BEN	TON, MN A/C Re	g. No. N3681E	Time (Lc1) - 0745 CDT				
-Basic Information Type Operating Certificate	e-AGRICULTURAL AI	RCRAFT Aircraft	Damage		Inju	ries		
		DESTROY		Fatal	Serious	Minor	None	
Type of Operation	-AERIAL APPLICAT	ION Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0	
Accident Occurred During	-MANEUVERING							
Aircraft Information								
Make/Model - PIPER PA-		Eng Make/Model - LYC	DMING IO-540-K1G5			Activated		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1		S	tall Warni	ng System	- UNK/NR	
Max Gross Wt - 3900		Engine Type - REC						
No. of Seats - 1		Rated Power -	300 HP					
Environment/Operations Info	rmation							
Weather Data		Itinerary			Proximity			
	RD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	P		
Method - N/A		LAKE BENTON, MN						
Completeness - N/A		Destination		Airport D	ata			
Basic Weather - VMC Wind Dir/Speed- 170/004	KTC	LOCAL		D	Ident	- N/A		
Visibility - 10.0		ATC/Airspace			Lth/Wid			
Lowest Sky/Clouds -		Type of Flight Plan -	NONE		Surface			
Lowest Ceiling -					Status			
Obstructions to Vision-		Type Apch/Lndg -		Kanway	5 (4 (45	11/ 6		
Precipitation -		Type Apolly Enag	POROED EARDING					
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command	٨α	e - 32	Medical Certifica	te - VALID	MEDICAL -N	IN WATVERS/	'I TMTT	
Certificate(s)/Rating(s)		ennial Flight Review		ht Time (H				
COMMERCIAL	Ξ.				•	!4 Hrs -	9	
SE LAND		Months Since - 3	Total - Make/Model-	1210		O Days- UN	IK/NR	
		Aircraft Type - UNK/NR	Instrument-			0 Days-	90	
Instrument Rating(s)	- NONE							
					-			
Narrative ILE ON AN AERIAL APPLICATION	FIT THE DIT WAS	CROSSING LINDER & POWER IT	NE WHEN A WIDE CA	LIGHT THE D	IIDDER & SE	PARATED IT	-	
OM THE ACFT. DURING A LANDING			ITE WITCH A WIKE OF	COST THE R	ODDER G JI	. ANNIED II		

File No. - 953 6/28/84 LAKE BENTON, MN A/C Reg. No. N3681E Time (Lc1) - 0745 CDT IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND 3. FLIGHT CONTROL, RUDDER - SEPARATION DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #2 Phase of Operation LANDING ----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

	RAIRIE,MN A/C Re	g. No. N9487F	T .	ime (Lc1) - 	1430 CDI	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER		Crew Pass	0	0 0	0	2 0
Aircraft Information Make/Model - HUGHES 269B Landing Gear - SKID Max Gross Wt - 1670 No. of Seats - 3	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -			Installed/A tall Warnin		
Environment/Operations Information		~~~				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point EDEN PRAIRE.MN		Airport I ON AIR	Proximity STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		FLYING			
Wind Dir/Speed- 350/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT			Runway	Lth/Wid - Surface -	36 .2991/ ASPHALT DRY	75
Personnel Information						
	Age - 26 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (Ho		WAIVERS/	LIMIT
COMMERCIAL, CFI	Current - YES	Total -	791	Last 24	Hrs -	2
SE LAND, ME LAND HELICOPTER	Months Since - 17 Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	72	Last 30 Last 90 Rotorcr	Days-	113 219
Instrument Rating(s) - AIRPLANE						
Narrative E CFI STATED THAT WHILE PRACTICING A PEDAL T IL ROTOR TO CONTACT THE GROUND. THE MAIN ROT						

File No. - 880 7/03/84 EDEN PRAIRIE, MN A/C Reg. No. N9487F Time (Lc1) - 1430 CDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation HOVER Finding(s) 1. CYCLIC - EXCESSIVE - DUAL STUDENT 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI) Occurrence #2 ROLL OVER Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 803 4/07/84	MEMPHIS,MO	A/C Reg. I	No. N6902C	T	ime (Lc1) -	0800 CS1	T
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	nage		Injur		
		DESTROYED		Fata1	• • • • • • •		None
Type of Operation -BUSINES		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR Accident Occurred During -UNKNOWN		NONE	Pass	1	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28R-201T	Fng Make/M	Model - CONTIN	ENTAL TSIO-360	FIT 1	installed/A	ctivated	- YES-UNK/NE
Landing Gear - TRICYCLE-RETRACTAB		gines - 1	LIVIAL 1310 300		tall Warnin		
Max Gross Wt - 2150	Engine Tyr		FUEL INJECTED	5	arr warmin	g Jyatam	123
No. of Seats - 4	Rated Powe						
Environment/Operations Information							.
Weather Data	Itinerary			Airport F	Provimity		
Wx Briefing - FSS	Last Depart	ture Point			RPORT/STRIP		
Method - TELEPHONE	WICHITA F			OII AII	KFOKI/ SIKII		
Completeness - FULL	Destination			Airport Da	.+.		
Basic Weather - VMC				A IT POINT DE	ala		
	DUBUQUE, I	LA		D	T -1 4	A1 / A	
Wind Dir/Speed- 090/015 KTS	170/11					N/A	
Visibility - 20.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - 8000 FT				•		N/A	
	OVERCAST Type of Cle			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/l	_ndg - NOI	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45	Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Fliai	at Time (Ho	ours)		
PRIVATE		- UNK/NR	Total -	1400	last 24	Hrs - UM	JK/NR
SE LAND	Months Since	- · · · · · · · · · · · · · · · · · · ·	Make/Model-	850	Last 30	Days- UN	
SE LAND	Aircraft Type		Instrument- U		Last 90		
	All Clair Type	= - UNK/INK	Multi-Eng - U	NE/INE	Potoron	aft - UN	NK/ND
			Multi-Eng - of	NE / INE	ROTOLCI	ait - Oi	NK/ INK
Instrument Rating(s) - NONE							
Manualtus							
Narrative	F. +						
THE ACFT BROKE APART DURING A X-COUNTRY							
PLANNED ROUTE OF FLT. HOWEVER, THERE WAS							
SOUTHWEST AT KIRKSVILLE, MD, THE 0745 CS						MI,	
WIND FROM 090 DEG AT 15 KTS. AN EXAM REV							
FAILED DOWNWARD IN RELATION TO THE ACFT.						N	
WRECKAGE. THE PLT'S BODY WAS FOUND ABOUT	1/4 MI AWAY. THE PASSI	ENGER WAS FOUN	D STRAPPED IN '	THE WRECKA	GE.		

File No 8	03 4/07/84 MEMPHIS,MO	A/C Reg. No. N6902C	Time (Lc1) - 0800 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT UNKNOWN		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MAL UNKNOWN	FUNCTION	
Finding(s) 2. DESIGN STRESS L	IMITS OF AIRCRAFT - EXCEEDED - PILOT IN	N COMMAND	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo	rtation Safety Board determines that th	ne Probable Cause(s) of this accid	ent

is/are finding(s) 1,2

-Ba	asic Information		t- NONE	(OFNEDA)		A.1 0.1	.			T •		
	Type Operating	Certifica	te-NUNE	GENERAL	AVIATION)	Aircraft I SUBSTANT			Fatal	•	uries Minor	None
	Type of Operat Flight Conducto Accident Occuri	ed Under	-14 CF	R 91		Fire NONE	С	rew ass	0	0		2
- A	ircraft Informa											
	Make/Model Landing Gear Max Gross Wt No. of Seats	TRICYCLE			Engin	ake/Model - LYCOI r Engines - 1 e Type - RECII Power - 1	PROCATING-CAR			Installed tall Warn	/Activated	d - YES/YI n - YES
	nvironment/Opera	ations Inf	ormation									
W	eather Data Wx Briefing Method	- NO REC	ORD OF B	RIEFING		y eparture Point AS ACC/INC		A	irport ON AIR	Proximity PORT		
	Completeness Basic Weather Wind Dir/Spec	- VMC	!		Destina LOCA			Αi			UMMIT MUN - 18	I
	Visibility Lowest Sky/C Lowest Ceilid Obstructions Precipitation Condition of	- 5.0 louds - ng to Visior n	SM CLEAR - NONE - NONE - NONE	нт	Type o	pace f Flight Plan - f Clearance - pch/Lndg -	NONE		Runway Runway	Lth/Wid	- 3000/ - ASPHAL	
	ersonnel Informa Pilot-In-Comman				Age - 44	м	edical Certif	icate	- VALTO	MEDICAL -	WATVEDS/I	TMTT
•	Certificate(s		;)		age 44 Biennial Fli	ght Review	edicai ceitii F		Time (H		WAIVERS/ E	11411
	COMMERCIAL SE LAND	,CFI			Current Months S		Total Make/Model	- 7	32	Last	30 Days-	UNK/NR
	Instrument	Rating(s)	- AIRP	LANE								
LE TI F	HROTTLE BACK TO T PAST THE END	ABORT THE	TAKEOFF , ENCOUN	, BUT THI TERED A S	E RPM WOULD SOFT SPOT (M	TO DEVELOPE FUL NOT REDUCE TO ID UD) & NOSED OVER & ALLOWED THE P	LE. SUBSEQUEN . AN EXAM OF	TLY, T	HE ACFT	CONTINUE R REVEALE	D APRX D THAT	

6/28/84 A/C Reg. No. N25496 Time (Lc1) - 1715 CDT File No. - 804 LEE'S SUMMIT.MO Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - DUAL STUDENT 2. FUEL SYSTEM, CARBURETOR - FAILURE, PARTIAL 3. ABORTED TAKEOFF - PERFORMED -Occurrence #2 OVERRUN Phase of Operation TAKEOFF Finding(s) 4. EMERGENCY PROCEDURE - IMPROPER USE OF - PILOT IN COMMAND(CFI) Occurrence #3 NOSE OVER Phase of Operation TAKEOFF Finding(s) 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 827 6/29/84 KIRKS	VILLE,MO	A/C Reg.	No. N761YR		Γime (Lc1) -	1445 CDT	-
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	_		Injur		· • • • • • •
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crev	v 0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass		0	0	0
Aircraft Information							
Make/Model - CESSNA T210M	Eng Make/Mo	del - CONTI	NENTAL TSIO-520	O-R1B ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi	nes - 1			Stall Warnir	ng System	- YES
Max Gross Wt - 3800	Engine Type	- RECIP	-FUEL INJECTED				
No. of Seats - 6	Rated Power	- 31	O HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point		ON AII	•		
Method - N/A	CAMERON, MO						
Completeness - N/A	Destination			Airport	Data		
Basic Weather - VMC	KIRKSVILLE	MO.		•	NCE CANNON		
Wind Dir/Speed- 360/006 KTS	NINNSVILLE	,,,,,				- 36	
Visibility - 20.0 SM	ATC/Airspace				/ Lth/Wid -		100
Lowest Sky/Clouds - SCATTERED	Type of Flig	h+ Dlan - N	IONE		Surface -		
Lowest Ceiling - NONE	Type of Clea					- DRY	•
Obstructions to Vision- NONE	Type Apch/Ln		RAFFIC PATTERN		y Status	DKI	
Precipitation - NONE	Type Apcil/Ell		RECAUTIONARY LA				
Condition of Light - DAYLIGHT			RECAUTIONARY LA	ANDING			
Condition of Light - DATLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55		dical Certifica			IIVERS/LIW	MIT
Certificate(s)/Rating(s)	Biennial Flight Re			ght Time (_
PRIVATE	Current		Total -		Last 24		. 2
SE LAND, ME LAND	Months Since		Make/Mode1-	220		Days- UN	
	Aircraft Type	- C-T210M		210	Last 90	Days-	56
			Multi-Eng -	680			
Instrument Rating(s) - AIRPLANE							
TER TAKING OFF, THE PLT NOTED A MALFUNCTION OSE GEAR WOULD NOT EXTEND. ALL ATTEMPTS TO E HEELS-UP LANDING. AFTER THE LANDING, AN EXAM AN343H3A BOLT, P/N 1243617-1, HAD SHEARED EARING HAD RECENTLY FAILED & THE ACFT HAD RU	XTEND THE NOSE GEAR REVEALED THAT THE & ALLOWED THE NOSE N OFF THE RWY & ONT	NOSE GEAR W GEAR TO JAM ROUGH TER	CESSFUL, SO THI IAS COCKED & JAI I. THE PLT REPOI RAIN. AFTER THI	E PLT ELEC MMED IN TH RTED THAT	TED TO MAKE E WHEEL WELL THE NOSE GEA	A \AR	

A/C Reg. No. N761YR Time (Lc1) - 1445 CDT File No. - 827 6/29/84 KIRKSVILLE.MO AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - PREVIOUS DAMAGE 2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL 3. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL 4. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Type of Operating Certificate-NONE (GENERAL AVIATION) Type of Operation Type of Clearance Type of Clearance Type of Clearance Type of Clearance Type of Operation Type of Clearance Type of Cle	File No 915 7/18/84 WEST	PLAINS,MO	A/C Reg.	No. N39963		Т.	ime (Lc1)	- 2000 CI	DT
Aircraft Information	Type of Operation -FLIGHT TEST	L AVIATION)	DESTROYED Fire)	Crew	1	Serious O	Minor O	0
Make/Model - MDRGAN T. MELTON SKY RIDER			UN GROUND	•	rass	O	O	U	O
Was thereing - NO RECORD OF BRIEFING	Landing Gear - UNK/NR Max Gross Wt - 1600	Number Ei Engine T	ngines - 1 ype - RECIP	ROCATING-CA		S.			
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative E OWNER/BULDER STATED THAT HE & HIS BROTHER HAD BEEN HAVING AN ENG PROBLEM WHICH THEY ASSUMED WAS DUE TO A VAPOR CK. THEY HAD INSTALLED A METAL BOX AROUND THE ELECTRIC FUEL PUMP TO INSULATE IT FROM THE HEAT OF THE EXHAUST PE. THE BROTHER INITIATED A HI SPEED TAXI TEST & WAS NOT SUPPOSE TO HAVE TAKEN OFF. HOWEVER, THE ACFT BECAME RPORNE, CLIMBED ABOUT 500 FT, THEN TURNED ON DOWNWIND LEG OF THE TRAFFIC PATTERN. AT ABOUT THAT TIME, THE ENG GAN LOOSING POWER. THE ACFT CONTINUED ON DOWNWIND & TURNED ON A BASE LEG. AT ABOUT 200 FT AGL, DURING A STEEP RN TO FINAL, THE ACFT STALLED & CRASHED. THE CARBURETOR WAS DESTROYED BY IMPACT. ABNORMAL WEAR MARKS WERE NOTED ON E LOWER EDGE OF THE PRIMARY VENTURE. THE MAGNETO SWITCH WAS FOUND IN THE "OFF" POSITION & THE KEYS WERE FOUND ABOUT	Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Last Depairs SAME AS Destination LOCAL ATC/Airspace Type of Factor Type of Cappe Apch	ACC/INC n e light Plan - N learance - N /Lndg - I	IONE	Air	OFF AII port Da WEST PI Runway Runway Runway	RPORT/STRI ata LAINS Ident Lth/Wid Surface	- 14 - 3200/ - ASPHAL	
Narrative E OWNER/BULDER STATED THAT HE & HIS BROTHER HAD BEEN HAVING AN ENG PROBLEM WHICH THEY ASSUMED WAS DUE TO A VAPOR CK. THEY HAD INSTALLED A METAL BOX AROUND THE ELECTRIC FUEL PUMP TO INSULATE IT FROM THE HEAT OF THE EXHAUST PE. THE BROTHER INITIATED A HI SPEED TAXI TEST & WAS NOT SUPPOSE TO HAVE TAKEN OFF. HOWEVER, THE ACFT BECAME RPORNE, CLIMBED ABOUT 500 FT, THEN TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN. AT ABOUT THAT TIME, THE ENG GAN LOOSING POWER. THE ACFT CONTINUED ON DOWNWIND & TURNED ON A BASE LEG. AT ABOUT 200 FT AGL, DURING A STEEP RN TO FINAL, THE ACFT STALLED & CRASHED. THE CARBURETOR WAS DESTROYED BY IMPACT. ABNORMAL WEAR MARKS WERE NOTED ON E LOWER EDGE OF THE PRIMARY VENTURE. THE MAGNETO SWITCH WAS FOUND IN THE "OFF" POSITION & THE KEYS WERE FOUND ABOUT	Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current Months Since	Review - YES e - 19	Total Make/Mode	Flight T - 55 1- UNK/N	ime (Ho 7 R	ours) Last 2 Last 3	O Days-	UNK/NR
E OWNER/BULDER STATED THAT HE & HIS BROTHER HAD BEEN HAVING AN ENG PROBLEM WHICH THEY ASSUMED WAS DUE TO A VAPOR CK. THEY HAD INSTALLED A METAL BOX AROUND THE ELECTRIC FUEL PUMP TO INSULATE IT FROM THE HEAT OF THE EXHAUST PE. THE BROTHER INITIATED A HI SPEED TAXI TEST & WAS NOT SUPPOSE TO HAVE TAKEN OFF. HOWEVER, THE ACFT BECAME RPORNE, CLIMBED ABOUT 500 FT, THEN TURNED ONTO A DOWNWIND LEG OF THE TRAFFIC PATTERN. AT ABOUT THAT TIME, THE ENG GAN LOOSING POWER. THE ACFT CONTINUED ON DOWNWIND & TURNED ON A BASE LEG. AT ABOUT 200 FT AGL, DURING A STEEP RN TO FINAL, THE ACFT STALLED & CRASHED. THE CARBURETOR WAS DESTROYED BY IMPACT. ABNORMAL WEAR MARKS WERE NOTED ON E LOWER EDGE OF THE PRIMARY VENTURE. THE MAGNETO SWITCH WAS FOUND IN THE "OFF" POSITION & THE KEYS WERE FOUND ABOUT	Instrument Rating(s) - NONE								
	OCK. THEY HAD INSTALLED A METAL BOX AROUND TO SEED TO	HE ELECTRIC FUEL EST & WAS NOT SU NTO A DOWNWIND L WNWIND & TURNED E CARBURETOR WAS GNETO SWITCH WAS	PUMP TO INSUL PPOSE TO HAVE EG OF THE TRAF ON A BASE LEG. DESTROYED BY	ATE IT FROM TAKEN OFF. FIC PATTERN AT ABOUT 2 IMPACT ABN	THE HEA HOWEVER, I. AT ABO OO FT AG IORMAL WE	T OF TI THE AC UT THA L, DUR AR MARI	HE EXHAUST CFT BECAME T TIME, TH ING A STEE KS WERE NO	E ENG P TED ON	

File No. - 915 7/18/84 WEST PLAINS, MO A/C Reg. No. N39963 Time (Lc1) - 2000 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. UNDETERMINED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH _____ ----Probable Cause----

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

File No 956 8/13/84 C	HESTERFIELD,MO	A/C Reg.	No. N2898Q	Time (Lc1) - 1840 CDT					
Basic Information Type Operating Certificate-NONE (GEI Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	•	Aircraft D SUBSTANTI Fire NONE	AL Crew		Injur Serious O O		None 1 0		
Aircraft Information Make/Model - CESSNA 172L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4		ngines - 1 ype - RECIP	ING 0-320-E2D ROCATING-CARBUR O HP	S	Installed/Adtall Warning				
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 135/011 KTS Visibility - 3.000 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depai BLOOMING Destination SAME AS ATC/Airspace Type of F Type of C	n ACC/INC e light Plan - V learance - N		ON AIR Airport D SPIRIT Runway Runway Runway	ata OF ST LOUIS	07 6000/ ASPHALT	150		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Months Since Aircraft Typ	- UNK/NR e - UNK/NR	Total -	ht Time (H 575 530	ours) Last 24 Last 30	Hrs - Days- UN	4 K/NR		
Instrument Rating(s) - AIRPLANNarrative URING ARRIVAL THE PLT WAS INSTRUCTED TO NOTHER ACFT ON A TOUCH & GO FROM A LEFT O LAND. THE PLT STATED THAT THE ACFT BOU HAD POOR STEERING, SO SHE WENT OFF THE RW FERE DAMAGED DURING THE OCCURRENCE.	MAKE A RIGHT HAND TR PATTERN. THE OTHER A NCED BADLY DURING TH	CFT WAS STILL E LANDING & AF	ON THE RWY WHEN	SHE START BACK TO TH	ED FLARING E RWY, SHE				

File No. - 956 8/13/84 CHESTERFIELD,MO A/C Reg. No. N2898Q Time (Lc1) - 1840 CDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. FLARE IMPROPER PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 4. RECOVERY FROM BOUNCED 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) 2

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

Basic Information Type Operating Certificate-NONE ((SENERAL AVIATION)	Aircraft Damage			Injur	ies	
Type operating our trivoute none (LIVERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONA	NL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	ON GROUND	Pass	0	0	0	2
Accident Occurred During -LANDING	<u> </u>						
Aircraft Information							
Make/Model - CESSNA 172G		/Model - CONTINENTAL					
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warning	g System	- YES
Max Gross Wt - 2300		ype - RECIPROCATI	NG-CARBURE	OR			
No. of Seats - 4	Rated Po	wer - 145 HP					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		rture Point		OFF AIR	RPORT/STRIP		
Method - N/A Completeness - N/A	BATESVI Destinatio			linnant D	-+-		
Basic Weather - VMC		BURG,MS	,	Airport Da	ala		
Wind Dir/Speed- CALM	HATTLES	BORG, MS		Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspac	e			Lth/Wid -		
Lowest Sky/Clouds - 3500 F					Surface -		
Lowest Ceiling - NONE	Type of (learance - NONE		Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch	/Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - NIGHT(D	1RK)						
Personnel Information							
Pilot-In-Command	Age - 47	Medical Review	Certificate		MEDÍCAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (H	ours)	11	_
PRIVATE SE LAND	Current Months Sine	- YES Tota se - 2 Make pe - UNK/NR Inst	al -	348	Last 24	Hrs -	ン/ND
SE LAND	Months 51110	re - 2 Make	trument-	/5	Last 30	Days- UN	10
÷	Anciarti	pe onk/ink inst	ci dilleri c	O	Last 50	Days	.0
Instrument Rating(s) - NONE							
This trument kating(s) - None							
Narrative							
R APRX 3 HRS OF FLIGHT TIME, THE PL							
		THE GASCOLATOR, ABOU					

File No. - 900 6/13/84 FORKVILLE.MS A/C Reg. No. N3779L Time (Lc1) - 2130 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4 Factor(s) relating to this accident is/are finding(s) 2,5

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) · Aircraft	Damage		Injur	ies	
	SUBSTAN		Fatai	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA 172G	Eng Make/Mode1 - CON					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2150		IPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	JACKSON, MS					
Completeness - WEATHER NOT PERTINEN			Airport D			
Basic Weather - VMC Wind Dir/Speed- 340/004 KTS	SAME AS ACC/INC			A MUNI.	0.4	
Visibility - 6.0 SM	ATC/Airspace			· Ident - · Lth/Wid -	· 31	450
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Tilgit Flair -				DRY	
Obstructions to Vision- HAZE		TRAFFIC PATTERN	Ranway	Status	DKT	
Precipitation - NONE	Type Apolly Elling	, , , , , , , , , , , , , , , , , , ,				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		,	
PRIVATE	Current - YES	Total -	860	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - 23	Make/Mode1-	812	Last 30		
	Aircraft Type - UNK/NR			Last 90	Days-	74
		Multi-Eng -	9			
Instrument Rating(s) - AIRPLANE						
Narrative					·	
NG ARRIVAL TO AN UNCONTROLLED ARPT, THE	PLT MADE AN APCH WHILE FOLLOW	ING ABOUT 1/4 MT	BEHIND A L	H-1 HELICOR	TER.	
HAT TIME, THERE WAS A QUARTERING HEAD WI						
CESSNA 172 ENCOUNTERED SEVERE TURBULENCE						
NEARLY INVERTED AFTER ENCOUNTERING WAKE						
				D WAKE TURE		

6/30/84 GRENADA, MS A/C Reg. No. N4650L Time (Lc1) - 0925 CDT File No. - 899 VORTEX TURBULENCE ENCOUNTERED Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Occurrence #3 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) 1,2

Basic Information Type Operating Certificate	e-NONE (GENERAL	•	ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE		rew O ass O	0 0	0	1
-Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-F Max Gross Wt - 3300 No. of Seats - 4		Eng Make/Model - (Number Engines - Engine Type - R Rated Power -	1 ECIP-FUEL INJECT	S ED	Installed/ tall Warni	ng System	- YES
Environment/Operations Informed Weather Data Wx Briefing - FSS Method - IN PERSO Completeness - FULL Basic Weather - VMC Wind Dir/Speed - 260/007 Visibility - 30.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	KTS SM 7000 FT 7000 FT BROKEI NONE NONE	Itinerary Last Departure Poir SALT LAKE CITY,UT Destination LEWISTOWN,MT ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - NONE	OFF AI Airport D Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 52 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/N	Total	light Time (H - 3595	lours) Last 24 Last 30	·	IK/NR IK/NR
Instrument Rating(s) Narrative LE ON A VISUAL FLIGHT PLAN FI CLOUDS AND UP TO AN ALTITUDI DUNTERED EXTREME TURBULENCE A TENTERED THE CLOUDS HE RETAI BANKED AT LEAST 90 DEGREES. ACFT WAS SUBSTANTIALLY DAMA THE DESTINATION WHERE IT LANG	LIGHT THE NON-ING THE NON-ING THE ACFT WAS THE ENGINE THE EXITED THE DURING THIS	MSL. THE PLT STATED THAT S SUCKED DOWN INTO THE CL POWER. FURTHER HE SAID T D THE CLOUDS IN AN INVERT OUT-OF-CONTROL SEQUENCE	JUST AFTER PASS OUDS BELOW. THE HAT THE ACFT STA ED SPIN AT AN AL	ING, "CRAZY P PLT STATED TH RTED A STEEP TITUDE OF ABO	EAK", HE AT AS THE DESCENT UT 10000 FI	EET MSL. WAS FLOWN	

File No. - 889 5/25/84 LIVINGSTON.MT A/C Reg. No. N2373F Time (Lc1) - 1635 MDT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - DOWNDRAFT WEATHER CONDITION - TURBULENCE 6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6.7.8.10

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

File No 991 3/07/84 BE	NSON, NC	A/C Reg.	No. N9162Y	٦	Time (Lc1) -	- 1640 EST	
-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D	amage		Injur	ries	
		SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS		Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	3
Accident Occurred During -CRUISE			Oth	er O	О	0	3
-Aircraft Information							
Make/Model - PIPER PA-31T	Eng Make	/Model - P&W P	T6A-28	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2			tall Warnin		
Max Gross Wt - 9000	Engine Ty	•	PROP			.5 -,	
No. of Seats - 8	Rated Po	•	O HP				
-Environment/Operations Information	*********						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR	-	rture Point	•	•	RPORT/STRI	Þ	
Method - UNK/NR	POMPANO	BEACH, FL		011 A.	IKI OKI / SIKI		
Completeness - WEATHER NOT PERTIN	ENT Destination	า		Airport [Data		
Basic Weather - VMC	RICHMON	D,VA					
Wind Dir/Speed- UNK/NR				Runway	/ Ident ·	- N/A	
Visibility - 25.0 SM	ATC/Airspace	9		Runwa	Lth/Wid	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of F	light Plan - N	ONE	Runwa	Surface	- N/A	
Lowest Ceiling - UNK/NR		learance - N				- N/A	
Obstructions to Vision- NONE	Type Apch,				, • • • • • • • • • • • • • • • • • • •	,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 65	14.0	dical Certific	VAL T	MEDICAL -W	ATVEDC /LTM	
Certificate(s)/Rating(s)	Biennial Flight			ght Time (AIVERS/LIM	11 1
ATP						4 11	7
ME LAND	Current	- YES		10000	Last 24		7 IV /ND
ME LAND	Months Since		Make/Model-			O Days- UN	•
	Aircraft ly	oe - PA-31T	Instrument- Multi-Eng -		Last 90	O Days-	70
			marti Eng -	7047			
Instrument Rating(s) - AIRPLANE							
-Narrative							
IPER PA-31T, N9162Y, & A BEECH 200C, N3	90AC. WERE INVOLVED	TN A MIDATE C	OLLISION WHILE	BOTH WERE	CRUISING		
17,500 FT IN UNLIMITED VISIBILITY. THE						THE	
CH WAS TRACKING INBOUND ON THE 340 DEG							
BOTH AIRCREW WERE ABLE TO CONTINUE FLY						ш	
T BEFORE THE COLLISION. THE PILOT OF TH						''	
SOMEWHAT RESTRICTED BY THE LEFT, WINDS						TED	
THE WINDSHIELD CENTER POST & THE WINDSH							
ABOUT 420 KTS & IN THE SAME GENERAL DIR				K MIILI A CI	JEUSUKE SPEI	EU	
ABOUT 420 KIS & IN THE SAME GENERAL DIR	ECTIONS THAT THE PL	13 ATEM MEKE	UDSIKUCIED.				
							. -
	DAG	- 0-0					- -

File No. - 991 3/07/84 BENSON,NC A/C Reg. No. N9162Y Time (Lc1) - 1640 EST

Occurrence
Phase of Operation

MIDAIR COLLISION CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

File No 991 3,	/07/84 BENS	SON,NC	A/C Re	g. No. N390AC		Т	ime (Lc1) -	1640 E	ST
-Basic Information Type Operating Certifica	te-NONE (GENE	RAL AVIATION)	Aircraft	Damage			Injur	ies	
:	(42.12.		SUBSTAN			Fatal	Serious	Minor	None.
Type of Operation	-OTHER WORK	USE	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91		NONE		Pass	0	0	0	2
Accident Occurred During	-CRUISE			I	Other	0	0	0	4
-Aircraft Information									·
Make/Model - BEECH 200	oc	Eng Make	/Model - P&W	PT6A-41		ELT	Installed/	ctivate	d - YES/NO
Landing Gear - TRICYCLE	-RETRACTABLE	Number E	ingines - 2			S	tall Warnir	ng Syste	m - YES
Max Gross Wt - 12500		Engine T	ype - TUR	BOPROP					
No. of Seats :- 5		Rated Po	ower -	750 HP					
-Environment/Operations Info	ormation								
Weather Data		Itinerary				Airport	Proximity		
Wx_Briefing - UNK/NR Method - UNK/NR		•	rture Point ELD.NC			OFF AI	RPORT/STRIF	•	
Completeness - UNK/NR		Destinatio	•			irport D	2+2		
Basic Weather - VMC		LOCAL	л і		A	прогев	ala		
Wind Dir/Speed- UNk/NR		LUCAL				Dunway	Ident -	N/A	
Visibility - 25.0		ATC/Airspac	•					- N/A	
Lowest Sky/Clouds -		•	: :light Plan -	NONE			Surface -	,	
	- UNK/NR		learance -			•		- N/A	
Obstructions to Vision	- · · · · · · · · · · · · · · · · · · ·	Type Apch		NONE		Rullway	Jiaius	14/ A	
	- NONE	Type Apcil	i/ Linug	NOINE					
Condition of Light									
-Personnel Information									
Pilot-In-Command		Age - 35		Medical Certi	ficate	- VALTO	MEDICAL-NO	NATVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight				Time (H		, WAIVE!	(3) 21/11
ATP	,	Current	- YES			392	Last 24	Hrs -	4
SE LAND, ME LAND, SE S	ΕΔ	Months Sinc		Make/Mode		500	Last: 30		
HELICOPTER			pe - UNK/NR	Instrumen		350	Last 90		
			,	Multi-Eng		800	Rotorc	•	
Instrument Rating(s)	- AIRPLANE,	HELICOPTER							
-Narrative									
IPER PA-31T, N9162Y, AND A									
500 FT IN UNLIMITED VISIBIL									1
TRACKING INBOUND ON THE 34	O DEG RADIAL	OF THE WILMINGTON	VOR. BOTH AC	FT WERE SUBST	ANTIAL	LY DAMAG	ED, BUT BO	ГН	
CREW WERE ABLE TO CONTINUE	FLYING AND LA	ND SAFELY. THE PLT	OF THE PIPE	R SAID THAT H	E SAW	A TAN FL	ASH JUST BI	FORE	
COLLISION. THE PILOT OF TH	E BEECH DID N	OT SEE THE PIPER.	THE COCKPIT	VIEW OF THE	PA-31	PILOT WA	S SOMEWHAT		
STRICTED BY THE LEFT, WINDSH	IELD SIDE POS	T. LIKEWISE, THE E	BEECH PLT'S V	IEW WAS SOMEW	HAT RE	STRICTED	BY THE WI	NDSHIELD)
TER POST AND THE WINDSHIELD	WIPER ARM. T	HE ACFT CONVERGED	ON ONE ANOTH	ER WITH A CLO	SURE S	PEED OF	ABOUT 420 P	KTS AND	
THE SAME GENERAL DIRECTIONS	THAT THE PLT	'S VIEWS WERE OBST	RUCTED.						

File No. - 991 3/07/84 BENSON,NC A/C Reg. No. N390AC Time (Lc1) - 1640 EST

Occurrence MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----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 861	3/20/84 	FLETCHER, NC	A/C Reg. No. N8300T			ا 	ime (Lc1) -	. 2205 ESI	- -
Basic Information Type Operating Certific		ND ATD TAYT	Aircraft	Damago			Injur	ios	
Type operating certific	La Le UN DEMA	IND AIR TAXI	DESTROYE			Fatal		Minor	None
Type of Operation	-BUSINES	: <	Fire		Crew	0	0	1	0
Flight Conducted Under			NONE		Pass	1	Ö	4	ő
Accident Occurred Durin	ng -MANEUVE	RING	HOHE		, 1 400	•	Ŭ	•	Ū
Aircraft Information									
Make/Model - PIPER F	A-34-200T		Eng Make/Model - CON	TINENTAL	L/TSI0-36		Installed/#		
Landing Gear - TRICYCL	_E-RETRACTAE	BLE	Number Engines - 2			S	tall Warnir	ng System	- YES
Max Gross Wt - 4570			Engine Type - RECI	IP-FUEL	INJECTED				
No. of Seats - 6			Rated Power - 2	200 HP					.
Environment/Operations In	nformation								
Weather Data		I.	tinerary				Proximity		
Wx Briefing - NWS			Last Departure Point			OFF AI	RPORT/STRIF	•	
Method - TELEF	PHONE	-	ARDEN, NC						
Completeness - FULL		, !	Destination			Airport D			
Basic Weather - VMC			RALEIGH, NC			ASHEVI			
Wind Dir/Speed- 160/0			/					- 16	
Visibility - 5.			TC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -			Type of Flight Plan -			•	Surface ·		
		UVERCAST	Type of Clearance -		LANDING	Runway	Status -	- WET	
Obstructions to Visio			Type Apch/Lndg -	FORCED	LANDING				
Precipitation Condition of Light	- NONE	NDK)							
Personnel Information	=								_
Pilot-In-Command		Age -		Medical			MEDICAL-NO) WAIVERS,	/LIMIT
Certificate(s)/Rating((s)		ial Flight Review			nt Time (H			
COMMERCIAL, ATP			urrent - YES	Tota			Last 24		. 2
SE LAND, ME LAND			onths Since - 6		/Model-			Days- U	•
		A	ircraft Type - PA-34		rument-	382	Last 90	Days-	92
				Mult	i-Eng -	1150			
Instrument Rating(s	s) - AIRPLA	ANE							
 Narrative									
ING TAKEOFF THE LEFT ENG L	OST POWER S	SHORTLY AFTE	R THE LANDING GEAR WAS	RETRACT	FD. THE PI	T STATED	THAT HE FFI	_T	
LOSS OF POWER AT ABOUT TH								-	
SURE GAUGE READING 25 INC									
THER THAT PROP. SUBSEQUENT									
AREA SURROUNDING THE AIR	,								
DED AT OR ABOVE ITS MAX GE									
(PIT REVEALED THAT THE LE	FI ENG MAG :	SMTICHES. FR	CATED IMMEDIATELY ADDA		HADTIAG FIGH				
PIT REVEALED THAT THE LEFT "OFF" POSITION & THAT THE					INDING LIGI	11 3#11011	.5, WENE 114		

PAGE 256

File No. - 861 3/20/84 FLETCHER.NC A/C Reg. No. N8300T Time (Lc1) - 2205 EST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, IGNITION SWITCH - SWITCHED OFF 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Finding(s) 3. LIGHT CONDITION - DARK NIGHT 4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 6. OBJECT - OPEN FIELD 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) 3,6

-Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da		F-+-1	Injuri		Nama
Type of Operation -PERSONA	1	SUBSTANTIA Fire	crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR		NONE	Pass	-	0	0	Ó
Accident Occurred During -TAXI		110112	. 455	ŭ	v		· ·
-Aircraft Information							
Make/Model - PIPER PA-22-150		/Model - LYCOMI			Installed/Ad		
Landing Gear - TRICYCLE-FIXED					tall Warning	g System	- NO
Max Gross Wt - 1950	Engine_T	ype - RECIPR	DCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 150	НР 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	BURGAW, Destinatio			Admont D			
Basic Weather - VMC		ACC/INC		Airport Da	RIDGE		
Wind Dir/Speed- 110/008 KTS	SAME AS	ACC/ INC				UNK/NR	
Visibility - 7.0 SM	ATC/Airspac	_			Lth/Wid -		
Lowest Sky/Clouds - 2500 FT			NF		Surface -		
Lowest Ceiling - NONE		learance - NO			Status -		
Obstructions to Vision- NONE		/Lndg - TR			0.1		
Precipitation - NONE	. 3	, g					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41	Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight		Flig	ht Time (Ho	ours)		
COMMERCIAL	Current	- YES	Total - Make/Model- Instrument-	1124	Last 24	Hrs - UN	IK/NR
SE _E LAND	Months Sinc		Make/Mode1-	350	Last 30	Days- UN	IK/NR
	. Aircraft Ty	pe - C-172RG	Instrument-	128	Last 90	Days- UN	IK/NR
			Multi-Eng -	4	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - NONE							
-Narrative							
LE THE PLT WAS TAXIING AFTER LANDING.	ONE WHEEL OF THE ACE	T MIRED IN A SO	FT SPOT. THE A	CFT THEN VI	EERED INTO		
TER TERRAIN & NOSED OVER.	5::2 O AOI	1 4 30	3. 5	· · · · · · · · · · · · · · · · · ·			

File No. - 858 4/21/84 WILMINGTON,NC A/C Reg. No. N8092C Time (Lc1) - 1600 EST

Uccurrence

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SOFT

- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. AIRSPEED EXCESSIVE PILOT IN COMMAND

----Probable Cause----

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

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

IVDE UDERATION CERTIFICATE-NUME	(GENERAL AVIATION) Aircraf	t Damage		Injur	ias	
Type operating certificate noise	SUBSTA		Fatal	•		None
Type of Operation -PERSO	ONAL Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF		Pass	0	0	0	1
Accident Occurred During -LANDI	ING					
Aircraft Information						
Make/Model - GRUMMAN AA-5B	Eng Make/Model - LY			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnir	ng System	- YES
Max Gross Wt - 2000	Engine Type - RE		TOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information	n					
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF E			ON AIRF	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata N COUNTY		
	LUCAL				21	
Wind Din/Spood- 100/006 VTS						
Wind Dir/Speed- 190/006 KTS	ATC/Ainspace					75
Visibility - 15.0 SM	ATC/Airspace	- NONE	Runway	Lth/Wid -	3700/	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000	FT SCATTERED Type of Flight Plan		Runway Runway	Lth/Wid - Surface -	3700/ ASPHALT	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE	FT SCATTERED Type of Flight Plan Type of Clearance	- NONE	Runway Runway	Lth/Wid - Surface -	3700/	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE	FT SCATTERED Type of Flight Plan Type of Clearance		Runway Runway	Lth/Wid - Surface -	3700/ ASPHALT	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - TRAFFIC PATTERN	Runway Runway	Lth/Wid - Surface -	3700/ ASPHALT	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - TRAFFIC PATTERN	Runway Runway	Lth/Wid - Surface -	3700/ ASPHALT	75
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33	- NONE - TRAFFIC PATTERN FULL STOP	Runway Runway Runway	Lth/Wid - Surface - Status - MEDICAL-NO	3700/ ASPHALT DRY	
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT)	- NONE - TRAFFIC PATTERN FULL STOP	Runway Runway Runway te VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO	3700/ ASPHALT DRY	 /LIMIT
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh	Runway Runway Runway te VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO	3700/ ASPHALT DRY	 /LIMIT
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review Current - YES Months Since - 3	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model-	Runway Runway Runway te - VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO burs) Last 24 Last 30	3700/ ASPHALT DRY WAIVERS, Hrs - UI	 /LIMIT NK/NR 5
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model-	Runway Runway Runway te - VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO burs) Last 24 Last 30	3700/ ASPHALT DRY WAIVERS, Hrs - UI	 /LIMIT
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-152	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model-	Runway Runway Runway te - VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO burs) Last 24 Last 30	3700/ ASPHALT DRY WAIVERS, Hrs - UI	 /LIMIT NK/NR 5
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-152	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model-	Runway Runway Runway te - VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO burs) Last 24 Last 30	3700/ ASPHALT DRY WAIVERS, Hrs - UI	 /LIMIT NK/NR 5
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-152	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model-	Runway Runway Runway te - VALID nt Time (Ho	Lth/Wid - Surface - Status - MEDICAL-NO burs) Last 24 Last 30	3700/ ASPHALT DRY WAIVERS, Hrs - UI	 /LIMIT NK/NR 5
Visibility - 15.0 SM Lowest Sky/Clouds - 10000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONI	FT SCATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg (BRIGHT) Age - 33 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - C-152	- NONE - TRAFFIC PATTERN FULL STOP Medical Certificat Fligh Total Make/Model- Instrument-	Runway Runway Runway te - VALID nt Time (Ho 61 7 1	Lth/Wid - Surface - Status - MEDICAL-NO ours) Last 24 Last 30 Last 90	3700/ ASPHALT DRY WAIVERS, Hrs - Ui Days- Days-	 /LIMIT NK/NR 5

File No. - 875 5/07/84 SMITHFIELD, NC A/C Reg. No. N28239 Time (Lc1) - 2015 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LIGHT CONDITION - NIGHT 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 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

File No 859 5/19/84 FRA	NKLIN,NC	A/C Reg. No. N2	3960	т.	ime (Lc1) -	1545 EDT	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 1
Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1760 No. of Seats - 2	Number Engi Engine Type	del - LYCOMING 0-3 nes - 1 - RECIPROCATIN - 150 HP		R	Installed/A tall Warnir	ng System	
Weather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 240/012 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision NONE Precipitation - NONE Condition of Light - DAYLIGHT	FRANKLIN,N Destination LOCAL ATC/Airspace Type of Flig Type of Clea		Αi	OFF AII rport Da Runway Runway Runway Runway		· N/A · N/A · N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 52 Biennial Flight Re Current Months Since Aircraft Type	UNK/NR TotalUNK/NR Make/UNK/NR Instr	Certificate Flight I - 3 /Model- rument- UNK/ i-Eng - UNK/	165 70 NR	Last 24 Last 30 Last 90	·	K/NR K/NR 20
Narrative DURING FLT, THE ENG LOST POWER. THE PLT CHO THE ACFT CONTACTED AN ALUMINUM ROOFED SHED PREIMPACT MECHANICAL MALFUNCTION OR FAILURE RESPECTIVELY. THE PLT STATED THAT HE DID NO CHARTS, CONDITIONS WERE CONDUCIVE TO CARBUR	& AN ELECTRICAL WIRE, E. THE TEMP & DEW POIN OT REMEMBER USING CARB	THEN CRASH LANDED T AT ASHVILLE, NC,	D. AN EXAM (, WERE REPOR	F THE A	CFT REVEALE 87 & 56 DEG	ED NO GREES	

File No. - 859 5/19/84 FRANKLIN, NC A/C Reg. No. N2396J Time (Lc1) - 1545 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. FUEL SYSTEM.CARBURETOR - ICE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) OBJECT - BUILDING(NONRESIDENTIAL) 5. OBJECT - WIRE, TRANSMISSION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Type of Operation		AL AVIATION)	Aircraft (Damage		Inju	ries	
• • •			SUBSTANT		Fatal	Serious	Minor	None
	-PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under Accident Occurred Duri			NONE	Pass	0	U	O	3
Aircraft Information			/				A _ 1	VEC /N
Make/Model - PIPER Landing Gear - TRICY(PA-34-200		e/Model - LYCU Engines - 2	MING ID-360-C1E6			Activated · ng System ·	
Max Gross Wt - 3600		Engine		P-FUEL INJECTED	3	tair waiiii	ing System	123
No. of Seats - 7		Rated P	, ,	OO HP				
-Environment/Operations I	Information	7.1			A's	3		
Weather Data Wx Briefing - NO F	RECORD OF BRIEFING	Itinerary	arture Point		ON AIR	Proximity		
Method - N/A	CLOOKD OF BRILLING	ASHEVI			ON AIN	OKT		
Completeness - N/A		Destinati			Airport Da	ata		
Basic Weather - VMC		BANNER	ELK,NC		HICKOR'			
Wind Dir/Speed- 240/		/					- 19	
Visibility - 10 Lowest Sky/Clouds -		ATC/Airspa TTERED Type of		NONE	•	Lth/Wid Surface	- UNK/NR - GRASS/TUI) E
Lowest Ceiling	- NONE	- 1	Clearance -				- UNK/NR	\ 1
Obstructions to Visi		Type Apc		TRAFFIC PATTERN				
•	- NONE	, ,		FULL STOP		•		
Condition of Light	- DAYLIGHT							
-Personnel Information Pilot-In-Command	- -	Age - 51		edical Certifica	ıta - VALTD	MEDICAL -W	ATVEDS/LIM	т
Certificate(s)/Rating	a(s)	Biennial Fligh			tte VALID		AIVERS/ EIM	
COMMERCIAL	•	Current	- YES	Total -	2428	Last 2	4 Hrs -	4
ME LAND		Months Sin		Make/Model-			O Days- UN	
		Aircraft T	ype - UNK/NR	Instrument- Multi-Eng -	15 867	Last 9	O Days-	62
	(s) - NONE							

NON-MANDATORY SERVICE LETTER HAD NOT BEEN COMPLIED WITH IN N4886T.

File No. - 977 7/01/84 HICKORY, NC A/C Reg. No. N4886T Time (Lc1) - 1443 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NOSE GEAR - IMPROPER 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 3. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. GEAR EXTENSION - NOT POSSIBLE - 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

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

t Damage YED COMING 0-54 CIPROCATING 235 HP NONE NONE NONE NONE	Pa 540-L3C	SURETOR Airp OF Airpo Ru Ru	al Seri 1 0 ELT Instal Stall W ort Proxim F AIRPORT/ rt Data	O O led/Acti arning S	inor 0 0 vated	
YED COMING 0-54 CIPROCATING 235 HP NONE NONE NONE	Pa 540-L3C	Rew RSS RURETOR Airp OF Airpo Ru Ru	al Seri 1 0 ELT Instal Stall W ort Proxim F AIRPORT/ rt Data	ous M 0 0 led/Acti arning S	inor 0 0 vated	0 0
COMING 0-54 CIPROCATING 235 HP	Pa 540-L3C	SURETOR Airp OF Airpo Ru Ru	O ELT Instal Stall W ort Proxim F AIRPORT/ rt Data	O led/Acti arning S	0 vated	O - YES/N
CIPROCATING 235 HP	540-L3C	SURETOR Airp OF Airpo Ru Ru	ELT Instal Stall W ort Proxim F AIRPORT/ rt Data	led/Acti arning S	 vated	 - YES/N
CIPROCATING 235 HP		Airp Airp OF Airpo Ru Ru	Stall W ort Proxim F AIRPORT/ rt Data	arning S		
- NONE - NONE - NONE		OF Airpo Ru Ru	F AIRPORT/ rt Data			
- NONE - NONE - NONE		OF Airpo Ru Ru	F AIRPORT/ rt Data			
- NONE - NONE - NONE		OF Airpo Ru Ru	F AIRPORT/ rt Data			
- NONE - NONE - NONE		Airpo Ru Ru	rt Data	SIKIL		
- NONE - NONE		Ru Ru				
- NONE - NONE		Ru				
- NONE - NONE		Ru	nway Ident	- N/	Δ	
- NONE - NONE		_	nway Lth/W	id - N/	Α	
- NONE		· Ru	nway Surfa	ce - N/	Α	
Medical Ce		Ru	nway Statu	s - N/	А	
Medical Ce				,		
				AL-WAIVE	RS/LIM	IT
						•
Mak Ins Mul	ta (e st	Fital - ke/Model- strument- iti-Eng -	Flight Tim tal - UNK/NR ke/Model- UNK/NR strument- UNK/NR lti-Eng - UNK/NR	Flight Time (Hours) tal - UNK/NR La ke/Model- UNK/NR La strument- UNK/NR La lti-Eng - UNK/NR Ro	Flight Time (Hours) tal - UNK/NR Last 24 Hr te/Model- UNK/NR Last 30 Da strument- UNK/NR Last 90 Da	tal - UNK/NR Last 24 Hrs - UNK ke/Model- UNK/NR Last 30 Days- UNK strument- UNK/NR Last 90 Days- UNK ti-Eng - UNK/NR Rotorcraft - UNK

File No. - 891 2/03/84 TAPPEN, ND A/C Reg. No. N737QE Time (Lc1) - UNK/NR Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT 3. WEATHER CONDITION - LOW CEILING 4. WEATHER CONDITION - SNOW 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 9. TERRAIN CONDITION - OPEN FIELD 10. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5.6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7,8,10

Type Operating Certificate-NONE (GEI	NERAL AVIATION)	Aircraft I	Damage		Injuries					
· · · · · · · · · · · · · · · · · · ·	,	NONE	J	Fatal	Serious	Minor	None			
Type of Operation -PERSONAL		Fire	Crew		0		1			
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	1	0	1			
Accident Occurred During -LANDING										
Aircraft Information										
Make/Model - BALLOON WORKS FIREF		Model - N/A			[nstalled/#					
Landing Gear - N/A		ngines - N/A		. S ⁺	tall Warnir	ng System	- NO			
Max Gross Wt - 900		/pe - N/A								
No. of Seats - UNK/NR	Rated Pow	/er N/A								
Environment/Operations Information	-									
Weather Data	Itinerary				Proximity					
Wx Briefing - NWS		ture Point		OFF AIR	RPORT/STRIF	•				
Method - TELEPHONE	FARGO, NE									
Completeness - UNK/NR	Destination	1		Airport Da	ata					
Basic Weather - VMC	LOCAL			_						
Wind Dir/Speed- 350/007 KTS					Ident -					
Visibility - 15.0 SM	ATC/Airspace		NONE			· N/A · N/A				
Lowest Sky/Clouds - 23000 FT Lowest Ceiling - NONE				•	-	· N/A · N/A				
Obstructions to Vision- NONE		earance - 'Lndg -		Runway	status -	N/A				
Precipitation - NONE	Type Apchy	Lriug -	FULL STUP							
Condition of Light - DAYLIGHT										
Personnel Information Pilot-In-Command	Age - 35	M	edical Certifica	te - NON-V	ALID MEDICA					
Certificate(s)/Rating(s)	Biennial Flight			ht Time (Ho						
PRIVATE, COMMERCIAL	Current	- YES				Hrs -	3			
SE LAND	Months Since	- 20	Total - Make/Model-	30	Last 30					
FREE BALLOON	Aircraft Tyr	pe - AX-7	Instrument-	50	Last 90	Days-	. 3			
			Multi-Eng -	4		-				
Instrument Rating(s) - AIRPLAN	E									

File No. - 935 4/22/84 FARGO,ND A/C Reg. No. N3604U Time (Lc1) - 1850 CST

Occurrence MISCELLANEOUS/OTHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. MISCELLANEOUS - INADVERTENT - PASSENGER

----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 Damag	e		Inju	ries	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire ON GROUND	Crew Pass	-	0	0	1
Accident Occurred During -LANDING		ON GROUND	rass	U	U	U	3
-Aircraft Information							
Make/Model - CESSNA 182N Landing Gear - TRICYCLE-FIXED	Eng Make/Mod Number Engir	del - CONTINENT	AL 0-470-R		Installed/. tall Warni		
Max Gross Wt - 2800	Engine Type		TING-CARRUR		tali wariii	ig system	- 163
No. of Seats - 4	Rated Power						
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	na Daimt		Airport ON AIR	Proximity		
Method - N/A	FORT COLLIN			UN AIR	PURI		
Completeness - N/A	Destination	13,00		Airport D	ata		
Basic Weather - VMC	SAME AS ACC	C/INC		HEWETT			
Wind Dir/Speed- 150/012 KTS						- 31	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	nt Plan - NONE			Lth/Wid Surface		
Lowest Ceiling - NONE		rance - NONE				- GRASS/10 - DRY	Kr
Obstructions to Vision- NONE	Type Apch/Lnd		IC PATTERN		0.00.00	2	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 39	Modica	ıl Certifica	+o - VALTD	MEDICAL -N	O WATVEDS /	'. TMTT
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (H		O WAIVERS/	CIMII
PRIVATE	9		tal -	445	•	4 Hrs -	2
SE LAND	Months Since		ke/Mode1-	405		O Days- UN	•
	Aircraft Type	- UNK/NR Ir	nstrument-	40	Last 9	O Days-	12
Instrument Rating(s) - NONE					•		
-Narrative							
ACFT WAS LANDED ON AN UNCONTROLLED ARPT T							
CORDING TO THE PLT, HE ELECTED TO GROUND LO							
EMPTED GROUND LOOP, THE ACFT TURNED INTO A DEG AT 12 KTS.	FENCE & WAS DAMAGE	J. ABUUT 40 MI	WEST AT MCC	UUK, NE, T	HE MIND MY	5 FRUM	

File No. - 805 6/30/84 BEAVER CITY, NE A/C Reg. No. N92522 Time (Lc1) - 1015 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND 5. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft D	amage		Intu	ries	
Type operating our tirroute none (denena	L AVIA, 10(1)	DESTROYED		Fatal	_		None
Type of Operation -INSTRUCTIONA	L	Fire	Cre		-	0	0
Flight Conducted Under -14 CFR 103 Accident Occurred During -DESCENT		NONE	Pas:		0	0	0
Aircraft Information							
Make/Model - ROTEC RALLY 3		Model - ROTAX	?		Installed/ tall Warni		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR		gines - 1	ROCATING-CARBU		tali warni	ng System	- NU
No. of Seats - 2	Rated Pow		8 HP				
Environment/Operations Information Weather Data	Itinanan						
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depar	ture Point		UNK/NR	Proximity		
Method - N/A	SAME AS			0,11,7,11,1			
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 350/030 KTS						- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 2000 FT SCAT					Surface		
Lowest Ceiling - UNK/NR		earance - N		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/	Lnag - U	NK/NR				
Condition of Light - DAYLIGHT	•						
Personnel Information							
Pilot-In-Command	Age - 31	Me	dical Certifica	ate - VALID	MEDICAL-W	AIVERS/LI	AIT.
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (F	lours)		
UNK/NR	Current	- YES		592	Last 2	4 Hrs - UM	NK/NR
		- 17	Make/Model-	20	Last 3 Last 9	O Days- U	NK/NR
HELICOPTER	Aircraft Typ	e - C-152	Instrument-	4	Last 9	O Days-	20 .
Instrument Rating(s) - NONE							
Narrative	TORM APPROXIMATE			MOVING C	OW V TO TH		
DRE THE FLT, THE INSTRUCTOR SAW A THUNDERS "H-SOUTHEAST. HE & THE STUDENT ELECTED TO							
AN OPEN FIELD ABOUT 1 MI NORTHWEST OF THE							
AT THE SAME TIME THE TAIL WAS RAISED DUR							
THE AIR WAS DEAD CALM, THEN 1 SEC LATER,							
A FLAT CLIMB, MUCH LIKE A HELICOPTER. AFTE							
RALIGHT INTO A 90 DEG LEFT BANK & IT BEGAN							

File No. - 920 7/16/84 GRAND ISLAND, NE A/C Reg. No. NONE Time (Lc1) - 2100 CDT ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 3. GO-AROUND - INITIATED - DUAL STUDENT 4. GO-AROUND - PERFORMED - DUAL STUDENT 5. WEATHER CONDITION - UNFAVORABLE WIND 6. WEATHER CONDITION - GUSTS 7. WEATHER CONDITION - HIGH WIND 8. LIFT-OFF LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 9. WEATHER CONDITION - TURBULENCE 10. AIRCRAFT HANDLING - NOT POSSIBLE -11. DESCENT - UNCONTROLLED -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 Factor(s) relating to this accident is/are finding(s) 1,5,6,7,9

Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fata1	Injur Serious	ies Minor	None
Type of Operation -EXECUTIVE/COR Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		С	rew 0	. 0	0	1 0
Aircraft Information						
Make/Model - PIPER PA-23-250T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200 No. of Seats - 6	Eng Make/Model - L Number Engines - Engine Type - F Rated Power -	2		Installed/A Stall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - UNK/NR	Itinerary Last Departure Poir RAPID CITY.SD	t	•	: Proximity [RPORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 180/008 KTS	Destination DODGE CITY,KS		Runwa	COUNTY MUNI ay Ident -	35	
Visibility - 10.0 SM Lowest Sky/Clouds - Lowest Ceiling - 3000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	ATC/Airspace Type of Flight Plar N Type of Clearance Type Apch/Lndg	- VFR	Runwa Runwa RN ,	,		30
Personnel Information						·
	Age - 64 Biennial Flight Review		icate - VAL. light Time		WAIVERS/	LTMII
ATP, CFI SE LAND, ME LAND	Current - YES Months Since - 5 Aircraft Type - UNK/N	Total Make/Model	- 9375 - 290 :- 1336			
Instrument Rating(s) - AIRPLANE						
-Narrative PLT HAD MADE PREVIOUS ARRANGEMENTS TO HAVE ICATE THE DIRECTION OF LANDING. UPON ARRIVA PLT SUBSEQUENTLY TOUCHED DOWN LONG & RAN O N LANDING GEAR. THE PLT STATED THAT AFTER T	L THE PLT SAW THE HEADLIGHT THE END OF THE RWY IN	HTS ON THE SOUTH O SOFT SAND COLL	I END OF THE APSING THE I	RWY POINTING	NORTH.	

File No. - 914 8/01/84 HYANNIS.NE A/C Reg. No. N63974 Time (Lc1) - 0545 CDT Occurrence #1

Phase of Operation LANDING - ROLL

OVERRUN

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. LIGHT CONDITION DARK NIGHT
- 3. AIRPORT FACILITIES, WIND DIRECTION INDICATOR INADEQUATE
- 4. WIND INFORMATION INACCURATE UNQUALIFIED PERSON
- 5. WEATHER CONDITION TAILWIND
- WRONG RUNWAY SELECTED PILOT IN COMMAND
- 7. GO-AROUND NOT PERFORMED PILOT IN COMMAND

Occurrence #2

GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

- 8. LANDING GEAR, MAIN GEAR OVERLOAD
- 9. LANDING GEAR, NOSE GEAR OVERLOAD

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

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

File No 927 11/24/84 PENNIN	IGTON,NJ A/C Rec	y. No. N5894U	T 	ime (Lc1) - 	1340 ES	ST
-Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTANI	IAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	O	0 0	2 0	0
-Aircraft Information Make/Model - PIPER CHEROKEE 140-C Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 2	Eng Make/Model - LYCC Number Engines - 1 Engine Type - REC	MING UNK	ELT S ETOR	Installed/A tall Warnin	g Syster	m - NO
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 10.0 SM 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 SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE STRAIGHT-IN	ON AIR Airport D TWIN P Runway Runway Runway Runway	ata INE Ident - Lth/Wid - Surface -	GRASS/	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 ! Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (H		WAIVER	S/LIMIT
PRIVATE SE LAND	Current - YES Months Since - 29 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	3	Last 24 Last 30 Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE						
-Narrative PLT & PASSG STATED THAT THE FLT & APPROACE THE ACTUAL ACCIDENT AND ONLY RECALL WAKING GROUNG EVIDENCE SHOWS TIRE MARKS ON A ROAL THRESHOLD. THE ACFT STOPPED AFTER A SLIDE WING DAMAGED, AND THE WINDSCREEN CRACKED DE TURBULENCE.	UP IN THE AMBULANCE. THERE A D WHERE IT APPEARS THE ACFT I OF ABOUT 12 FT ON THE RWY.	ARE NO WITNESSES BOUNCED & HIT AN THE NOSE GEAR WAS	OF RECORD EMBANKMENT SHEARED O	TO THE ACCI SHORT OF T FF, THE PRO	DENT. HE P, THE	

11/24/84 PENNINGTON.NJ Time (Lc1) - 1340 EST File No. - 927 A/C Reg. No. N5894U Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. FLARE - MISJUDGED - PILOT IN COMMAND 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 7. ALTITUDE - INADEQUATE - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 9. TERRAIN CONDITION - DIRT BANK 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 1,2,3,4,5,6,7,8,10$

Factor(s) relating to this accident is/are finding(s) 9

----Probable Cause----

File No 885 4/23/84 DULG	CE,NM	A/C Reg. No. N	1269L	Time (Lc1) -	- 1215 MST	,
Basic Information Type Operating Certificate-NONE (GENER		lircraft Damage		. Injur		
		SUBSTANTIAL	Fatal			None
Type of Operation -NON SCHED,		ire	Crew O	0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -CRUISE		NONE	Pass 0	0	0	2
Aircraft Information						
Make/Model - HELIO H-295		el - LYCOMING GO		Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine			Stall Warnir	ng System	- YES
Max Gross Wt - 3400	9 ,,	- RECIPROCATI	NG-CARBURETOR			
No. of Seats - 6	Rated Power	- 295 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		Point	OFF /	AIRPORT/STRIF	•	
Method - N/A	DULCE, NM					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 270/008 KTS	/			.,	- N/A	
Visibility - 50.0 SM	ATC/Airspace			ay Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Fligh			ay Surface	* .	
Lowest Ceiling - NONE	Type of Cleara		Runwa	ay Status ·	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	g - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	4	M - 41 1	0	ED MEDICAL N	. T./EDC / L T.	4 T T
Pilot-In-Command	Age - 37		Certificate - VAL		AIVERS/ LIN	471
Certificate(s)/Rating(s) ATP	Biennial Flight Rev	rew YES Tota	Flight Time al - 3000		4 Una	6
SE LAND	Current - Months Since -		e/Mode1- UNK/NR			
SE LAND	Aircraft Type -	U-205 Inc	trument- UNK/NR	Last 30	Days- UN	30
	Aircraft Type -		ti-Eng - UNK/NR	Last 90	raft - UN	
		Mai		KO (OI CI	art or	AK/ NK
Instrument Rating(s) - AIRPLANE						
Narrative						
E PLT WAS CROSSING A MOUNTAIN RIDGE AT 25	U EEET MHEN V DOMNODVE.	T WAS ENCOUNTED	ON THE DOWNWIND	SIDE OF THE		
DGE. THE PLT THEN BANKED AND RETURNED TO						
LLIDED WITH TREES AND STABILIZER DAMAGE R						
EARING. THE PLT STATED THAT A COMBINATION					_	
	J. FRITAGE, FIRMITOTAL		CLITTER NETRITOR O			
AD TO THE ACCIDENT.						

File No. - 885 4/23/84 DULCE, NM A/C Reg. No. N269L Time (Lc1) - 1215 MST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation CRUISE Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - DOWNDRAFT WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 4. OBJECT - TREE(S) 5. FLIGHT CONTROL, STABILATOR SURFACE - OVERLOAD Occurrence #2 FORCED LANDING Phase of Operation LANDING ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL	L AVIATION)	Aircraft	Damage			Ini	juries		
, y - - - - - - - -	,,	DESTROY	_		Fata1	_		r No	one
Type of Operation -SOARING MEET		Fire		Crew	0	0	C)	1
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	C)	1
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - SCHEIBE ZUGVOGEL IIIB	Eng Make/Mod	e1 - N/A			ELT	Installed	d/Activat	ed - N0	-N/
Landing Gear - UNK/NR	Number Engir	es - N/A			9	Stall Warr	ning Syst	em - NO	
Max Gross Wt - 805	Engine Type	- N/A							
No. of Seats - 1	Rated Power	- N/A							
-Environment/Operations Information									
Weather Data	Itinerary				Airport	Proximity	/		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point			OFF A	RPORT/ST	RIP		
Method - N/A	TAOS, NM								
Completeness - N/A	Destination				Airport i	Data			
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- 270/010 KTS					Runwa	/ Ident	- N/A		
Visibility - 50.0 SM	ATC/Airspace				Runwa	/ Lth/Wid	- N/A		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Runway	/ Surface	- N/A		
Lowest Ceiling - NONE	Type of Clear				Runwa	/ Status	- N/A		
Obstructions to Vision- NONE	Type Apch/Lnc	lg -	FORCED LAN	DING					
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 28		Medical Cer						
Certificate(s)/Rating(s)	Biennial Flight Rev			_	nt Time (I	•			
PRIVATE		YES		-	83	Last	24 Hrs -	UNK/NR	
NONE	Months Since -		Make/Mo		43	Last	30 Days-	UNK/NR	
GLIDER	Aircraft Type -	UNK/NR	Instrum	ent-	0	Last	90 Days-	14	
Instrument Rating(s) - NONE									

File No. - 909 6/16/84 TAOS,NM A/C Reg. No. N30118 Time (Lc1) - 1530 MDT

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

Finding(s)
1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - HIGH TERRAIN
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

7. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur		
	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	3
Aircraft Information				_		
Make/Model - CESSNA 180	Eng Make/Model - CO			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2800	Engine Type - RE		RETOR			
No. of Seats - 4	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	GRAND CANYON,AZ					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			R CLARKE		
Wind Dir/Speed- 210/007 KTS	4	•			- 24	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F	•		
ATP, CFI	Current - YES	Total -		Last 24		/=
SE LAND, ME LAND	Months Since - 6	Make/Model-			Days- UN	
	Aircraft Type - UNK/NR			Last 90	Days-	306
		Multi-Eng -	11000			
Instrument Rating(s) - AIRPLANE						
-Narrative						
ING THE LANDING ROLL, THE RIGHT GEAR COLLA	DOED & THE ACET VEEDED OFF	THE DWY AN EVAM	SEVENIED TE	IAT THE DICK	JT WHEEL	
Y HAD SEPARATED FROM THE GEAR LEG. THERE						
	SERIES OF HARD LANDINGS. TH					

File No. - 910 6/21/84 GALLUP, NM A/C Reg. No. N153M Time (Lc1) - 0902 MDT

Occurrence Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, MAIN GEAR PREVIOUS DAMAGE
- 2. LANDING GEAR, MAIN GEAR STRIPPED THREAD
- 3. LANDING GEAR, MAIN GEAR FAILURE, PARTIAL

----Probable Cause----

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

	NDEN, NV A/C Re	g. No. N123BP 		fime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GEN	IERAL AVIATION) Aircraft DESTROY		Fatal	Injur Serious	ies 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
Make/Model - BOWEN-POWELL BP-1	Eng Make/Model - CON	TINENTAL C-125-2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			Stall Warnin	g System	- UNK/N
Max Gross Wt - 1650 No. of Seats - 2		IPROCATING-CARBURE	IUR			
140. 01 Jeats	rated rower					
-Environment/Operations Information			Ainmart	Dnovimit		
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary ING Last Departure Point			Proximity [RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		OFF A.	IRFOR,1/ STRIF		
Completeness - N/A	Destination		Airport (Data		
Basic Weather - VMC	LOCAL		,			
Wind Dir/Speed- 130/023 KTS	•				N/A	
Visibility - 50.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 14000 FT S	SCATTERED Type of Flight Plan - OVERCAST Type of Clearance -			y Surface - v Status -		
Lowest Ceiling - 25000 FT C Obstructions to Vision- NONE		NONE	Runwa	y Status -	N/ A	
Precipitation - NONE	Type Apolly Ellidg	HONE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 48	Medical Certificat	e - VALII	MEDICAL-WA	IVERS/LIM	1IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		t Time (I			
ATP	Current - NO	Total -			Hrs - UN	
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model-	9	Last 30		75
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UN Multi-Eng - UN	IK/NR IV/ND	Last 90	ruays- aft - UN	140 JL/ND
		Multi-Eng - on	IK/ NK	ROTOFCE	art - Un	NK/ INK
Instrument Rating(s) - AIRPLANE						
,						
-Narrative					7541	
NESSES OBSERVED THE ACFT ENTER A RIGHT UBSEQUENTLY, THE ACFT CRASHED IN A STEE					TRAL,	
UBSEQUENTLY, THE ACTI CRASHED IN A STEE EVER, THE PARACHUTE BECAME ENTANGLED IN)	
UT 1000 FT NE OF THE MAIN WRECKAGE. THE	WINGS WERE COMPLETELY SHATTERE	D DURING THE ACCID	ENT. THE	INVESTIGATI	ON	
EALED THAT THE WINGS & AILERONS HAD BEE	EN REBUILT ON 5/30/82 AFTER THE	ACFT HAD SUSTAINED	DAMAGE.	A SPECIAL		
WORTHINESS CERTIFICATE HAD BEEN ISSUED	ON 10/3/83 FOR 25 HRS OF FLT TI	ME OR 1 YEAR. THE	ACFT HAD	A TOTAL FLT	•	
E OF 15 HRS.						

File No. - 839 4/18/84 MINDEN, NV A/C Reg. No. N123BP Time (Lc1) - 1732 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. FLIGHT CONTROL, AILERON ATTACHMENT - FAILURE, TOTAL 2. MAINTENANCE, REPLACEMENT - INADEQUATE - OTHER MAINTENANCE PSNL 3. FLIGHT CONTROL.AILERON ATTACHMENT - SEPARATION Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 853 6/05/84 I	AS VEGAS,NV	A/C Reg. No. N	N14NP	Time (Lc1) - 1440 PDT			
Basic Information Type Operating Certificate-NONE (GI Type of Operation -PERSONAI Flight Conducted Under -14 CFR 9	· -	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Accident Occurred During -LANDING) I	NOINE	rass	U	V	O	J
Aircraft Information Make/Model - PIPER AEROSTAR 6011 Landing Gear - TRICYCLE-RETRACTABI Max Gross Wt - 6000 No. of Seats - 6	E Number Engi	- RECIP-FUEL			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 29()/006 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 10000 FT Lowest Ceiling - 10000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departument SAME AS ACCURATE DESCRIPTION LANCASTER, ATC/Airspace Type of Flig BROKEN Type of Clean	C/INC CA ht Plan - VFR		ON AIR Airport D MCCARR Runway Runway Runway	ata AN INTL Ident - Lth/Wid - Surface -		75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 54 Biennial Flight Re Current Months Since Aircraft Type	view - YES Tota - 1 Make - UNK/NR Ins		t Time (H 440 165 30	MEDICAL-WA ours) Last 24 Last 30 Last 90	Hrs - Days- UN	1 IK/NR
Instrument Rating(s) - NONENarrative BE PLT STATED HE LOWERED THE GEAR BEFOR PORTED THAT DURING THE LANDING FLARE, FELT THE ACFT SCRAP THE SURFACE, SO H BE ACCIDENT, AN EXAM OF THE LANDING GEA	E ENTERING THE TRAFFIC P THE GEAR UNSAFE HORN SOU E RETARDED THE THROTTLE	INDED & HE APPLIED & MOVED THE GEAR	DOWN-&-LOC D POWER TO	KED INDIC GO AROUND	ATION. HE . HOWEVER,	FTER	

File No. - 853 6/05/84 LAS VEGAS, NV A/C Reg. No. N14NP Time (Lc1) - 1440 PDT

Occurrence Phase of Operation COMPLETE GEAR COLLAPSED

LANDING

Finding(s)

1. UNDETERMINED

2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

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

File No 866 6/10/84 JEAN	NV A/C Reg	. No. N3184	7	ime (Lc1)	- 1030 PDT	
Basic Information Type Operating Certificate-NONE (GENER)	•	_			ıries	
	SUBSTANT		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -APPROACH						
Make/Model - BREEZY RLU-1A	Fra Make/Model LVCC	MING D OOF	F1 T	T		NO N
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - LYCO					
	Number Engines - 1			stall warni	ng System	- YES
Max Gross Wt - 900		PROCATING-CARBUR	FIOR			
No. of Seats - 2	Rated Power - 1	10 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	•		UN AIR	PURI		
	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [ata		
Basic Weather - VMC	LAS VEGAS,NV		JEAN			
Wind Dir/Speed- 270/020 KTS				Ident	- 20	
Visibility - 7.0 SM	ATC/Airspace			/ Lth/Wid		200
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface	- GRAVEL	
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE	31 - 1 - 7 - 3					
Condition of Light - DAYLIGHT						
Personnel Information				MEDICAL	IO WATVEDO	
Pilot-In-Command		ledical Certifica			IO MAINERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			_
COMMERCIAL	Current - YES	Total -			24 Hrs -	. 2
SE LAND, ME LAND	Months Since - 17	Make/Mode1-	16		30 Days- UN	
	Aircraft Type - UNK/NR	Instrument-		Last 9	0 Days-	21
	•	Multi-Eng -	250			
Instrument Rating(s) - AIRPLANE						
Narrative						
E ACFT DEPARTED ON RWY 20 AND TURNED CROSSI						
WNWIND FOR A NON-STANDARD TRAFFIC PATTERN A						
FT CONTINUED THE DESCENT EVEN THOUGH HE API	PLIED BACK PRESS TO TRY AND CL	IMB. THE ACFT CO	NTACTED TH	IE GROUND 1	:N	
CLICUT NOCE LICU ATTITUDE. THE DIT DEPODICE	THE WINDS WERE FROM 270 DEGR	EES AT 20 KTS GL	STING TO 2	5 KTS AT 1	HE	
SCIGHT NOSE HIGH ATTITUDE. THE PLT REPURTED						
ME OF THE ACCIDENT. HE BELIEVED THAT THE AC	FT ENCOUNTERED WIND SHEAR & W	AS UNABLE TO MAI	NTAIN ALT	TUDE.		

File No. - 866 6/10/84 JEAN, NV A/C Reg. No. N3184 Time (Lc1) - 1030 PDT Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - DOWNWIND ----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 (GEN		ircraft Damage SUBSTANTIAL		Fatal	Injuri Serious	es Minor	None
Type of Operation -INSTRUCTION		ire'	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	Ö	ŏ	Ö	Ó
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150L		el - CONTINENTAL			nstalled/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warning	, System	- YES
Max Gross Wt - 1600		- RECIPROCATIN	G-CARBURE	OR			
No. of Seats - 2	Rated Power	- 100 HP					.
Environment/Operations Information							
Weather Data	Itinerary			Airport P	•		
Wx Briefing - NO RECORD OF BRIEF				ON AIRP	ORT		
Method - N/A	SAME AS ACC	INC					
Completeness - N/A	Destination		,	Airport Da			
Basic Weather - VMC	LOCAL				INTERNATION		
Wind Dir/Speed- 050/006 KTS	ATC/Airspace				Ident - Lth/Wid -	16	150
Visibility - 40.0 SM Lowest Sky/Clouds - 6500 FT S		Diam NONE			Surface -		
Lowest Ceiling - 12000 FT B						DRY	=
Obstructions to Vision- NONE		rice - None	D	Runway	status -	DKI	
Precipitation - NONE	Type Apcil/Linds	FULL SIC	ır				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 21	Modical (entificate	- \/AI TD	MEDICAL-NO	WATVEDS	/i TMTT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (Ho		WAI VERS	LIMI
STUDENT		N/A Total		37	Last 24	Hrs - UN	NK/NR
31002141	Months Since -		Mode1-	37	Last 30	Davs- UN	NK/NR
	Aircraft Type -		ument-	0	Last 90	Days-	8
		,		-		,	
Instrument Rating(s) - NONE							
Narrative HE STUDENT PLT WAS FLARING TO LAND, TH	:			:			
THE EXHIDENT BLY WAS FLADING TO LAND. TH	E ACET DALLOONED & CLIDCI			- 115 ATTE	MOTED TO		

6/12/84 File No. - 852 RENO.NV A/C Reg. No. N21939 Time (Lc1) - 1030 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. GO-AROUND - INITIATED - PILOT IN COMMAND 3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING 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) 1,5

File No 83	1 5/	/22/84	ATLANTIC D	CEAN,	A/C Reg. No	. N68760	T	ime (Lcl) -	1851 EDT	Г
-Basic Information Type Operating		te-NONE ((GENERAL AVI		rcraft Dama	ge	Fatal	Injur Serious	ies Minor	None
Type of Operati Flight Conducte Accident Occurr	d Under		₹ 91	F ·	re JNK/NR	Crew Pass	1 0	0	0	0
Aircraft Informat										
	CESSNA 15 TRICYCLE- 1670			Eng Make/Mode Number Engines Engine Type Rated Power	s - 1 - RECIPROC - 110 H	ATING-CARBURE	STOR S	Stall Warnir	g System	- YES-UNK/N - YES
-Environment/Opera Weather Data Wx Briefing Method Completeness	- FSS - IN PERS			Itinerary Last Departure VERO BEACH,Fl Destination	Point		Airport	Proximity RPORT/STRIF		·
Basic Weather Wind Dir/Spee Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- VMC d- 120/007 - 7.0 ouds - g - to Vision-	SM 500 F - 2000 F - NONE - RAIN	FT SCATTERED FT BROKEN	OPA-LOCKA,FL ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	nce - NONE		Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	• .	
Personnel Informa	tion									
Pilot-In-Command Certificate(s))	Age	- 42 nial Flight Revie		al Certificat	te - VALIO nt Time (H		WAIVERS/	/LIMIT
STUDENT	/ Kat mg(s	,	J		N/A T N/A M N/A I	otal - ake/Model- nstrument- UN ulti-Eng - UN	53 53	Last 24 Last 30 Last 90	Hrs - Days- U Days- aft - UN	™ /ND
Instrument	Rating(s)	- NONE								
Narrative E STUDENT WAS ON THE RING LUNCH, HE DISCUIDENT DEPARTED AT 1 PORT THAT HE WAS LOUCCESSFUL. AT ABOUT THE WADE STRUCTED TO EXIT THE SPENDED ON 5/27/84.	IE 3RD LEG CUSSED THE 455 EDT, I ST OVER WA IT 1847, TH CONTACT WI	OF A SON SITUATION SITUATION ROUTE ATER. FOILE SITH THE INJUST THE SON SETTING THE SON SETTING SETTING SON SETTING SETTING SETTING SON SET	ON WITH HIS FROM VERO B R AN HOUR & TATED ON THE PLT WHO STAT SEAT CUSHION	INSTRUCTOR, WHO NEACH TO OPA-LOCK A HALF, GROUND & RADIO THAT HE HA ED THAT HE WAS IN S FOR FLOTATION.	VAS AT THE A A. AT ABOUT AIR PARTIES AD RUN OUT O N THE WATER	RPT WITH ANOT 1620, HE CALL TRIED TO LOC F FUEL & WAS & ASKED WHAT	THER STUDE LED PALM E CATE HIM, DITCHING, HE SHOULD	ENT. THE SOL BEACH TOWER BUT THEY WE AT ABOUT DOO. HE WAS	.0 TO ERE 1851, A	

A/C Reg. No. N68760 5/22/84 ATLANTIC OCEAN. Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

And the second of the company of the second of the

Type Operating Certificate-NONE (GENE		rcraft Damage		Injur		
+		UBSTANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91			rew 0	0	1	0
Accident Occurred During -LANDING	N	ONE P	ass O	0	0	0
ircraft Information						
Make/Model - CESSNA 150L		- LYCOMING 0-320-E2		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warnin	g System	- YES
Max Gross Wt - 1600		- RECIPROCATING-CAR	BURETOR			
No. of Seats - 2	Rated Power	- 150 HP				
nvironment/Operations Information eather Data	T. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.			D		
wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure	Doint	ON AII	Proximity		
Method - N/A	SAME AS ACC/I		UN ATI	RPURI		
Completeness - N/A	Destination	IVC	Airport I	nata		
Basic Weather - VMC	SAME AS ACC/I	NC.	•	ORTH MUNI		
Wind Dir/Speed- 240/008 KTS	5AM2 A5 A50)1	, , ,			19	
Visibility - 5.0 SM	ATC/Airspace			/ Lth/Wid -		75
Lowest Sky/Clouds - 3500 FT SC	ATTERED Type of Flight	Plan ~ NONE	Runwa	/ Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearan	ce - NONE	Runwa	y Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTE	RN			
Precipitation - NONE		FULL STOP	. •			
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 63	Medical Certif			IVERS/LIM	IT
	Biennial Flight Revie	w F	light Time (
PRIVATE SE LAND	Current - Y Months Since -	ES Total 2 Make/Model	- 3/3 - 27	Last 24 Last 30	Hrs -	1 K /ND
SE LAND	Months Since -	LIDER Instrument	- 21 - 1	Last 30	Days- UN	26
	Afficiant Type - G	LIDER INSTRUMENT	,- -	Last 50	Days	20
Instrument Rating(s) - NONE						
arrative						
CFT TOUCHED DOWN 200 FT SHORT OF THE R	WY AFTER THE ENGINE LOST	POWER ON THE ETNAL	APPROACH DU	RING LANDING	THE ACET	
	W. W. LEK THE ENGINE COST		D CARBURETOR			

File No. - 837 6/10/84 WADSWORTH, OH A/C Reg. No. N9882J Time (Lc1) - 1215 EDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH 6. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND ----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		craft Damage	F-4-1	Injur	ies Minor	None
Type of Operation -PERSONAL	Fir	STROYED	Fatal Crew O	Serious O	M11101	None 1
Flight Conducted Under -14 CFR 91			Pass 0	ő	Ö	i
Accident Occurred During -TAKEOFF		<u>-</u>		-	-	
Aircraft Information						
Make/Model - LUSCOMBE 8A		- CONTINENTAL A-65				
Landing Gear - TAILWHEEL-ALL FIXED		- 1		tall Warnin	g System	- YES
Max Cross Wt - 1200 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATING-CA - 65 HP	KROKETOK			
	Rated Power	- 65 MP				
Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	Point	ON AIR			,
Method - N/A	SAME AS ACC/IN		ON AIR	SIKIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		AUGUST	ACRES		
Wind Dir/Speed- 360/006 KTS					09	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 25000 FT SCATT				Surface -		RF
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearand Type Apch/Lndg		Runway	Status -	UNK/NR	
Precipitation - NONE	Type Apch/Lndg	- NUNE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37		ficate - VALIC		WAIVERS/	LIMIT
	Biennial Flight Review		Flight Time (F			
PRIVATE	Current - YE		- 420	Last 24 Last 30	Hrs -	1
SE LAND.	Months Since - 21 Aircraft Type - UN	Make/Mode	1- 420 t- 18	Last 30	Days- UN	IK/NR 4
	All Chart Type - Un	in/ink instrumen	16	Last 90	Days-	4
Instrument Rating(s) - NONE						
Narrative						
PLT STATED THAT DURING THE TAKEOFF, THE AC						
AGAIN. DURING THE SECOND LIFT-OFF, HE RAIS LINE BESIDE THE RWY.	SED THE LEFT W ING. SUE	SSEQUENTLY, THE LEF	I X-WIND BLEW	THE ACET IN	IU A .	
LINE DESIDE IME KWY.						

File No. - 933 6/11/84 CENTER VILLAGE,OH A/C Reg. No. N1244K Time (Lc1) - 2040 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

2. WEATHER CONDITION - CROSSWIND

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

4. OBJECT - TREE(S)

----Probable Cause----

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

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

Type of Operation -PERSONAL Fire Crew 1 0 Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 O Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - ROBERT B. BOSTON GLASAIR RG Landing Gear - TRICYCLE-RETRACTABLE MAX Gross Wt - 1800 Solve Seats - 2 S	Fatal Serious Minor None Crew 1 0 0 0 Pass 0 0 0 0 Gazo-Dag ELT Installed/Activated - NO -N/A Stall Warning System - NO NG-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING
Type of Operation -PERSONAL Fire Crew 1 0 Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 O Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - ROBERT B. BOSTON GLASAIR RG Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning Symax Gross Wt - 1800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP -Environment/Operations Information Weather Data Shiefing - NO RECORD OF BRIEFING Method - N/A Saic Weather - VMC Saic Weather - VMC Usibility - 6.0 SM ATC/Airspace ATC/Airspace ATC/Airspace Runway Ident - N/A Completeness Sky/Clouds - 2000 FT Type of Flight Plan - NONE Condition of Light - DAYLIGHT -Aircraft Information Make/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake Condition - NORE Condition of Light - DAYLIGHT -Aircraft Information Make/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed/Activ Number Engines - 1 Stall Warning Symake/Model - LYCOMING 0-320-D3G ELT Installed	Crew 1 0 0 0 0 Pass 0 0 0 0 0 320-D3G ELT Installed/Activated - NO -N/ Stall Warning System - NO ING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 Accident Occurred During -MANEUVERING -Aircraft Information Make/Model - ROBERT B. BOSTON GLASAIR RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1800 No. of Seats - 2 Reciprocating-CARBURETOR No. of Seats - 2 Rated Power - 150 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Destination Destination Airport Data Basic Weather - VMC Destination Airport Data Basic Weather - VMC Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Pass 0 0 0 0 0 320-D3G ELT Installed/Activated - NO -N/ Stall Warning System - NO NG-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1800 Engines - 1 No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity 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 LANCASTER, OH Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Stall Warning System - NO ING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Landing Gear - TRICYCLE-RETRACTABLE Max Cross Wt - 1800 Engines - 1 Stall Warning Sy Max Cross Wt - 1800 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity 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 LANCASTER, OH Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Stall Warning System - NO ING-CARBURETOR Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Max Gross Wt - 1800 No. of Seats - 2 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 2000 FT Overcast Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Engine Type - RECIPROCATING-CARBURETOR Rated Power - 150 HP Rated Power - 150 HP Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 2000 FT OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT Rated Power - 150 HP Airport Proximity Def AIRPORT/STRIP Airport Proximity Def AIRPORT/STRIP Airport Proximity Def AIRPORT/STRIP Airport Droximity Def AIRPORT/STRIP Airport Proximity Airport Proximity Def AIRPORT/STRIP Airport Proximity Def AIRPORT/STRIP Airport Proximity Airport Proximity Def AIRPORT/STRIP	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Weather Data Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM Lowest Sky/Clouds - 2000 FT Obstructions to Vision- HAZE Condition of Light - DAYLIGHT Titlerary Last Departure Point Last Departure Point Destination LANCASTER, OH LANCASTER, OH Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Data Airp	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
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 LANCASTER,OH Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LANCASTER,OH Wind Dir/Speed- 012/009 KTS Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Basic Weather - VMC LANCASTER,OH Wind Dir/Speed- 012/009 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Lowest Sky/Clouds - 2000 FT Type of Flight Plan - NONE Runway Surface - N/E Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/E Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Runway Surface - N/A Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Lowest Ceiling - 2000 FT OVERCAST Type of Clearance - VFR Runway Status - N/£ Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT	Runway Status - N/A LANDING Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 1 - 3929 Last 24 Hrs - 2
Obstructions to Vision- HAZE Type Apch/Lndg - FORCED LANDING Precipitation - NONE	Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) 11 - 3929 Last 24 Hrs - 2
Personnel Information	Flight Time (Hours) al - 3929 Last 24 Hrs - 2
	Flight Time (Hours) al - 3929 Last 24 Hrs - 2
Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVER	al - 3929 Last 24 Hrs - 2
Multi-Eng - 158	
Instrument Rating(s) - NONE	

File No. - 917 6/23/84 COLUMBUS.OH A/C Reg. No. N5177Y Time (Lc1) - 1305 EDT Occurrence #1 UNDETERMINED Phase of Operation CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 2. OBJECT - TREE(S) 3. OBJECT - UTILITY POLE Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

Basic Information							
Type Operating Certificate-NONE (GENERAL		aft Damage	_		Injur		
Time of Openstion DEDCOMAL		TANTIAL		atal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE		Crew Pass	0	0	0	1
Accident Occurred During -LANDING	NONE		rass	O	O	O	Ū
Aircraft Information							
Make/Model - WACO UPF-7	Eng Make/Mode1 -		70-6 A			Activated -	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				all Warnir	ng System [.]	- NO
Max Gross Wt - 2650 No. of Seats - 2	Engine Type - Rated Power -	220 HP	ARBURETOR				
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		ON AIRP	ORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Adm	port Da	+-		
Basic Weather - VMC	HAMILTON, OH			HAMILTO			
Wind Dir/Speed- 010/011 KTS	TIAMILION, OT					- 18	
Visibility - 10.0 SM	ATC/Airspace					- 1800/	50
Lowest Sky/Clouds - 10000 FT	Type of Flight Pla	ın - NONE				- GRASS/TUI	
Lowest Ceiling - 10000 FT BROKE	N Type of Clearance	- NONE		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PAT	TERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 61	Medical Cert	ificate -	VALTD	MEDICAL -WA	TVFRS/LTM	ГT
	Biennial Flight Review		Flight T			,	- •
PRIVATE	Current - YES	Total	- 62			1 Hrs -	1
SE LAND	Months Since - 21	Make/Mod	e1- 3	6	Last 30	Days- UN	K/NR
	Months Since - 21 Aircraft Type - UPF-	7 Instrume	nt- 1	0	Last 90	Days-	3
Instrument Rating(s) - NONE							
Narrative							
PLT STATED HE LANDED LONG AND FAST AND DUR	ING AN ATTEMPTED GO-AROL	IND COLLIDED WIT	H A PARKE	D ACFT	NEAR THE		
O OF THE GRASS STRIP.	,						

File No. - 881

6/30/84

HAMILTON, OH

A/C Reg. No. N39717

Occurrence Phase of Operation ON GROUND COLLISION WITH OBJECT

LANDING

Finding(s)

- 1. PROPER TOUCHDOWN POINT EXCEEDED PILOT IN COMMAND
- 2. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 3. GO-AROUND INITIATED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. OBJECT AIRCRAFT PARKED

----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) 1,2,5

 -Basic Information Type Operating Certificate-NONE (GENERA 	L AVIATION) Aircra	ft Damage		Injur	ies	
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBST	ANTIAL Cre Pas	· -	Serious O O		None 1 0
-Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 010/010 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 Poin SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - VFR	ON AIR Airport D PORT C Runway Runway Runway	ata DLUMBUS INT Ident - Lth/Wid - Surface -	31 5001/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Age - 26 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certific Fli Total - Make/Model- Instrument-	ght Time (H 45 28	ours) Last 24 Last 30	Hrs - Days- UN	1 IK/NR

File No 8	78 7/07/84	COLUMBUS, OH	A/C Reg. No. N52701	Time (Lc1) - 0950 EDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. FLARE - MISJUDGE	ED - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation	NOSE GEAR COLLAP LANDING - FLARE/			
Finding(s) 2. LANDING GEAR,NO	SE GEAR - OVERLOAD	FLARE/TOUCHDOWN IN COMMAND COLLAPSED FLARE/TOUCHDOWN		
Probable Cause			, .	·

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

File No 985 2/06/84	HUGO,OK	A/C Reg. No.	N1VE	Time (Lc1) -	1200 CDT	
Basic Information Type Operating Certificate-NONE (Type of Operation -BUSINE		Aircraft Damage DESTROYED Fire	Fatal Crew 1	Injur Serious O	ies Minor O	None O
Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	₹ 91	NONE	Pass O	ŏ	ŏ	Ö
Aircraft Information Make/Model - PIPER PA-30B Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 3800 No. of Seats - 6				Γ Installed/Aα Stall Warning		
Environment/Operations Information-Weather Data Wx Briefing - NO RECORD OF BR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 185/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary Last Depar HUGO,OK Destination ADA,OK ATC/Airspace Type of Fl Type of Cl Type Apch/	ight Plan - NONE earance - NONE	OFF A Airport Runwa Runwa Runwa Runwa	ay Ident - ay Lth/Wid - ay Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPL	Age - 40 Biennial Flight Current Months Since Aircraft Type	Review - NO Tot - UNK/NR Mak e - UNK/NR Ins	Certificate - VAL: Flight Time al - 2581 e/Model- UNK/NR trument- UNK/NR ti-Eng - UNK/NR	(Hours) Last 24 Last 30 Last 90	Hrs - UN Days- UN	IK/ÑR IK/NR IK/NR
Narrative ACCORDING TO WITNESSES, THE ACFT WAS HAWENT TO THE RIGHT & CRASHED. AN EXAM REWAS FOUND IN A DOWN & LOCKED POSITION. ITS BLADES HAD CHORDWISE SCRATCHES FROM NOT FEATHERED. ABOUT 40 GALS OF FUEL WE THEY WERE NOT RUPTURED. THE PLT HAD NO INSTRUCTION NOR COMPLIANCE WITH A BIENM WHICH INCREASED ITS GROSS WT TO 3800 LE	AVING SOME KIND OF PROBLEVEALED THAT IT HAD IMPA THE LEFT PROP WAS TWIST M GROUND IMPACT. THE RIG ERE FOUND IN THE LEFT TA MULTI-ENGINE RATING. HI VIAL FLT REVIEW. THE ACF	CTED IN A NOSE DOW ED & CURLED, OPPOS HT PROP HAD NO SIG NKS. THE RIGHT FUE S LOGBOOK HAD NO E T WAS EQUIPPED WIT	IN ATTITUDE. THE LANGER TO THE DIRECTIONS OF ROTATIONAL DATE OF THE PROPERTY O	NDING GEAR ON OF ROTATIO AMAGE & IT WA: VIRTUALLY NO L MULTI-ENGIN	N & S FUEL: E	·

File No. - 985 2/06/84 HUGO.OK A/C Reg. No. N1VE Time (Lc1) - 1200 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -6. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND 7. FLUID, FUEL - STARVATION 8. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 9. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND 10. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND 11. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 12. AIRCRAFT HANDLING - NOT MAINTAINED - 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) 7.8.11.12

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

File No 965 4/06/84 LAMO	NT,OK A/C R	A/C Reg. No. N7776V Time (Lc1) - 0930 CST			т	
Basic Information Type Operating Certificate-AGRICULTURA	L AIRCRAFT Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL	ICATION Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass	. 0	. 0	0	0
Accident Occurred During -MANEUVERING						
Aircraft Information						
Make/Model - ROCKWELL A-9B	Eng Make/Model - LY			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	ng System	ı - YES
Max Gross Wt - 3600		CIP-FUEL INJECTED				
No. of Seats - 1	Rated Power -	290 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF AI	RPORT/STRIP	>	
Method - N/A	POND CREEK,OK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					•
Wind Dir/Speed- 135/015 KTS					- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~					
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
COMMERCIAL	Current - YES	Total -		Last 24		1
SE LAND, ME LAND	Months Since - 14	Make/Model-			Days- L	
$\mathcal{L}_{\mathcal{L}}(x,y) = \mathcal{L}_{\mathcal{L}}(x,y)$, where $\mathcal{L}_{\mathcal{L}}(x,y) = \mathcal{L}_{\mathcal{L}}(x,y)$, where $\mathcal{L}_{\mathcal{L}}(x,y)$	Aircraft Type - UNK/NR			Last 90	Days-	73
	• -	Multi-Eng -	2257			
Instrument Rating(s) - AIRPLANE						
Narrative						
IE PLT REPORTED THAT BETWEEN SWATH RUNS, HI						
DETERMINE HOW MUCH CHEMICAL WAS REMAINING						
ARD "THE ENG SLOW DOWN" & FELT "THE AIRPLA						
NGS, BUT THE ACFT IMPACTED THE GROUND & TH			A STOP WIT	H DAMAGE TO	THE	
ROP & LEFT WING. THE PLT DID NOT REPORT ANY	MECHANICAL FAILURE OR MALFU	NCTION.				

4/06/84 File No. - 965 LAMONT, OK A/C Reg. No. N7776V Time (Lc1) - 0930 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - AERIAL APPLICATION Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation OTHER Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

File No 982 4/17/84 OKLA	HOMA CITY,OK	A/C Reg. No.	N92FA	Т	ime (Lc1)	- 1433 CS	Γ
Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL		Fatal		Minor	None
Type of Operation -CHECK		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	0
Accident Occurred During -LANDING	•						
-Aircraft Information							
Make/Model - CESSNA 500	Eng Make/M	odel - P&W JT150-	1A	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnin	na System	- YES
Max Gross Wt - 10850	Engine Type	- TURBOJET		•		.5 -,	
No. of Seats - 8	Rated Powe	- 2200 LBS	THRUST				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ire Point		ON AIR	-		
Method - ACFT RADIO	SAME AS A			ON AIR	TOKT		
Completeness - FULL	Destination	SC/ TNC		Airport D	2+2		
Basic Weather - VMC	LOCAL			WILL R			
Wind Dir/Speed- 310/008 KTS	LUCAL				Ident	- 251	
	ATO / A = ======				Lth/Wid		150
Visibility - 20.0 SM	ATC/Airspace	what Diam MONE		Runway	Surface	- 9800/ - CONCRET	130
Lowest Sky/Clouds - CLEAR		ght Plan - NONE				- CONCRET	E
Lowest Ceiling - NONE		arance - VFR	0 DATTERN	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apcn/L	ndg - TRAFFI	CPATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39		Certifica	te - VALID	MEDICAL-N	D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flig	ht Time (H	lours)		
PRIVATE, ATP, CFI	Current Months Since	- YES Tot	al -	7658	Last 2 Last 3 Last 9	4 Hrs -	2
SE LAND, ME LAND	Months Since	- 1 Mak	e/Mode1-	413	Last 3	O Days-	30
HELICOPTER	Aircraft Type	- 1159 Ins	trument- ti-Ena -	1119	Last 9	O Days-	89
•		Mu1	ti-Eng -	4709	Rotorc	raft -	2370
Instrument Rating(s) - AIRPLANE							
				THE LANDI			
	WAS MAKING A NO-FLA	P LANDING. AFTER	COMPLETING		NG	ORN	
	WAS MAKING A NO-FLA S REDUCED CAUSING T	P LANDING. AFTER HE LANDING GEAR A	COMPLETING UDIBLE WAR	NING TO SO	NG DUND. THE H	ORN	
	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT	COMPLETING UDIBLE WAR WAS REQUI	NING TO SO RED FOR TH	NG DUND. THE H HE NO-FLAP		
Narrative RING A PROFICIENCY FLT CHECK, THE AIRCREW ECKLIST DOWN TO THE LANDING GEAR, POWER WA LENCE SWITCH WAS DEPRESSED & THE APCH WAS CH, THE THROTTLE WAS NEVER ADVANCED SUFFIC	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T CIENTLY TO RESET THE	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT WARNING HORN. SU	COMPLETING UDIBLE WAR WAS REQUI	NING TO SO RED FOR TH , THE ACFT	NG DUND. THE H HE NO-FLAP WAS LANDE	D	
	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T LENTLY TO RESET THE STOP, A SMALL ELECT	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT WARNING HORN. SU RICAL FIRE ERUPTE	COMPLETING UDIBLE WAR WAS REQUI BSEQUENTLY D IN THE B	NING TO SO RED FOR TH , THE ACFT ELLY OF TH	NG DUND. THE H HE NO-FLAP WAS LANDE HE ACFT, BU	D T	
Narrative RING A PROFICIENCY FLT CHECK, THE AIRCREW ECKLIST DOWN TO THE LANDING GEAR, POWER WA LENCE SWITCH WAS DEPRESSED & THE APCH WAS CH, THE THROTTLE WAS NEVER ADVANCED SUFFIC TH THE GEAR RETRACTED. AFTER SLIDING TO A PT PERSONNEL QUICKLY EXTINGUISHED IT. THE	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T EIENTLY TO RESET THE STOP, A SMALL ELECT PLT BEING CHECKED S	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT WARNING HORN. SU RICAL FIRE ERUPTE AID HE WAS DISTRA	COMPLETING UDIBLE WAR WAS REQUI BSEQUENTLY D IN THE B	NING TO SO RED FOR TH , THE ACFT ELLY OF TH CONVERSATI	NG DUND. THE H HE NO-FLAP WAS LANDE HE ACFT, BU	D T	
Narrative RING A PROFICIENCY FLT CHECK, THE AIRCREW ECKLIST DOWN TO THE LANDING GEAR, POWER WA LENCE SWITCH WAS DEPRESSED & THE APCH WAS CH, THE THROTTLE WAS NEVER ADVANCED SUFFICE TH THE GEAR RETRACTED. AFTER SLIDING TO A PT PERSONNEL QUICKLY EXTINGUISHED IT. THE G FIRE PROCEDURES. ALSO, HE THOUGHT THE CH	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T CIENTLY TO RESET THE STOP, A SMALL ELECT PLT BEING CHECKED S RECK PLT HAD CALLED	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT WARNING HORN. SU RICAL FIRE ERUPTE AID HE WAS DISTRA THAT THE LANDING	COMPLETING UDIBLE WAR WAS REQUI BSEQUENTLY D IN THE B CTED BY A CHECK WAS	NING TO SO RED FOR TH , THE ACFT ELLY OF TH CONVERSATI COMPLETE.	NG DUND. THE H TE NO-FLAP WAS LANDE TE ACFT, BU TON CONCERN THE CHECK	D T	
Narrative RING A PROFICIENCY FLT CHECK, THE AIRCREW ECKLIST DOWN TO THE LANDING GEAR, POWER WA LENCE SWITCH WAS DEPRESSED & THE APCH WAS CH, THE THROTTLE WAS NEVER ADVANCED SUFFIC TH THE GEAR RETRACTED. AFTER SLIDING TO A PT PERSONNEL QUICKLY EXTINGUISHED IT. THE	WAS MAKING A NO-FLA S REDUCED CAUSING T CONTINUED. DUE TO T IZENTLY TO RESET THE STOP, A SMALL ELECT PLT BEING CHECKED S IECK PLT HAD CALLED AP CHECKLIST COMPLE	P LANDING. AFTER HE LANDING GEAR A HE LOW POWER THAT WARNING HORN. SU RICAL FIRE ERUPTE AID HE WAS DISTRA THAT THE LANDING TE WITH THE BEFOR	COMPLETING UDIBLE WAR WAS REQUI BSEQUENTLY D IN THE B CTED BY A CHECK WAS	NING TO SO RED FOR TH , THE ACFT ELLY OF TH CONVERSATI COMPLETE. CHECKLIST	ING DUND. THE H TE NO-FLAP WAS LANDE TE ACFT, BU TON CONCERN THE CHECK COMPLETE	D T ING	

File No. - 982 4/17/84 OKLAHOMA CITY,OK A/C Reg. No. N92FA Time (Lc1) - 1433 CST

Occurrence

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE CHECK PILOT
- 2. CREW/GROUP COORDINATION INADEQUATE -
- 3. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 5. SUPERVISION INADEQUATE CHECK PILOT
- 6. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

File No 981 4/18/84 PURC	ELL,OK A/C	Reg. No. N26VE	Т	ime (Lc1)	- 0619	CST
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra DESTR	ft Damage	Fatal		uries Mino	r None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Cre Pas	ew O	1 0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BEASLEY, GERALD L. VAR Landing Gear - UNK/NR	IEZE Eng Make/Model - 0 Number Engines -			Installed, tall Warn		ed - NO -N/ em - NO
Max Gross Wt - 1150		ECIPROCATING-CARBU		taii waiii	ing Syst	e 140
No. of Seats - 2	Rated Power -					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Départure Poir DUNCAN,OK	t	OFF AI	RPORT/STR:	ΙP	
Completeness - N/A Basic Weather - VMC	Destination		Airport D	ata		
Wind Dir/Speed- 170/007 KTS	TULSA, OK		Dunway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of:Light - DAWN						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review		cate - VALID ight Time (F		WAIVERS/	LIMII
PRIVATE	Current - VFS	Total -			24 Hrs -	UNK/NR
SE LAND	Current - YES Months Since - 24	Make/Model-			30 Davs-	•
or Land	Aircraft Type - UNK/N	R Instrument-				
					-	
Instrument Rating(s) - AIRPLANE						
-Narrative						
PLT REPORTED THAT HE STARTED THE ENG BY THE "BOTH" POSITION. HE TOOK OFF AT ABOUT						
E LATER, THE ENG "SPUTTERED BRIEFLY & DIE						
ALL POSITIONS. WHILE DESCENDING THRU 2500						
ALL POSITIONS. WHILE DESCENDING THRU 2500 NO ELECTRIC STARTER. HE COULD NOT GET TH	HE PROP TO START TURNING WIT	HOUT INCKEASING IT	JE AIKSPEED.	THE INTED	10	
ALL POSITIONS. WHILE DESCENDING THRU 2500 NO ELECTRIC STARTER, HE COULD NOT GET TH E A FORCED LANDING ON A DIRT ROAD, BUT ST					10	
NO ELECTRIC STARTER, HE COULD NOT GET TH	TATED HE WAS "TRYING TO MANE MOLISHED DURING IMPACT BEST	UVER AROUND & OVER DE A RAILROAD TRAG	R SOME TREE	TOPS & I		

File No 9	81 4/18/84	PURCELL, OK	A/C Reg. No. N26VE	Time (Lc1) - 0619 CST
Occurrence #1 Phase of Operation				
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERG			
Occurrence #3 Phase of Operation		- IN FLIGHT JRN TO LANDING AREA (EMERGENCY)	
Finding(s) 2. TERRAIN CONDITI 3. MANEUVER - PE 4. AIRSPEED - NOT 5. STALL - INADVER	RFORMED - PILOT IN MAINTAINED - PILO	N COMMAND F IN COMMAND DMMAND		· · · · · · · · · · · · · · · · · · ·
Occurrence #4 Phase of Operation		TROLLED		
Probable Cause				
The National Transpo		ard determines that t	he Probable Cause(s) of this ac	ccident
Factor(s) relating t	o this accident is	s/are finding(s) 2		

	84 BAKER,	OR	A/C Reg. No. 1	N1270Z	Т	ime (Lc1)	- 1857	PST
Basic Information Type Operating Certificate-N	NONE (GENERAL	•	ircraft Damage DESTROYED		Fatal	Inj Serious	juries s Mino	r None
Type of Operation -E Flight Conducted Under -1 Accident Occurred During -C		•	ire ON GROUND	Crew Pass		0	0	-
Aircraft Information Make/Model - BEECH N35 Landing Gear - TRICYCLE-RET Max Gross Wt - 3125 No. of Seats - 4	FRACTABLE	Eng Make/Mode Number Engine Engine Type Rated Power	1 - CONTINENTAI s - 1 - RECIP-FUEL - 260 HP			Installed tall Warr		ed - YES/NO em - YES
	TS SM 1800 FT SCATT 2500 FT BROKE DNE AIN	Itinerary Last Departure FRESNO,CA Destination SAME AS ACC/ ATC/Airspace ERED Type of Flight N Type of Cleara Type Apch/Lndg	INC Plan - IFR nce - IFR	DR	OFF AI Airport D BAKER Runway Runway Runway	Proximity RPORT/STR ata MUNICIPAL Ident Lth/Wid Surface Status	- - N/A - N/A - ASPHA	LT
Personnel Information Pilot-In-Command		Age - 58		Certifica			-WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s) PRIVATE</pre>		Biennial Flight Revi Current -		Fligh al -	ht Time (H 622		24 Hrs -	3
SE LAND		Months Since - Aircraft Type -	3 Mak	e/Model- trument-	95 85	Last	30 Days- 90 Days-	UNK/NR
Instrument Rating(s) -		•						

File No. - 818 4/05/84 BAKER.OR A/C Reg. No. N1270Z Time (Lc1) - 1857 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - CLOUDS 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - ICING CONDITIONS 5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 6. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR) Finding(s) 7. WING - ICE 8. AIRSPEED - INADEQUATE - PILOT IN COMMAND 9. STALL - INADVERTENT - 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) 5,7,8,9

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

Basic Information	-							
Type Operating Cert	tificate-NONE (GENE	ERAL AVIATION)	Aircraft				juries	
			DESTROYE	_	Fata			None
Type of Operation	-PERSONAL		Fire		rew 1		0	0
Flight Conducted Ur Accident Occurred [ON GROUN	D F	ass 3	0	0	0
Aircraft Information-								
Make/Model - STI	INSON 108-3	Eng Make/M	lodel - FRAN	KLIN 6A-350-0)1 EL	T Installed	d/Activated	- YES/YE
Landing Gear - TAI	ILWHEEL-ALL FIXED	Number Eng	ines - 1			Stall Warr	ning System	- YES
Max Gross Wt - 2	2400	Engine Typ	e - RECI	PROCATING-CAR	BURETOR			
No. of Seats -	4	Rated Powe	er - 2	20 HP				
Environment/Operation	ns Information							
Weather Data		Itinerary			Airpot	t Proximity	y	
Wx Briefing - F	FSS	Last Départ	ure Point		OFF	AIRPORT/ST	RIP	
Method - 1	TELEPHONE	TIGARD, OR				•		
Completeness - L		Destination			Airport	Data		
Basic Weather - 1	IMC	ORCHARD, W			•			
Wind Dir/Speed-	150/010 KTS	•			Runi	vav Ident	- N/A	
	UNK/NR	ATC/Airspace			Run	vav Lth/Wid	- N/A	
Lowest Sky/Clouds		Type of Fli	ght Plan -	NONE		vay Surface		
Lowest Ceiling	- OBSCURED	Type of Cle				vay Status		
Obstructions to \	Vision- FOG	Type Apch/L		NONE	•		•	
Precipitation	- RAIN	. , po po , _					•	
Condition of Ligh								
Personnel Information	n							
Pilot-In-Command		Age - 30	М	edical Certif	icate - VAI	ID MEDICAL	-NO WAIVERS	/LIMIT
Certificate(s)/Ra	ting(s)	Biennial Flight R	Review	ı	light Time	(Hours)		
PRIVATE		Current	- YES		- 151		24 Hrs -	2
						Last	30 Davs-	2
· · · · -		Aircraft Type	- 108-3	Instrumen		Last	90 Days-	22
		, ,	•				•	
Instrument Rat	ing(s) - NONE							
SE LAND	ing(s) - NONE	Months Since	- 6		103	Last Last	24 Hrs - 30 Days- 90 Days-	

File No 84	6 5/19/84 	PORTLAND, OR	A/C Reg. No. N20Q	Time (Lc1) - 1820 P	DT
Phase of Operation	CRUISE	and the second s			
Finding(s) 1. FLIGHT INTO KNOW 2. WEATHER CONDITIO	N ADVERSE WEATHER	- INITIATED - PILOT 1	N COMMAND		
3. TERRAIN CONDITIO 4. WEATHER CONDITIO 5. WEATHER CONDITIO	N - LOW CEILING N - FOG				
6. WEATHER CONDITIO 7. WEATHER CONDITIO 8. VFR FLIGHT INTO	N - OBSCURATION	PILOT IN COMMAND			
ccurrence #2 hase of Operation		ION WITH OBJECT		e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de l La companya de la co	
inding(s) 9. OBJECT - ELECT T 10. OBJECT - GUY WIR	OWER(MARKED)				
	IN FLIGHT COLLIS	ION WITH TERRAIN			
Probable Cause					
The National Transpor is/are finding(s) 8	tation Safety Boa	rd determines that the	e Probable Cause(s) of this	accident	
Factor(s) relating to	this accident is	/are finding(s) 1.2.3.	4 5 6 7 10		

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			Inju	ıries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSON		Fire	Crew	0	0	o	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	1	0
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMING 0-2	35-L2C			'Activated	
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Ty Rated Pow	pe - RECIPROCATIN er - 110 HP	IG-CARBURE	TUR			
Environment/Operations Information-							
Weather Data	Itinerary	· - ·			Proximity		
Wx Briefing - FSS Method - UNK/NR		ture Point		OFF AI	RPORT/STRI	P	
Completeness - UNK/NR	PULLMAN, Destination			Airport Da	a+a		
Basic Weather - VMC	BAKER, OR			A II poi t b	ata		
Wind Dir/Speed- CALM				Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - VFR			Surface		
Lowest Ceiling - NONE		earance - VFR		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCED L	ANDING				
Precipitation - NONE Condition of Light - DAYLIGH	т						
Personnel Information	' 						
Pilot-In-Command	Age - 34					/AIVERS/LI	MIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current	Review - YES Total		it Time (H		24 Hrs -	3
SE LAND	Months Since		Model-	100	Last 3	34 mrs - 30 Days- U	
JE EAND		e - UNK/NR Instr		11	Last 9	00 Days 0	5
						•	-
Instrument Rating(s) - NONE							
Narrative							
NATTATIVE NG FLT OVER A MOUNTAINOUS AREA, THE	PLT RECAME LOST & CALL	ED A FLT SERVICE STA	TION SUR	SECUENTIV	HF WAS		
TED & GIVEN VECTORS TO THE BURNS AR							

Time (Lc1) - 0900 PDT File No. - 998 6/17/84 BURNS, OR A/C Reg. No. N49853 LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. FLUID, FUEL - LOW LEVEL 3. AIR/GROUND COMMUNICATIONS - INITIATED - PILOT IN COMMAND 4. FSS SERVICE - PERFORMED - ATC PERSONNEL(FSS) 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. FLUID.FUEL - EXHAUSTION 7. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - SOFT 9. 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) 1,5,6,7 Factor(s) relating to this accident is/are finding(s) 2.8

-Basic Information	I AVIATION) Aimon	oft Domogo		Injur	100	
Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	-	0	0	1
-Aircraft Information						
Make/Model - CESSNA 170A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines - Engine Type -	CONTINENTAL 0-300 1 RECIPROCATING-CARBUR 145 HP	ETOR	Installed/A	g System	- YES
	Itinerary Last Departure Poi SAME AS ACC/INC	nt	Airport ON AIF	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM	Destination LOCAL ATC/Airspace			NDE	29	150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	Runway	Surface - Status -	ASPHALT	130
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 69 Biennial Flight Review	Medical Certifica	ite - VALII jht Time (F		IVERS/LIM	11 1
COMMERCIAL SE LAND	Current - YES Months Since - 1 Aircraft Type - UNK/	Total - Make/Model-	2040 27	Last 24 Last 30	Hrs - Days- UN Days-	•
Instrument Rating(s) - AIRPLANE						
-Narrative ING THE LANDING ROLL, THE ACFT VEERED TO 1 SEQUENTLY, THE ACFT WENT OFF THE RWY & THE T WAS MADE, BUT NO REASON WAS FOUND FOR TH	LEFT MAIN GEAR SANK INTO					

File No. - 971 6/19/84 LA GRANDE, OR A/C Reg. No. N9231A Time (Lc1) - 2040 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. UNDETERMINED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft D	amage		Injur	ies	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	_	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - CESSNA 172			NENTAL 0-300-D				
Landing Gear - TRICYCLE-FIXED					tall Warnin	g System -	YES
Max Gross Wt - 2600 No. of Seats - 4	· · · · · · · · · · · · · · · · · · ·		ROCATING-CARBURE	TOR			
NO. Of Seats - 4	Rated Powe	er - 14	15 HP				
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depar	tuna Daint			Proximity RPORT/STRIP		
Method - N/A	SAME AS			UFF AIR	KPUKI/SIKIP		
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	REDMOND,						
Wind Dir/Speed- UNK/NR				Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - N			Surface -		
Lowest Ceiling - NONE		earance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apcn/	Lndg - N	IUNE				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 37 Biennial Flight	Me	edical Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	Т
	Biennial Flight	Review	Fligh	nt Time (Ho	ours)		
PRIVATE	Current	- UNK/NR	Total -	98	Last 24	Hrs -	7
NONE	Months Since	- UNK/NR	Make/Model-	98	Last 30	Days- UNK	/NR
	Aircraft Typ	e - UNK/NR	Instrument-	2	Last 90	Days-	15
Instrument Rating(s) - NONE							
Narrative							
PLT WAS TAKING OFF FROM A CINDER ROAD. HE	STATED THAT THE	ACFT USED ABO	OUT 2,300 FT OF (ROUND RUN	& HE ROTAT	ED	

6/30/84 BEND, OR-A/C Reg. No. N8467U File No. - 937 Time (Lc1) - 1830 PDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

-Basic Information	AV/TATION)	Aireneft Demage			Traisin		
Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor I			
Type of Operation -PERSONAL		Fire	Crew	0	0	0	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-22-150		del - LYCOMING 0-					
Landing Gear - TRICYCLE-FIXED		nes - 1			tall Warnin	g System	- YES
Max Gross Wt - 1950 No. of Seats - 4		e - RECIPROCATII - 150 HP	NG-CARBURE	TUR			•
NO. Of Seats - 4	Rated Power	150 HP					
-Environment/Operations Information	T			1 T	3		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	ino Point		ON AIR	Proximity		
Method - N/A	SUSSEX.NJ	ne rome		ON AIKI	OKT		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	SAME AS AC	CC/INC		SEAMANS	S FIELD		
Wind Dir/Speed- 315/003 KTS						04	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		28
Lowest Sky/Clouds - CLEAR		ht Plan - NONE	2.		Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		arance - NONE ndg - TRAFFIC	DATTEDN	Runway	Status -	DRY	
	Type Apcily Li	lag TRAFFIC	FATTERN				
Precipitation - NONE Condition of Light - NIGHT(DARK)							
Pilot-In-Command	Age - 40	Medical	Centificat	e - VALID	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (Ho			
PRIVATE	Current Months Since	- YES Tota	.1 -			Hrs - U	NK/NR
SE LAND	Months Since	- 5 Make	/Mode1-	20	_	Days- U	NK/NR
	Aircraft Type	- UNK/NR Inst	rument-	14	Last 90	Days-	2
and the second s						•	
Instrument Rating(s) - NONE							
-Narrative							
STATED THAT HE INADVERTENTLY ALLOWED THE	ACFT TO DRIFT LEFT	DURING THE LANDIN	G ROLL WHE	N HE REACH	HED FOR THE		
ID BRAKE. THE LEFT MAIN AND NOSE GEARS CONT							

File No 9	24 4/01/84	FACTORYVILLE, PA	A/C Reg. No. N6869B	Time (Lc1) - 2130 EST
Occurrence #1 Phase of Operation		ON GROUND		
	ONTROL - NOT MAINTA	INED - PILOT IN COMMAN RAFT,DIVERTED ATTENTIC		
Occurrence #2 Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	ON - SNOWBANK			
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	ent .
Factor(s) relating t	o this accident is/	are finding(s) 1,3,4		

Lowest Sky/Clouds - 30000 FT THIN BKN 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 - GO AROUND	None O O
-Aircraft Information Make/Model - CESSNA T210M	
Environment/Operations Information Weather Data	
Precipitation - NONE Condition of Light - DAYLIGHT	50
Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 300 Last 24 Hrs - SE LAND Months Since - UNK/NR Make/Model- 160 Last 30 Days- UNK Aircraft Type - UNK/NR Instrument- 60 Last 90 Days- Multi-eng - 0 Rotorcraft -	1
Instrument Rating(s) - NONE	

File No 970	5/24/84 BLOOMSBURG,PA	A/C Reg. No. N73TE	Time (Lc1) - 1130 EDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPER 2. RECOVERY FROM BOI	- PILOT IN COMMAND JNCED LANDING - IMPROPER - PILOT IN COM	MAND	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH - GO-AROUND (VFR)		
4. OBJECT - WIRE TRA	(ED - PILOT IN COMMAND ANSMISSION(MARKED) FOBTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transporis/are finding(s) 3,5	tation Safety Board determines that the	Probable Cause(s) of this acciden	nt
Factor(s) relating to	this accident is/are finding(s) 1,2,4		

Basic Information Type Operating Certificate-N	ONE (GENEDAL AVIATI	ON) Aingnai	t Damage		Injur	ies	
Type operating certificate-N	ONE (GENERAL AVIATI		ANTIAL	Fata1	Serious	Minor	None [*]
Type of Operation -I	NSTRUCTIONAL	Fire	Cr		0	1	0
	4 CFR 91	NONE	Pa	ss O	0	0	0
Accident Occurred During -L	ANDING						
Aircraft Information			/ .	5. T	*		NO N
Make/Modei - SCHWEIZER SG Landing Gear - UNK/NR		Eng Make/Model - N, Number Engines - N,			Installed/A Stall Warnir		
Max Gross Wt - 600		Number Engines - N. Engine Type - N.		3	tali warnin	ig System	- 140
No. of Seats - 1		Rated Power - N					
Environment/Operations Informa	tion						
Weather Data		nerary			Proximity		
Wx Briefing - NO RECORD	OF BRIEFING L	ast Departure Poin	t	OFF A	RPORT/STRIP	•	
Method - N/A	-	SAME AS ACC/INC		A /			
Completeness - N/A Basic Weather - VMC	νε	stination LOCAL		Airport [DON COUNTY		
Wind Dir/Speed- 150/006 KT	ς.	LUCAL				19	
· · ·		/Airspace			/ Lth/Wid -	· -	75
	OOO FT SCATTERED T		- NONE		Surface -		
Lowest Ceiling - NO	NE T	ype of Clearance	- NONE	Runwa	/ Status -	DRY	
Obstructions to Vision- NO	NE T	ype Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NO							
Condition of Light - DA	YLIGHI						
-Personnel Information Pilot-In-Command	Age -	24	Medical Certifi	cate - VALII	MEDICAL-WA		MIT
Certificate(s)/Rating(s)		l Flight Review		ight Time (,	
PRIVATE, COMMERCIAL, CFI	Cur	rent - YES	Total -		Last 24		1
SE LAND, ME LAND, SE SEA		iths Since - 6	Make/Mode1-			Days- UN	•
	Air	craft Type - C-150			Last 90) Days-	75
			Multi-Eng -	49			
Instrument Rating(s) -	AIRPLANE						
PLT ENTERED A STEEP TURN AT TH	IE END OF A 2ND FIFE	D THAT SHE HAD SEL	ECTED FOR A LANDI	NG. WHILE MA	ANEUVERING T	O LAND.	
RIGHT WING CONTACTED THE GROUN							
RIGHT WING CONTACTED THE GROOM	D & 111E EE1 1 W1140 1						

6/16/84 MANNING, SC A/C Reg. No. N2754R Time (Lc1) - 1345 EDT File No. - 843

Occurrence Phase of Operation DRAGGED WING, ROTOR, POD, OR FLOAT

LANDING

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. DISTANCE MISJUDGED PILOT IN COMMAND
- 3. AIRSPEED MISJUDGED PILOT IN COMMAND
- 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) 1,2,3,4

Type Operating Certificat Name of Carrier Type of Operation Flight Conducted Under			Crew	-	0	Minor O	None 1
Flight Conducted Under Accident Occurred During	-14 CFR 135 -LANDING	NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - BEECH 95-		Eng Make/Model - CON			Installed/A		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engines - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 5100 No. of Seats - 6		Engine Type - REC Rated Power -	CIP-FUEL INJECTED 260 HP				
	rmation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS Method - UNK/NR		Last Departure Point SAME AS ACC/INC		ON AIR	PORT		
Completeness - WEATHER	NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC		COLUMBIA, SC		•	STRAND		
Wind Dir/Speed- 160/010	KTS	, -		Runway	Ident -	23	
Visibility - 7.0	SM	ATC/Airspace		Runway	Lth/Wid -	5996/	150
Lowest Sky/Clouds -		Type of Flight Plan -			Surface -		
	8000 FT BROKEN				Status -	DRY	
Obstructions to Vision-		Type Apch/Lndg ·	- PRECAUTIONARY LA	NDING			
Precipitation -							
Condition of Light -	DAYLIGHT	·					
-Personnel Information							
Pilot-In-Command	Age	- 40	Medical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Bien	nial Flight Review Current - YES	Flig	ht Time (H			-
			Total - Make/Model-	3884	Last 24		3
COMMERCIAL				426	Last 30	Days- u	NK/NR
SE LAND, ME LAND		Months Since - 10		CO7	1 + 00	D	
		Months Since - 10 Aircraft Type - UNK/NR	Instrument-	697	Last 30 Last 90		
SE LAND, ME LAND		Months Since - 10 Aircraft Type - UNK/NR		697 1670		Days- aft -	
SE LAND,ME LAND HELICOPTER Instrument Rating(s)	- AIRPLANE.HELICOP	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	1670	Rotorcr	aft -	
SE LAND,ME LAND HELICOPTER Instrument Rating(s)	- AIRPLANE.HELICOP	Aircraft Type - UNK/NR TER	Instrument- Multi-Eng -	1670	Rotorcr	aft -	
SE LAND,ME LAND HELICOPTER Instrument Rating(s)	- AIRPLANE,HELICOP	Aircraft Type - UNK/NR TER	Instrument- Multi-Eng -	1670	Rotorcr	aft -	
SE LAND, ME LAND HELICOPTER Instrument Rating(s)	- AIRPLANE,HELICOP THE LANDING GEAR M THE GEAR AGAIN, BU	Aircraft Type - UNK/NR TER OTOR CIRCUIT BREAKER (T WITH THE SAME RESULT	Instrument- Multi-Eng - C/B) POPPED. HE RE S. THE PLT WAS NOT	1670 SET THE C/ ABLE TO E	RotorcrB & AFTER A	aft - COOL EAR	
SE LAND, ME LAND HELICOPTER Instrument Rating(s) NATHE PLT EXTENDED THE GEAR, N PERIOD ATTEMPTED TO EXTEND LY DOWN & LOCKED WITH THE EM	- AIRPLANE,HELICOP THE LANDING GEAR M THE GEAR AGAIN, BU BERGENCY EXTENSION S	Aircraft Type - UNK/NR TER OTOR CIRCUIT BREAKER (0 T WITH THE SAME RESULTS YSTEM. THE ACFT WAS SUE	Instrument- Multi-Eng - C/B) POPPED. HE RE S. THE PLT WAS NOT SEQUENTLY LANDED	1670 SET THE C/ ABLE TO E WITH THE L	Rotorcr B & AFTER A XTEND THE G ANDING GEAR	aft - COOL EAR	1724
SE LAND, ME LAND HELICOPTER Instrument Rating(s) Narrative N THE PLT EXTENDED THE GEAR, N PERIOD ATTEMPTED TO EXTEND LY DOWN & LOCKED WITH THE EM TIALLY EXTENDED & THE GEAR C	- AIRPLANE, HELICOP THE LANDING GEAR M THE GEAR AGAIN, BU HERGENCY EXTENSION S COLLAPSED. EXAM REVE	Aircraft Type - UNK/NR TER OTOR CIRCUIT BREAKER (6 T WITH THE SAME RESULTS YSTEM. THE ACFT WAS SUE ALED THAT SEVERAL P/N !	Instrument- Multi-Eng - C/B) POPPED. HE RE S. THE PLT WAS NOT SEQUENTLY LANDED 5201KD BEARINGS WE	1670 SET THE C/ ABLE TO E WITH THE L RE BROKEN	RotorcrB & AFTER A XTEND THE G ANDING GEAR & HAD BECOM	aft COOL EAR	1724
SE LAND, ME LAND HELICOPTER Instrument Rating(s)Narrative N THE PLT EXTENDED THE GEAR, N PERIOD ATTEMPTED TO EXTEND LY DOWN & LOCKED WITH THE EM TIALLY EXTENDED & THE GEAR C WEEN THE WORM GEAR & THE GEA	- AIRPLANE, HELICOP THE LANDING GEAR M THE GEAR AGAIN, BU BERGENCY EXTENSION S OLLAPSED. EXAM REVE R BOX HOUSING OF TH	Aircraft Type - UNK/NR TER OTOR CIRCUIT BREAKER ((T WITH THE SAME RESULT; YSTEM. THE ACFT WAS SUE ALED THAT SEVERAL P/N! E LANDING GEAR ACTUATION	Instrument- Multi-Eng - C/B) POPPED. HE RE S. THE PLT WAS NOT 3SEQUENTLY LANDED 5201KD BEARINGS WE NG SYSTEM. THERE W	1670 SET THE C/ ABLE TO E WITH THE L RE BROKEN VAS LITTLE	RotorcrB & AFTER A XTEND THE G ANDING GEAR & HAD BECOM GEAR LUBRIC	aft COOL EAR	1724
SE LAND, ME LAND HELICOPTER Instrument Rating(s) Narrative N THE PLT EXTENDED THE GEAR, N PERIOD ATTEMPTED TO EXTEND LY DOWN & LOCKED WITH THE EM TIALLY EXTENDED & THE GEAR C	- AIRPLANE, HELICOP THE LANDING GEAR M THE GEAR AGAIN, BU BERGENCY EXTENSION S COLLAPSED. EXAM REVE R BOX HOUSING OF TH BEEN OPERATED 4,538	Aircraft Type - UNK/NR TER OTOR CIRCUIT BREAKER ((T WITH THE SAME RESULT; YSTEM. THE ACFT WAS SUE ALED THAT SEVERAL P/N! E LANDING GEAR ACTUATION	Instrument- Multi-Eng - C/B) POPPED. HE RE S. THE PLT WAS NOT 3SEQUENTLY LANDED 5201KD BEARINGS WE NG SYSTEM. THERE W	1670 SET THE C/ ABLE TO E WITH THE L RE BROKEN VAS LITTLE	RotorcrB & AFTER A XTEND THE G ANDING GEAR & HAD BECOM GEAR LUBRIC	aft COOL EAR	1724

File No. - 939 7/19/84 NO.MYRTLE BEACH, SC A/C Reg. No. N4E Time (Lc1) - 1513 EDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY JAMMED
- 2. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY JAMMED
- 3. MAINTENANCE, LUBRICATION INADEQUATE COMPANY MAINTENANCE PSNL
- 4. MAINTENANCE, REPLACEMENT NOT PERFORMED COMPANY MAINTENANCE PSNL
- 5. GEAR EXTENSION NOT POSSIBLE 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

 Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION)	Aircraft Damage			Injur	ies	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	,	SUBSTANTIAL Fire NONE	Crew	Fatal O O			None 0 0
-Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number E Engine T	e/Model - CONTINENTAL ngines - 1 ype - RECIPROCATI wer - 145 HP		S	Installed/A		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 2000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CHARLES Destination LOCAL ATC/Airspace Type of F N Type of C	on		ON AIR Airport D CHARLE Runway Runway Runway	ata	5000/ ASPHALT	150
	Age - 35 Bienniäl Flight Current Months Sind Aircraft Ty	Review	Fliah	nt Time (H	MEDICAL-WA lours) Last 24 Last 30 Last 90		
-Narrative LING A SOLO FLT, THE STUDENT FLEW TO A LOCAL RWY 9), HE ELECTED TO MAKE A X-WIND TAKEOF T-OFF SPEED. THE STUDENT INITIATED CORRECTI RD THE STALL WARNING HORN. THE CONTROLS BECACTED THE GROUND JUST SHORT OF THE TREES.	F ON RWY 21. DUVE ACTION, BUT	JRING THE TAKEOFF, TH THE ACFT CONTINUED T	HE ACFT BEG	GAN DRIFTI F. HE THEN	NG LEFT AT I LIFTED OFF	· &	

File No. - 976 7/20/84 JOHN'S ISLAND, SC A/C Reg. No. N5110F Time (Lc1) - 1205 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 7. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF

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

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

----Probable Cause----

Basic Information Type Operating Certificate-		A/C	Reg. No. NS	8322	Τ	ime (Lc1)	- 0930 1	MST
	NONE (GENERAL AVIATION)		aft Damage				uries	
		SUBS	STANTIAL		Fatal	Serious	Mino	n None
Type of Operation -				Crew	0	1	0	•
Flight Conducted Under -		NONE		Pass	1	0	0	0
Accident Occurred During -	MANEUVERING							
Aircraft Information								
Make/Model - PIPER J3C-6	5 Eng	Make/Model -	CONTINENTAL	C-85-8FJ	ELT	Installed,	/Activate	ed - NO -N/
Landing Gear - TAILWHEEL-A	LL FIXED Num	ber Engines -	1		5	tall Warn	ing Syste	em - NO
Max Gross Wt - 1220	Eng	ine Type -	RECIPROCATIN	NG-CARBURE	TOR		- ,	
No. of Seats - 2			65 HP					
Environment/Operations Inform	ation							
Weather Data	Itiner	ar∨			Airport	Proximity		
		Départure Poi	int			RPORT/STŔ		
Method - N/A		M SPRINGS,SD				,		
Completeness - N/A		nation			Airport D)ata		
Basic Weather - VMC		CAL			po. c 2			
Wind Dir/Speed- 335/012 K		OAL			Punway	/ Ident	- N/A	
Visibility - 15.0		renace				Lth/Wid		
Lowest Sky/Clouds - C	I EAD Type	of Flight Pla	n - NONE			Surface		
Lowest Sky/Crodds - N		of Clearance			,	Status	•	
Obstructions to Vision- N			- NONE		Kuriway	Jiaius	IN/ A	
		Apcn/ Lnag	- NONE			•		
Precipitation - N								
Condition of Light - D	ATCIGNT							
Personnel Information								
Pilot-In-Command		48		Certifica				
Certificate(s)/Rating(s)		light Review		Fligh	nt Time (H			
NONE		t - N/A	Tota	- 	1000	Last	24 Hrs -	UNK/NR
		Since - N/A		/Model-	200		30 Days-	
	Aircra	ft Type - N/A	Insti	rument-	0	Last	90 Days-	UNK/NR
	NONE							

File No. - 877 1/05/84 ELM SPRINGS, SD A/C Reg. No. N98322 Time (Lc1) - 0930 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE QUALIFICATION - PILOT IN COMMAND 3. MANEUVER - PERFORMED - PILOT IN COMMAND 4. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 6. AIRSPEED - INADEQUATE - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aire	craft Damage		Inju	ıries	
	SUI	BSTANTIAL	Fata1	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NOI	NE	Pass 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - MAULE M-4-220C		- FRANKLIN 6A-350-	C1 EL	T Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines			Stall Warn	ing System	- YES
Max Gross Wt - 2300		- RECIPROCATING-CA	RBURETOR			
No. of Seats - 4	Rated Power	- 220 HP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - FSS	Last Departure Po	oint	ON A	IRPORT		
Method - TELEPHONE	NEWCASTLE, WY					
Completeness - WEATHER NOT PERTINEN		_	Airport			
Basic Weather - VMC Wind Dir/Speed- 020/015 KTS	SAME AS ACC/IN	C		WILEY	0.4	•
Visibility - 15.0 SM	ATC/Airspace			ay Ident ay Lth/Wid	- 31	75
	ATC/ATTSpace ATTERED Type of Flight P	lon - NONE		ay Ltn/wid ay Surface		75
Lowest Ceiling - NONE	Type of Clearance			ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			ay Status	DICT	
Precipitation - NONE	Type Apolly Lindy	FULL STOP				
Condition of Light - DAYLIGHT		1022 310.				
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certi	ficate - VAL	TD MEDICAL -M	IN WATVERS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time			
COMMERCIAL	Current - YE		- 1263		24 Hrs -	4
SE LAND, ME LAND	Months Since - 10		1- 12	Last 3	30 Days- U	NK/NR
·	Aircraft Type - UN	K/NR Instrumen	t- 108	Last 9	0 Days-	108
	• •	Multi-Eng	- 286			
Instrument Rating(s) - NONE						
Instrument Rating(s) - None						
Narrative						
PLT REPORTED THAT A GUST OF WIND WAS ENG						
ER DID NOT CORRECT THE SITUATION. THE AC						
TAILWHEEL AFTER THE ACCIDENT & FOUND IT						

File No. - 810 5/10/84 WINNER, SD A/C Reg. No. N40352 Time (Lc1) - 1700 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL ASSEMBLY - MOVEMENT RESTRICTED 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3,7

Danie Information						
-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircraf	t Damage		Injur	ies	
Type operating certificate None (delvers	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass		Ö	2	Ö
Accident Occurred During -LANDING			-	· ·	_	ŭ
-Aircraft Information						
Make/Model - CESSNA 177B	Eng Make/Model - LY	COMING 0-360-A1F6	ELT	Installed/A	ctivated	- YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir	g System	- NO
Max Gross Wt - 2500 .	Engine Type - RE	CIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						-
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP		
Method - IN PERSON	UNION CITY, TN					
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	MILLINGTON, TN		_			
Wind Dir/Speed- CALM					N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information Pilot-In-Command	Age - 19	Medical Certifica	AA VALTO	MEDICAL NO	WATVEDS	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		WAIVERS	/ LIMII
PRIVATE	Current - YES	Total -	•		Hrs - U	NK/ND
SE LAND	Months Since - 3		13		Days- U	
JE LAND	Aircraft Type - C-177B				Days U	
	All Grant Type 0 1775	THE C. G. C.	•	Zaot Jo	, bayo o	,
Instrument Rating(s) - NONE						
-Narrative	LOCC DURING A DOCT ACCIDEN	T EVAM NO HEAD!	EUEL WAC E	DUND IN TUE	ACET	
ACFT MADE A FORCED LANDING AFTER A POWER PLT HAD LANDED TWICE EN ROUTE FOR FUEL, B	UT WAS NOT SUCCESSFUL IN OB	TAINING A SUFFICI	ENT QUANTIT	Y TO COMPLE	TE THE	
. HE ELECTED TO CONTINUE AFTER THE LAST ST	DP EVEN THOUGH THE FUEL QUA	NTITY WAS MARGINAL	TO INSUFF	ICIENT.		

File No. - 841 6/18/84 HENNING,TN A/C Reg. No. N30865 Time (Lc1) - 0045 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

CCCUITENCE #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
LANDING

----Probable Cause----

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

File No 997 3/12/84 BLANC 	J, IX	g. No. N4004C		ime (Lc1)		
Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	_ AVIATION) Aircraft DESTROYI Fire NONE		Fatal O O	Inju Serious O O		None 0 0
-Aircraft Information Make/Model - STINSON 108-3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2400 No. of Seats - 4	5 7,	NKLIN 6A4-165-B3 IPROCATING-CARBURE	St	installed//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- 225/006 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 Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	OFF AIR Airport Da Runway Runway Runway	Ident Lth/Wid Surface	- N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificat Fligh Total - UN Make/Model- UN Instrument- UN Multi-Eng - UN	it Time (Ho K/NR K/NR K/NR	ours) Last 2 Last 30 Last 90	4 Hrs - O Days- O Days- raft - UN	0 0 0 K/NR
Instrument Rating(s) - NONE						
-Narrative CORDING TO THE PLT, THE ACFT WAS STANDING USON ATTEMPTED TO SHUT DOWN THE ENG. HE REP TOUMPED THE CHOCKS. ACCORDING TO 2 OTHER DEVELOPE SUFFICIENT POWER, SO HE MADE A F HAD NO RECENT FLYING TIME.	ORTEDLY PUSHED THE THROTTLE INDIVIDUALS, THE PLT INITIAT	IN, INSTEAD OF PUL ED A TAKEOFF, BUT	LING IT OU HE SAID TH	JT & THE HE ENG DID	E	

File No. - 997 3/12/84 BLANCO,TX A/C Reg. No. N4004C Time (Lc1) - 1700 CST

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF

Finding(s)

1. OBJECT - TREE(S)

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT 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

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

File No 995 4/08/84 HOUS1	TON,TX A/C Reg	. No. N4167Y	Т	ime (Lc1) -	1828 CST	
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -UNKNOWN	AL AVIATION) Aircraft DESTROYE Fire ON GROUN	D Crew	Fatal 1 1	Injur Serious O O	ies Minor O O	None O O
Aircraft Information Make/Model - BELLANCA 8GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2150 No. of Seats - 2	Eng Make/Model - LYCO Number Engines - 1 Engine Type - RECI	 MING O-36O-C2E PROCATING-CARBURE ^T 8O HP	ELT S FOR	Installed/A tall Warnin	g 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- 290/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HOUSTON,TX Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance -	NONE	Airport OFF AI Airport D Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND GLIDER	Age - 45 M Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - UNK/NR	edical Certificato Fligh Total - Make/Model- Instrument- UNW Multi-Eng -	t Time (F 1484 161 (/NR	lours) Last 24 Last 30 Last 90	Hrs - UN Days-	K/NR 4 13
Instrument Rating(s) - NONE						
Narrative ITNESSES HEARD THE SOUND OF AN ACFT WITH THE PIN WITH THE ENG REMAINING AT FULL POWER. TH OTICED THAT WHEN THE PLANE WAS DESCENDING AE AS STILL ATTACHED TO THE ACFT. AN EXAM OF TH MPACT. FIRE DAMAGE WAS SO EXTENSIVE THAT THE HAT THE LEFT WING TIP HAD FAILED UPWARD & AF 1/23/83 BY STRONG WINDS. AT THAT TIME, THE L TABILIZER, PROP & RIGHT WING STRUT WERE DAMA NSPECTION ON 8/15/83. THE EXTENT OF THE REPA	HE ACFT CONTINUED SPINNING UNT BOUT 3 FT OF THE OUTBOARD PORT HE WRECKAGE VERIFIED THAT THE E MODE OF FAILURE COULD NOT BE FT. FURTHER INVESTIGATION REVE LEFT WING TIP WAS BROKEN & A W AGED. NO ENTRIES HAD BEEN MADE	IL IT CRASHED & BU ION OF THE LEFT W LEFT WING TIP HAD DETERMINED; HOWEY ALED THAT THE ACF ING RIB WAS CRUSHI IN THE ACFT LOGBO	JRNED. THING HAD F FAILED F VER, THER F HAD BEE ED; ALSO, DOKS SING	HE WITNESSES FAILED, BUT PRIOR TO RE WAS EVIDE EN BLOWN INV THE RUDDER	NCE ERTED ON , VERT	

4/08/84 A/C Reg. No. N4167Y Time (Lc1) - 1828 CST File No. - 995 HOUSTON, TX Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation UNKNOWN Finding(s) 1. WING, WING RIB - PREVIOUS DAMAGE 2. WING, WINGTIP - PREVIOUS DAMAGE 3. MAINTENANCE, MAJOR REPAIR - PERFORMED - OTHER MAINTENANCE PSNL 4. MAINTENANCE, RECORDKEEPING - NOT MAINTAINED - OTHER MAINTENANCE PSNL 5. WING - FAILURE, TOTAL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation UNKNOWN Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

Type Operating Certificate-AGRICULTURA	L AIRCRAFT	Aircraft Da	mage		Injur	ies	
· · · · · · · · · · · · · · · · · · ·		SUBSTANTIA		Fatal		Minor	None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137	ICATION	Fire		rew 1	0	. 0	0
Accident Occurred During -MANEUVERING		ON GROUND		ass O	0	0	0
-Aircraft Information							
Make/Model - ROCKWELL INTERNATIONAL		e/Model - GARRET	T TPE 331		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		Engines - 1		!	Stall Warnin	ng System	- NO
Max Gross Wt - 8200		Type - TURBOR					
No. of Seats - 1	Rated Pe	ower - 600 -,) HP				
-Environment/Operations Information Weather Data	Itinone	,		Ainmond	Dnovimit		
Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	arture Point			Proximity IRPORT/STRIP	,	
Method - N/A	BAY CI			UFF A.	IRPORI/SIRIP		
Completeness - N/A	Destinati			Airport (Data		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 180/003 KTS				Runwa	y Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspa				y Lth/Wid -		
Lowest Sky/Clouds - CLEAR		Flight Plan - NO			y Surface -		
Lowest Ceiling - NONE		Clearance - NO		Runwa	y Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apc	h/Lndg - NC	INE				
Condition of Light - DAYLIGHT							
							-
-Personnel Information Pilot-In-Command	Age - 39	Mos	dical Cambis	icate - VALII	MEDICAL NO	WATVEDC/	TMTT
Certificate(s)/Rating(s)	Biennial Fligh			light Time (I		WAIVERS/	TIMI
COMMERCIAL	Current	- YES	Total	- 1712	Last 24	Hrs -	3
SE LAND, ME LAND				- UNK/NR	Last 30		
	Aircraft T	ce - 11 ype - UNK/NR	Instrument	- UNK/NR - UNK/NR	Last 90	Days- UN	K/NR
			Multi-Eng	- 12	Rotorcr	aft - UN	
Instrument Rating(s) - NONE							
-narrative LE SPRAYING A FIELD WITH PROPANEL & MODOW	N CDASS KILLEDS	THE DIT WAS ORD	SCING BELOW	A LICH TENS	TON DOWED		
E. THE VERTICAL STABILIZER CONTACTED THE						HED NOSE	
THEN IT DOVE DOWN, CRASHED & BURNED. THE							

File No. - 964 5/09/84 BAY CITY,TX A/C Reg. No. N8481V Time (Lc1) - 1940 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. CLEARANCE - MISJUDGED - 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

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

Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		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	3
Aircraft Information						
Make/Model - CESSNA 182P	Eng Make/Mode1 - CO			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800		CIPROCATING-CARBUR		tall Warnin	g System	- YES
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary ING Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	PROVO,UT		OFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		JUNCTI			
Wind Dir/Speed- 200/008 KTS					N/A	
Visibility - 70.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 12000 FT S Lowest Ceiling - NONE	CATTERED Type of Flight Plan Type of Clearance			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE		- STRAIGHT-IN	Kunway	Status	IN/ A	
Precipitation - NONE	,	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	Medical Certifica	+0 - VALTE	MEDICAL -NO	WATVEDS /	LTMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		WAIVERS/	LIMII
PRIVATE	Current - YES	Total -		•	Hrs -	1
SE LAND	Current - YES Months Since - 20 Aircraft Type - UNK/NR	Make/Model-	171	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/NR	! Instrument-	7	Last 90	Days-	6
Instrument Rating(s) - NONE						
Narrative						
Nai Lative	SECTION OF HIGHWAY WHICH HE M	ITCTOOK FOR A DIRT	DIINIWAV TL	F HIGHWAY		
PILOT INADVERTENTLY LANDED ON A CLOSED	SECTION OF ATGAMAT MATCA AF M	IISTUUK EUR A DIRI				

File No. - 888 6/02/84 JUNCTION,UT A/C Reg. No. N661SR Time (Lc1) - 1630 MDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

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

- 2. UNSUITABLE TERRAIN INADVERTENT PILOT IN COMMAND
- 3. TERRAIN CONDITION ROUGH/UNEVEN
- 4. TERRAIN CONDITION DITCH

----Probable Cause----

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

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

Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Power Part of Seats - 1 Rated Power Part of Seats - 1 Rated Power Part of Seats - 1 Rated Power Part of Seats - 1 Rated Power Part of Seats - 1 Rated Power Part of Seats - N/A Seats Depoment Part of Seats Dep	SUBSTANTIAL Fire NONE e/Model - LYCOMING IC ingines - 1 fype - RECIP-FUEL liver - 290 HP arture Point is ACC/INC	Fata Crew (Pass (Pass (D-540-B1C5 INJECTED Airpo OFI Airpol	al Serious D O O ELT Installed Stall Warn Ort Proximity F AIRPORT/STR rt Data	O O //Activated ing System IP	
Type of Operation -AERIAL APPLICATION Flight Conducted Under -14 CFR 137 Accident Occurred During -CRUISE -Aircraft Information Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Poly -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depoly Method - N/A SAME A Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspan Lowest Sky/Clouds - CLEAR Type of Obstructions to Vision- NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38	SUBSTANTIAL Fire NONE e/Model - LYCOMING IC ingines - 1 fype - RECIP-FUEL liver - 290 HP arture Point is ACC/INC	Fata Crew (Pass (Pass (D-540-B1C5 INJECTED Airpo OFI Airpol	D O O D O O ELT Installed Stall Warn Ort Proximity F AIRPORT/STR ort Data	O O I/Activated ing System IP - N/A	1 0 - NO -N/
Flight Conducted Under -14 CFR 137 Accident Occurred During -CRUISE -Aircraft Information Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Policy -Environment/Operations Information Weather Data Itinerary WX Briefing - NO RECORD OF BRIEFING Last Depolement Depolement	NONE p:/Model - LYCOMING IO ingines - 1 rype - RECIP-FUEL wer - 290 HP crture Point ACC/INC on	Pass (D-540-B1C5 INJECTED Airpo	ELT Installed Stall Warn ort Proximity F AIRPORT/STR rt Data	/Activated ing System	0 - NO -N/
Accident Occurred During -CRUISE -Aircraft Information Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Po	e/Model - LYCOMING IC ingines - 1 fype - RECIP-FUEL ower - 290 HP arture Point in ACC/INC	D-540-B1C5 I INJECTED Airpo OFI Airpo	ELT Installed Stall Warn ort Proximity F AIRPORT/STR ort Data	/Activated ing System	- NO -N/
-Aircraft Information Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number of Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Policy Research No. of Seats - 1 Rated Policy Research No. of Seats - 1 Rated Policy Research Rese	ingines - 1 Type - RECIP-FUEL Type - 290 HP The second record rec	INJECTED Airpo Airpo Airpo Rui	Stall Warn ort Proximity F AIRPORT/STR rt Data nway Ident	ing System IP - N/A	
Make/Model - ROCKWELL CALLAIR A-9B Eng Make Landing Gear - TAILWHEEL-ALL FIXED Number Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Policy Research Provision Prov	ingines - 1 Type - RECIP-FUEL Type - 290 HP The second record rec	INJECTED Airpo Airpo Airpo Rui	Stall Warn ort Proximity F AIRPORT/STR rt Data nway Ident	ing System IP - N/A	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Policy Processing Process	ingines - 1 Type - RECIP-FUEL Type - 290 HP The second record rec	INJECTED Airpo Airpo Airpo Rui	Stall Warn ort Proximity F AIRPORT/STR rt Data nway Ident	ing System IP - N/A	
Max Gross Wt - 3000 Engine No. of Seats - 1 Rated Possible Processing Part of	rype - RECIP-FUEL ower - 290 HP arture Point ACC/INC	Airpo OFI Airpoi Rui	ort Proximity F AIRPORT/STR rt Data nway Ident	IP - N/A	- YES
No. of Seats - 1 Rated Po- -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Depo- Method - N/A SAME A Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspan Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38	erture Point S ACC/INC	Airpo OFI Airpoi Rui	F AIRPORT/STŔ rt Data nway Ident	- N/A	·
-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Dep. Method - N/A SAME A Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspac Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38	arture Point S ACC/INC On	OFI Atrpol Rui	F AIRPORT/STŔ rt Data nway Ident	- N/A	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Itinerary Last Dept. SAME A Destination LOCAL Type of Type of Type of Type Apc Type Apc Age - 38	s ACC/INC on se	OFI Atrpol Rui	F AIRPORT/STŔ rt Data nway Ident	- N/A	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Type of Type Apc Presonnel Information Pilot-In-Command Age - 38	s ACC/INC on se	OFI Atrpol Rui	F AIRPORT/STŔ rt Data nway Ident	- N/A	
Method - N/A SAME A Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspa Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38	s ACC/INC on se	A 1 rpoi Rui	rt Data nway Ident	- N/A	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Destination ATC/Airspanned Type of Type of Type Apc Destination ATC/Airspanned Type of Type Apc Type Apc Age - 38	on ce	Rui	nway Ident		,
Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspa Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38	e	Rui	nway Ident		
Wind Dir/Speed- CALM Visibility - 60.0 SM ATC/Airspan Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 38					
Visibility - 60.0 SM ATC/Airspan Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38					
Lowest Sky/Clouds - CLEAR Type of Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 38		Rui			
Lowest Ceiling - NONE Type of Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT			nway Lth/Wid		
Obstructions to Vision- NONE Type Apc Precipitation - NONE Condition of Light - DAYLIGHT	light Plan - NONE		nway Surface	- N/A - N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Clearance - NONE n/Lndg - FORCED		nway Status	- N/A	
Condition of Light - DAYLIGHT	/ Lindy - FURCED	LANDING			
-Personnel Information Pilot-In-Command Age - 38					
Pilot-In-Command Age - 38					
	Medical	Certificate - V	ALTO MEDICAL -	WATVEDS/LTM	ATT
Certificate(s)/Rating(s) Biennial Fligh		Flight Time		WAIVERS/ LIN	
COMMERCIAL Current	- YES Tota	al - 1190	Last	24 Hrs -	4
	e - 15 Make	e/Mode1- 28	Last	30 Days- UN	
	pe - UNK/NR Inst	e/Model- 28 trument- 12	Last	90 Days-	45
•	Mu1+	ti-Eng - 28			
Instrument Rating(s) - NONE					
					<i></i>
-Narrative					
ER SPRAYING SEVERAL FIELDS, THE PLT LOOKED DOWN TO CHECK		TIME A LOCK OF A	TITUDE OCCUE	RED	
ACFT COLLIDED WITH A BARBED WIRE FENCE. ONE OF THE MAIN					
THE PROPELLER. DURING A FORCED LANDING, THE REMAINING MAI	GEAR WAS DAMAGED & TH			.ED	

File No. - 886 6/15/84 CIRCLEVILLE,UT A/C Reg. No. N7660V IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation CRUISE Finding(s) 1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 3. OBJECT - FENCE 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING Finding(s) 5. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4 Factor(s) relating to this accident is/are finding(s) 3

File No 951 7/17/84 W BOU	NTIFUL,UT A/C	Reg. No. N4044	4F	T i	me (Lc1)	- 1640	MDT
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	F	atal		uries Mino	r None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Crew Pass	0	0	2	0
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Model -						ed - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2075	Number Engines - Engine Type -	1 RECIPROCATING-		5τ	all Warn	ing Syst	em - YES
No. of Seats - 4	3 71	180 HP	CARBORLIOR				
Environment/Operations Information							
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi SAME AS ACC/INC	nt	(DFF AIR	PORT/STR	IP	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Air	port Da	ta		
Wind Dir/Speed- 050/003 KTS	EGGAE		1	Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE			Surface		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAN	DING				
Precipitation - NONE Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 60	Medical Cer	tificate -	VALID	MEDICAL-	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T				
PRIVATE	Current - UNK/	NR Total	- 100			24 Hrs -	*
SE LAND	Months Since - UNK/ Aircraft Type - UNK/		del- 100 ent-			30 Days- 90 Days-	•
	Aircraft Type " UNK/	NK ITISTITUM	ent-	O	Last	50 Days-	ð
Instrument Rating(s) - NONE							
Narrative E ACFT WAS A CESSNA 172 THAT HAD BEEN CONVE	DIED TO A WIEVAS TAILDDAG	CED! IN ACCORD	ANCE WITH	ANI ADDD	OVED STO	THE	
RPOSE OF THE FLT WAS FOR THE PLT TO OBTAIN							
G BEGAN TO PROGRESSIVELY LOSE POWER, WITH E							
AT HE TURNED ON THE BOOST PUMP & VARIED THE							
VER COMPLETELY LOST POWER. THE CFI ASSUMED							
USES & OBSTRUCTIONS. HOWEVER, DURING THE LA							
C R ACET DEVEALED NO MAJOD DISCOEDANCIES TL	HAT WOULD HAVE RESULTED IN	IA LOSS OF POW	ER. THE DE	NSITY A	LT WAS A	BOUT	
G & ACFT REVEALED NO MAJOR DISCREPANCIES TH OO FT.							

File No 9	51 7/17/84 W BOUNTIFUL,UT	A/C Reg. No. N4O44F	Time (Lc1) - 1640 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. OBJECT - WIRE,T	RANSMISSION		·
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING		
Finding(s) 3. OBJECT - FENCE			
Occurrence #5 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING		
Finding(s) 4. TERRAIN CONDITI			·
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

Brief of Accident

File No 942 2/12/84 CHESA	PEAKE, VA A/C	Reg. No. N5299U	т	ime (Lc1) -	1136 ES	Б Т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	L AVIATION) Aircra DESTR Fire NONE	ft Damage OYED Crev Pass		Injur Serious O 1		None O O
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1653 No. of Seats - 4	Number Engines - Engine Type - R		S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL, LMTD BY PILOT Basic Weather - IMC Wind Dir/Speed- O8O/OO5 KTS Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poin WASHINGTON,DC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- IFR - IFR	OFF AI Airport D CHESAP Runway Runway Runway	EAKE Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - C-172	Total - Total	ght Time (H 161 37 6	lours)	Hrs - l Days- l Days- l	JNK/NR JNK/NR JNK/NR
Instrument Rating(s) - NONE						
PRIOR TO DEPARTURE, THE PLT WAS TWICE ADVISED RATED PLT THEN DEPARTED DULLES ARPT ON AN IFR FOR A PERIOD OF ABOUT 30 MINS, RADIO COMMUNIC CONTINUOUSLY ADVISED THAT THE WEATHER AT HIS WANTED TO PUT DOWN AT THE FIRST AVAILABLE ARP INLAND TOWARD TRI-COUNTY ARPT IN AHOSKI, NC. TRANSPONDER CODE TO 1200. THE ACFT SUBSEQUENT ARPT.	FLT PLAN IN IMC. AFTER DE ATIONS WERE LOST. AFTER RA DESTINATION WAS BELOW MINI T. AGAIN, RADIO CONTACT WA THIS WAS THE LAST TRANSMIS	PARTURE, HE DID NOT DIO CONTACT WAS RE- MUMS. THE PLT SUBSE S LOST UNTIL THE PU SION THAT WAS RECET	FOLLOW AS ESTABLISHE EQUENTLY ST T REPORTED IVED. THE P	SIGNED HEAD D, THE PLT N ATED THAT HI HE WAS FLY LT CHANGED N	INGS, & NAS E ING HIS	ī

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File No. - 942 2/12/84 CHESAPEAKE, VA A/C Reg. No. N5299U Time (Lc1) - 1136 EST

Occurrence #1
Phase of Operation

IN FLIGHT ENCOUNTER WITH WEATHER

CRUISE

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

- IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER INTENTIONAL PILOT IN COMMAND
- 4. WEATHER CONDITION LOW CEILING
- 5. WEATHER CONDITION FOG

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

Finding(s)

- 6. LIGHT CONDITION DARK NIGHT
- 7. WEATHER CONDITION BELOW APPROACH MINIMUMS
- 8. IFR PROCEDURE NOT FOLLOWED PILOT IN COMMAND
- 9. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,8,9

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

 -Basic Information Type Operating Certificate - NON 	F (GENERAL AVIATION)	Aircraft Dam	200		Injur	ies	
Type operating certificate Non	E (GENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PER	SONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	. 0
Accident Occurred During -LAN	DING						
-Aircraft Information							
Make/Model - CESSNA 140		ke/Model - CONTINE			nstalled/A		
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 1540	FIXED Number	Engines - 1 Type - RECIPRO	CATTNC-CARRIDE		all Warnin	g System	- NU
No. of Seats - 2		Power - 85		TUK			
-Environment/Operations Informati							
Weather Data Wx Briefing - NO RECORD OF	Itinerary	parture Point		Airport F			
Method - N/A		IDGE.MD		ON AIN	UKI		
Completeness - N/A	Destinat	•		Airport Da	ata		
Basic Weather - VMC	SAME	AS ACC/INC		SHENAN	OAH VALLEY		
Wind Dir/Speed- 270/006 KTS						22	
Visibility - 25.0 SM	ATC/Airsp		_		Lth/Wid -		150
Lowest Sky/Clouds - 700 Lowest Ceiling - 2500	O FT BROKEN Type of				Surface - Status -		
Obstructions to Vision- NONE		ch/Lndg - TRA		Kuriway	Jtatus	DKT	
Precipitation - NONE		on, thag					
Condition of Light - DAYL	IGHT						
Pilot-In-Command	Age - 33	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flig	nt Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current		Total -		Last 24		0
SE LAND		nce - 12	Make/Model-	36	Last 30		•
•	Aircraft	Type - UNK/NR	Instrument-	0	Last 90	Days-	9
Instrument Rating(s) - NO	NF						
-Narrative							
ACFT'S LEFT MAIN LANDING GEAR ST	RUT FATIFD DURING A LAN	IDG. A MECHANIC. W	HO EXAMINED TH	E ACFT. S	TATED THAT	THE	

File No 844	5/19/84	HARRISONBURG, VA	A/C Reg. No. N72115	Time (Lcl) - 1600 EDT	
	MAIN GEAR COLLA ANDING - ROLL	PSED			
Finding(s) 1. LANDING GEAR,MAIN	GEAR STRUT - F	ATIGUE:			
Probable Cause					
The National Transportais/are finding(s) 1	ation Safety Bo	ard determines that the	Probable Cause(s) of this accide	ent	

File No 842	6/15/84 WIL	LIAMSBURG, VA	A/C Reg.	No. N28812	Т	ime (Lc1) -	1030 EDT	
Type Operation Type Operating Certific Type of Operation Flight Conducted Under Accident Occurred During	-PERSONAL -14 CFR 91	RAL AVIATION)	Aircraft Da SUBSTANTIA Fire NONE	AL Crew	Fatal O O	Injur Serious O O		None 1 3
Aircraft Information	EAM AMERICAN A	Number Eng	gines - 1 De - RECIPA	ING 0-360-A4K ROCATING-CARBURE O HP	S	Installed/Adtall Warning		
Obstructions to Visio	R R R BLE/O10 KTS O SM 4000 FT SC - NONE n- NONE - NONE	Type of Cle Type Apch/L	VA ACC/INC ight Plan - VI earance - VI ndg - TI	FR FR RAFFIC PATTERN	ON AIR Airport D WILLIA Runway Runway Runway Runway	ata MSBURG-JAME:	31 3215/ ASPHALT	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(PRIVATE SE LAND Instrument Rating(s	s)		Med Review - UNK/NR - UNK/NR	Total - Make/Model- UN	e - VALID nt Time (H	ours)	11	•
THIS TIGHT HAT HAD THE ACT COLLIDED WITH A DIRT ENERALLY, THE WIND SOCK SHOW NITIATED A GO-AROUND. THE ACCIULLY EXTENDED AFTER THE ACCI	MOUND DURING ED A X-WIND OF	30 TO 90 DEGS. AFTE	R BOUNCING O	N 1 WHEEL & THEN	N ON ANOTH	ER, THE PLT		

A/C Reg. No. N28812 Time (Lc1) - 1030 EDT File No. - 842 6/15/84 WILLIAMSBURG, VA

Occurrence #1

LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. WEATHER CONDITION CROSSWIND
- 3. WEATHER CONDITION GUSTS
- 4. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 5. LOWERING OF FLAPS EXCESSIVE PILOT IN COMMAND
- 6. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 7. GO-AROUND ATTEMPTED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

8. TERRAIN CONDITION - DIRT BANK

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL	AVIATION) Aircr	aft Damage		Injur	tes	
The specialing out the foats work (dental)		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONAL			ew O	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pa	iss 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 140	Eng Make/Model -					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1500	Engine Type -		SURETOR			
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	PORT		
Method - N/A	POST MILLS,VT		1. /	_ 4 _		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D BURLIN			
Wind Dir/Speed- 040/006 KTS	SAME AS ACC/INC			GIUN Ident -	01	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid ~		150
Lowest Sky/Clouds - 25000 FT	Type of Flight Pla	n - VFP		Surface -		130
Lowest Ceiling - 25000 FT BROKI				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (H	ours)		
COMMERCIAL, CFI	Current - YES	Total -	803	Last 24	Hrs -	1
SE LAND	Months Since - 1 Aircraft Type - UNK/	Make/Model-	20	Last 30	Days- U	NK/NR
GLIDER	Aircraft Type - UNK/	NK Instrument-	54	Last 90	Days-	79
Instrument Rating(s) - AIRPLANE						

File No. - 911 12/21/84 BURLINGTON,VT A/C Reg. No. N77110 Time (Lc1) - 1300 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED 2. GROUND LOOP/SWERVE - INADVERTENT 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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) 1,3

Basic Information	TOUR TURAL ATROPACT	A	D		T on door		
Type Operating Certificate-AGR	ICULTURAL AIRCRAFT	Aircraft [SUBSTANT]		Fatal	Injur Serious		None
Type of Operation -AER	IAL APPLICATION	Fire				0	1
Type of Operation -AER Flight Conducted Under -14		NONE	Pass	0	0	0	1
Accident Occurred During -LAN							
Aircraft Information							
Make/Model - AYRES S2R-1820		Make/Model - WRIG	HT R-1820	ELT :			
Landing Gear - TAILWHEEL-ALL	FIXED Numbe	er Engines - 1		S.	tall Warnir	ng System	ı - YES
Max Gross Wt - 6000 No. of Seats - 2		ne Type - RECII d Power - 120		RETUR			
No. of Seats - 2	κατει 	Power - 120	00 HP 				
Environment/Operations Informati				A			
Weather Data Wx Briefing - NO RECORD OF	Itineral	ry Departure Point			Proximity RPORT/STRIF	,	
Method - N/A		E AS ACC/INC		OFF AT	KPOKI/SIKI		
Completeness - N/A	Destin			Airport Da	ata		
Basic Weather - VMC	LOCA	· · · · · · · · · · · · · · · · · ·					
Wind Dir/Speed- 200/005 KTS					Ident ·		
Visibility - 30.0 SM	ATC/Air				Lth/Wid		
Lowest Sky/Clouds - CLEA	R Type o	of Flight Plan - I			Surface ·		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type	of Clearance - Apch/Lndg -		Runway	Status -	- N/A	
Precipitation - NONE		apeny Lindy	OKCED LANDING				
Condition of Light - DAYL							
Personnel Information							
Pilot-In-Command	Age - 40	O M	edical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Fl	ight Review	Flig	ght Time (H	ours)		
COMMERCIAL	Current	- YES	Total - Make/Model- Instrument-	8331	Last 24	1 Hrs -	4
SE LAND	Months :	Since - 14 t Type - UNK/NR	Make/Model-	68	Last 30	Days- L	JNK/NR
,	Aircraf	t Type - UNK/NK	Multi-Eng -	15	Last 90	Days-	140
			marti Liig	, 0			
Instrument Rating(s) - AI	RPLANE						
Narrative							
PLT WAS APPLYING HERBICIDES TO A	CORN FIELD WHEN A PO	WER LOSS TO IDLE	RPM OCCURRED. DU	JRING AN EM	ERGENCY		
ING, THE MAIN GEAR SUNK INTO SOF	T SAND & THE ACET NOS	ED OVER AN EXAM	DEVENIED THAT TH	AF THROTTLE	BRACKET		

File No. - 916 6/12/84 A/C Reg. No. N4025K Time (Lc1) - 1400 PDT PASCO.WA LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. THROTTLE/POWER LEVER - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Type Uperating	Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Injuri	es	
		DESTROY		Fatal			
Type of Operat	ion -AERIAL APPLI		Crev		0	1	0
	ed Under -14 CFR 137 red During -MANEUVERING	ON GROU	ND Pass	s 0	0	0	0
Aircraft Informa	 tion						
	- GRUMMAN G-164B-450	Eng Make/Model - P&W	R-1340-AN1	ELT	Installed/Ac	tivated	4- NO - K
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines - 1		· S	tall Warning	System	n - YES
Max Gross Wt		Engine Type - REC		RETOR			
No. of Seats	- 1	Rated Power -	600 HP				
	ations Information						
Weather Data		Itinerary			Proximity		
	- NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method	- N/A	PULLMAN, WA		Ainmont D	- 4 -		
Completeness Basic Weather	•	Destination LOCAL		Airport D NONE	ata		
Wind Dir/Spe		LUCAL			Ident -	N/A	
	- 30.0 SM	ATC/Airspace			Lth/Wid -		
		TERED Type of Flight Plan -	NONE		Surface -		
Lowest Ceili	na - NONE	Type of Clearance -	NONE		Status -		
Obstructions	to Vision- NONE	Type Apch/Lndg -	FORCED LANDING	•			
Precipitatio							
Condition of	Light - DAYLIGHT						
Personnel Inform							
Personnel Information	d		Medical Certifica			VERS/L	IMIT
Personnel Informa Pilot-In-Command Certificate(s	d	Biennial Flight Review	Flig	ght Time (H	ours)		
Personnel Informa Pilot-In-Command Certificate(s COMMERCIAL	d)/Rating(s)	Biennial Flight Review Current - YES	Flig Total -	ght Time (H 21000	ours) Last 24	Hrs -	6
Personnel Informa Pilot-In-Command Certificate(s COMMERCIAL	d	Biennial Flight Review Current - YES	Flig Total -	ght Time (H 21000 2800	ours) Last 24 Last 30	Hrs - Days- l	6 JNK/NR
Personnel Informa Pilot-In-Command Certificate(s COMMERCIAL	d)/Rating(s)	Biennial Flight Review Current - YES	Flig Total -	ght Time (H 21000 2800 0	ours) Last 24	Hrs - Days- l	6
Personnel Inform: Pilot-In-Command Certificate(s COMMERCIAL SE LAND,ME	d)/Rating(s)	Biennial Flight Review Current - YES	Flig Total - Make/Model- Instrument-	ght Time (H 21000 2800 0	ours) Last 24 Last 30	Hrs - Days- l	6 JNK/NR
Personnel Information Pilot-In-Command Certificate(s COMMERCIAL SE LAND, ME	d)/Rating(s) LAND,SE SEA	Biennial Flight Review Current - YES	Flig Total - Make/Model- Instrument-	ght Time (H 21000 2800 0	ours) Last 24 Last 30	Hrs - Days- l	6 JNK/NR
Personnel Information Pilot-In-Command Certificate(s COMMERCIAL SE LAND, ME Instrument	d)/Rating(s) LAND,SE SEA Rating(s) - NONE	Biennial Flight Review Current - YES	Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 21000 2800 0 200	ours) Last 24 Last 30 Last 90	Hrs - Days- l	6 JNK/NR
Personnel Information Pilot-In-Command Certificate(s COMMERCIAL SE LAND, ME Instrument Narrative	d)/Rating(s) LAND,SE SEA Rating(s) - NONE RUN, THE ACFT ENTERED A	Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - UNK/NR	Flig Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 21000 2800 0 200	ours) Last 24 Last 30 Last 90	Hrs - Days- U Days-	6 JNK/NR

File No 8	49 6/14/84 PULLMAN,WA	A/C Reg. No. N6798Q	Time (Lc1) - 1555 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING - TURN TO LANDING AREA (EM	ERGENCY)	
	ON - RISING ISJUDGED - PILOT IN COMMAND E OF EQUIPMENT/AIRCRAFT,DIVERTED ATTENTI	ÓN - PILOT IN COMMAND	
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the 3	Probable Cause(s) of this accid	ent

Type Operating	Certificate-AGR	ICULTURAL AIRCE	AFT Aircraft	Damage		Injur	ies	
T			DESTROY		Fatal			None
Type of Operati Flight Conducte	on -AER	IAL APPLICATION	l Fire NONE	Cre Pas		0	0	1
Accident Occurr			NONE	ras	.s 0	O	O	U
Aircraft Informat								
Make/Model -			Eng Make/Model - P&W	R-985-AN1	ELT	Installed/A	ctivated	- NO -N
Landing Gear - Max Gross Wt -		FIXED	Number Engines - 1			Stall Warnin	g System	- YES
No. of Seats			Engine Type - REC Rated Power -	450 HP	RETUR			
Environment/Opera	tions Informati	on						
Weather Data		1	tinerary		Airport	Proximity		
Wx Briefing		BRIEFING	Last Departure Point		OFF A	RPORT/STRIP		
Method Completeness	- N/A - N/A		SPOKANE, WA Destination		Airport [12+2		
Basic Weather	,		LOCAL		Amport	ata		
	d- 130/005 KTS				Runway	/ Ident -	N/A	
	- 20.0 SM	1	TC/Airspace			/ Lth/Wid -		
Lowest Sky/Cl Lowest Ceilir	ouds - 1000	O FT SCATTERED	Type of Flight Plan - Type of Clearance -	NONE		Surface -	N/A N/A	
	to Vision- NONE		Type of Crearance -		Runway	/ Status -	N/ A	
	- NONE		type tipetty zitteg					
Condition of	Light - DAYL	IGHT						
Personnel Informa Pilot-In-Command		•	LIANZ /AID	W	-4- VALTE	MEDICAL NO	WATVEDS /	
Certificate(s)			· UNK/NR nial Flight Review	Medical Certific	ate - VALII ght Time (F		WAIVERS/	LIMII
COMMERCIAL	, ()		Current - YES	Total -	8813	Last 24	Hrs -	· 6
SE LAND, ME	LAND		lonths Since - 18	Make/Model-	UNK/NR	Last 30	Days- UN	K/NR
		Į.	ircraft Type - UNK/NR	Instrument-	15	Last 90	Days-	200
			×	Multi-Eng -	10	Rotorcr	aft -	3
Instrument	Rating(s) - NO	INE	,					
Narrative								
			, THEN AS THE PLT WAS					

File No 8	50 6/19/84 SPOKANE,WA	A/C Reg. No. N48681	Time (Lc1) - 0800 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER MANEUVERING - AERIAL APPLICATION		
Finding(s) 1. ENGINE ASSEMBLY	,CAMSHAFT - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 2. OBJECT - WIRE,T			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

File No 854 6/22/84	ANACORTES,WA	A/C Reg. No	o. N1755U	Time (Lcl) - 1715 PDT			
Basic Information Type Operating Certificate-COMMUTE Name of Carrier -SAN JUA Type of Operation -NON SCH Flight Conducted Under -14 CFR Accident Occurred During -APPROAC	N AIRLINES ED,DOMESTIC,CARGO 135	Aircraft Dama SUBSTANTIAL Fire NONE		Fatal O O	Injurt Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800 No. of Seats - 7	Number Er	Model - CONTINER ngines - 1 ype - RECIP-FU yer - 300 H	JEL INJECTED	. S1	Installed/Ad tall Warning	g System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary EFING Last Depar ORCAS IS Destination SAME AS ATC/Airspace Type of F	n ACC/INC e ight Plan - NONI learance - NONI	=	ON AIRF Airport Da ANACOR Runway Runway Runway	ata TES Ident - Lth/Wid - Surface -	18 3000/ ASPHALT DRY	60
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND, ME LAND	Age - 26 Biennial Flight Current Months Since Aircraft Typ	Review - UNK/NR - UNK/NR - UNK/NR - UNK/NR	cal Certifica Flig! Total - Make/Model- Instrument- Multi-Eng -	ht Time (Ho 3270 830 120	ours) Last 24 Last 30	Hrs -	7
Instrument Rating(s) - AIRPLANarrative HE PLT STATED HE ADDED 10 DEGREES OF FL AS EXPERIENCED 200 YARDS FROM TOUCHDOWN ITH TREES ON FINAL. THE PILOT STATED TH IANDLE WAS IN THE FULL DOWN POSITION AND FTER THE ACCIDENT REPORTED NO MECHANICA	APS ON DOWNWIND AND AN . THE PILOT SAID HE AN AT AFTER THE ACCIDENT THE FLAP CIRCUIT BREA	ODED POWER TO ARI , THE FLAPS WERE AKER WAS OUT. A I	REST THE SINK EXTENDED 10 I	RATE. THE DEGREES, TI	ACFT COLLII HE FLAP ACTI	DED	

File No 8	54 6/22/84 	ANACORTES, WA	A/C Reg. No. N1755U	Time (Lc1) - 1715 PDT
	UNDERSHOOT APPROACH - VFR P	ATTERN - FINAL APPROAC	н	
		D - PILOT IN COMMAND NED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT ATTERN - FINAL APPROAC	н	
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpois/are finding(s) 2	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 1,3		

Type Operating Certific	ate-NONE	(GENERAL AV	•	raft Damage			Injur		
Type of Operation Flight Conducted Under Accident Occurred Durin		R 91	NON Fire NON	_ !	Crew Pass	. Fata1 0 0.	Serious O 1	Minor O O	None 1 5
Aircraft Information Make/Mode1 - BALLOOM Landing Gear - N/A Max Gross Wt - 2020 No. of Seats - UNK/NR	·	ARNES AX-8	Number Engines - Engine Type -	N/A			Installed/A tall Warnir		
Weather Data Wx Briefing - NWS Method - TELEF Completeness - UNK/F Basic Weather - VMC Wind Dir/Speed - OO8 Visibility - 15 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	PHONE KTS O SM UNK/NR UNK/NR NONE NONE		Itinerary Last Departure Po WOODENVILLE,WA Destination LOCAL ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - NONE NONE	,	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating COMMERCIAL NONE	s)	Bie	- 41 nnial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK	Total Make/M Make/M		nt Time (H NK/NR NK/NR NK/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	IK/NR IK/NR
Instrument Rating(sNarrative RING THE BALLON DESCENT, THE E BASKET. ACCORDING TO THE "HANG ON" BECAUSE IT WAS (DNE SUSTAINED A COMPOUND FR	HE PLT SAI PLT , THE GOING TO B	D HE BRIEFE DESCENT BE E A HARD LAI	CAME MORE RAPID DUE NDING. ON IMPACT, SO	TO A DOWNDRAFT	THE PA	SSENGERS	WERE AGAIN	WARNED	· • • • • • • • • • • • • • • • • • • •

6/23/84 A/C Reg. No. N1509H File No. - 808 MONROE, WA Time (Lc1) - 2020 PDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DUSK

2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

File No 820	6/24/84	WENATCHE	E,WA A/	A/C Reg. No. N51785			Time (Lc1) - 1900 PDT					
Basic Information-												
Type Operating (Certificate-NON	E (GENERAL A	•	Aircraft Damage			Injuries					
			_	STANTIAL		Fatal	Serious	Minor				
Type of Operation			Fire		Crew	0	0	0	1			
Flight Conducted			NON	ΙE	Pass	0	1	0	2			
Accident Occurre	ed During -LAN	DING										
Aircraft Informati												
Make/Model -	CESSNA 172		Eng Make/Model -	LYCOMING 0-320)-D2J	ELT I	nstalled/Ad	ctivate	d - YES/YE			
Landing Gear -	TRICYCLE-FIXED		Number Engines -	· 1		St	all Warning	y Syste	m - YES			
Max Gross Wt -			Engine Type ~		CARBURE	ror						
No. of Seats -	4		Rated Power -	145 HP								
Environment/Operat	ions Informati	on										
Weather Data			Itinerary			Airport P	roximity					
	- FSS		Last Departure Po	oint		OFF AIR	PORT/STŘIP					
Method	- UNK/NR		WENATCHEE, WA				, -					
Completeness	- FULL		Destination		,	Airport Da	ta					
Basic Weather	- VMC		LOCAL			•		•				
Wind Dir/Speed	1- 310/010 KTS					Runway	Ident -	N/A				
Visibility	- 30.0 SM		ATC/Airspace			Runway	Lth/Wid -	N/A				
Lowest Sky/Clo	ouds - 700	O FT SCATTER	ED Type of Flight Pl	an - NONE		Runway	Surface -	N/A				
Lowest Ceiling	- NONE		Type of Clearance	- NONE		Runway	Status -	N/A				
Obstructions	to Vision, NONE		Type Apch/Lndg	- FORCED LAN	IDING	-						
Precipitation	- NONE											
Condition of L	ight - DAYL	.I GHT										
Personnel Informat	ion											
Pilot-In-Command		Aa	e - 20	Medical Cer	tificate	e - VALID	MEDICAL-NO	WATVER	S/LIMIT			
Certificate(s)	Rating(s)		ennial Flight Review			t Time (Ho			•, ==::=:			
PRIVATE	, ,		Current - YES		-		Ĺast 24	Hrs -	0			
SE LAND			Months Since - 0	Make/Mo	del-	6	Last 30	Days-	UNK/NR			
			Months Since - O Aircraft Type - UNK	K/NR Instru	nent-	29	Last 90	Davs-	13			
			7.	,				,				
Instrument F	Rating(s) - NC	INE										
Narrative												
	S OVED A HEDD	OF FIK IN UT	LLY TERRAIN. HE REPOR	TED THAT ACTED	ENCOLINT	EDING A DO	WNDDAET U	=				
	JO OVER A HERD		LLI ICKKAIN. NE KEPUN	CILD IMAL AFIEK	FINCOOM	LKING A DU	TINUKALI, DI	_				
	TI THE OUT OF TH	IE VALLEV O L	ANDED WITH FULL FLAPS	THE DENCITY	LIT WAS	ADDV EACO	C T					

File No. - 820 6/24/84 WENATCHEE, WA A/C Reg. No. N51785 Time (Lc1) - 1900 PDT Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. LOW PASS - PERFORMED - PILOT IN COMMAND 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. WEATHER CONDITION - DOWNDRAFT 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 840 6/25/84 LEVEN	NWORTH, WA A/C	Reg. No. N65627		Time (Lc1) - 1745 PDT				
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircr	aft Damage		In	juries			
		TANTIAL	Fat	al Seriou	s Minor	None		
Type of Operation -PERSONAL	Fire			0 0	0	1		
Flight Conducted Under -14 CFR 91	NONE	P	ass.	0 0	0	0		
Accident Occurred During -DESCENT								
-Aircraft Information								
Make/Model - LAKE LA-4-200	Eng Make/Model -		1B	ELT Installe				
Landing Gear - AMPHIBIAN	Number Engines -			Stall War	ning System	- YES		
Max Gross Wt - 2600		RECIP-FUEL INJECT	ED					
No. of Seats - 4	Rated Power -	200 HP						
-Environment/Operations Information								
Weather Data	Itinerary			ort Proximit	У			
Wx Briefing - NO RECORD OF BRIEFING	•	nt	ON	AIRSTRIP				
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination			rt Data				
Basic Weather - VMC	LOCAL			NATCHEE LAKE				
Wind Dir/Speed- UNK/NR	/			nway Ident	- UNK/NR			
Visibility - 50.0 SM	ATC/Airspace	- NONE		nway Lth/Wid				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance			nway Surface		CHODBY		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Ru	nway Status	- WAIER -	CHUPPT		
Precipitation - NONE	Type Apch/Lndg	- NONE						
Condition of Light - DAYLIGHT								
						- 		
Personnel Information	A 50	M	· · + \	AL TO MEDICAL	MATNEDO /L TI			
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 50 Biennial Flight Review	Medical Certif		e (Hours)	-WAIVERS/LI	NT I		
PRIVATE	Current - YES	Total			24 Hrs -	4		
SE LAND. SE SEA	Months Since - 8				30 Days- U	NK/ND		
SE LAND, SE SEA	Aircraft Type - L-4	Instrument			90 Days -	4		
	Afficiant Type L 4	Instrument		Last	30 Days	7		
Instrument Rating(s) - NONE								
Narrative			•					
AMPHIBIOUS ACFT STARTED TO "PORPOISE" IN					THE ACFT			
AGGED A WING, CRASHED AND SANK. THE PLT SA	ID THAT WATER IN THE HULL	HAD CAUSED THE UN	ISTABLE CO	NDITION.				

File No. - 840 6/25/84 LEVENWORTH, WA A/C Reg. No. N65627 Time (Lc1) - 1745 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT HANDLING - REDUCED - PILOT IN COMMAND 4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Type of Operation Flight Conducted Accident Occurred Aircraft Informatio	rtificate-NONE (GENER -PERSONAL Under -14 CFR 91 During -LANDING n ESSNA 172	SUBS Fire NONE		Fatal rew O ass O	Inju Serious O O	Minor O	None 1
Flight Conducted Accident OccurredAircraft Informatio Make/Mode1 - C Landing Gear - T Max Gross Wt -	Under -14 CFR 91 During -LANDING n ESSNA 172	Fire NONE	С	rew O	0	0	
Flight Conducted Accident OccurredAircraft Informatio Make/Mode1 - C Landing Gear - T Max Gross Wt -	Under -14 CFR 91 During -LANDING n ESSNA 172	NONE			-		
Accident Occurred Aircraft Informatio Make/Mode1 - C Landing Gear - T Max Gross Wt -	During -LANDING n ESSNA 172		: P	ass U	U	0	. 0
Make/Model - C Landing Gear - T Max Gross Wt -	ESSNA 172						
Landing Gear - T Max Gross Wt -							
Max Gross Wt -	BEAUGIE ETHE	Eng Make/Model -	LYCOMING 0-320-H2	AD EL	T Installed/	Activated	- YES/YES
	KICYCLE-FIXED	Number Engines -	1		Stall Warnin	ng System	- YES
No. of Seats -	2300	Engine Type -	RECIPROCATING-CAR	BURETOR			
	4	Rated Power -	150 HP				
Environment/Operati	ons Information						
Weather Data		Itinerary		Airpor	t Proximity		
Wx Briefing -	NO RECORD OF BRIEFIN	lG Last Departure Poi	int	ON A	IRPORT		
Method -	N/A	SAME AS ACC/INC					
Completeness -	N/A	Destination		Airport	Data.		
Basic Weather -	VMC	LOCAL		SNOH	OMISH COUNTY		
Wind Dir/Speed-	160/012 KTS		•	Runw	ay Ident ·	- 11	
Visibility -	65.0 SM	ATC/Airspace		Runw	ay Lth/Wid	- 4166/	75
Lowest Sky/Clou	ds - 5000 FT SCA	TTERED Type of Flight Pla	an - NONE	Runw	ay Surface	- ASPHALT	
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runw	ay Status	- DRY	
Obstructions to	Vision- NONE	Type Apch/Lndg	- FULL STOP		•		
Precipitation	- NONE		•				
Condition of Li	ght - DAYLIGHT						
Personnel Informati	on						
Pilot-In-Command		Age - 35	Medical Certif	icate - VAL	ID MEDICAL-N	D WAIVERS/	LIMIT
Certificate(s)/R	ating(s)	Biennial Flight Review	F	light Time	(Hours)		
STUDENT	•	Current - N/A	Total	- 37	Last 2	4 Hrs -	1
**		Months Since - N/A	Make/Mode1	- 37	Last 30	Days- UN	JK/NR
		Aircraft Type - N/A	Instrument		Last 9	O Days-	37
Instrument Ra	ting(s) - NONE						
Narrative				,			
PLT REPORTED THAT D	URING A LANDING, THE	ACFT ENCOUNTERED A GUST OF	WIND & BALLOONED	. THE AIRSP	EED DECREASE	о то	
KTS & THE ACFT DROPP	ED TO THE RWY. THE PL	T APPLIED FULL POWER & REC	DUCED THE FLAPS FR	OM 40 DEG T	O FULL UP. TI	ΗE	
		I. IT THEN ROLLED ACROSS TH					
		ND GENERAL AVIATION ACFT (
		PECIFICALLY REQUESTED BY 1					
MPONENT WAS ABOUT 10				/	,		

File No. - 912 6/27/84 EVERETT, WA A/C Reg. No. N733UH Time (Lc1) - 1319 PDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - CROSSWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

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

Basic Information	ATBORAFT 4: 0			T 1		
Type Operating Certificate-AGRICULTURAL	AIRCRAFI AIRCRAFI SUBSTAI	t Damage	Fatal	ies Minor	None	
Type of Operation -AERIAL APPLI	CATION Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA T188C	Eng Make/Model - CO			[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S ⁻	tall Warnir	ng System	- YES
Max Gross Wt - 4400	Engine_Type - RE					
No. of Seats - 1	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING			ON AIRS	STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL			-		
Wind Dir/Speed- CALM Visibility - 30.0 SM	ATO / A !			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan	NONE		Surface -		
Lowest Sky/Crouds - CLEAR Lowest Ceiling - NONE	Type of Clearance				· N/A	
Obstructions to Vision- NONE	Type of Creamance Type Apch/Lndg		Runway	Status	N/ A	•
Precipitation - NONE	Type Apeny Endg	NONE				
Condition of Light - DAWN						
Personnel Information Pilot-In-Command	Age - 35	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	ours)		
COMMERCIAL, CFI	Current - YES	Total -	3053	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 4	Make/Model-	120	Last 24 Last 30 Last 90	Days- UN	K/NR
	Aircraft Type - UNK/NR		65	Last 90	Days-	120
		Multi-Eng -	63			
Instrument Rating(s) - AIRPLANE						
Narrative						
E TAXIING TO TAKEOFF, THE RIGHT MAIN GEAR	GOT INTO SOFT TERRAIN OFF	THE DIGHT EDGE TO	THE DWY TI	HIS PHILED	THE	
TO THE RIGHT & THE RIGHT WING STRUCK AN						
LED.	THE RESULT HALL	SEAR SEE OF				

File No. - 979 6/28/84 PASCO,WA A/C Reg. No. N1964J Time (Lcl) - 1200 PDT

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 2. TERRAIN CONDITION SOFT
- 3. TERRAIN CONDITION DIRT BANK

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) 1

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

Basic Information		- NONE (OFNEDAL AV	TATION)	Administration No.				Tondo		
Type Operating	certificat	e-NUNE (GENERAL AV	IAIIUN)	Aircraft Da SUBSTANTIA			Fata1	Inju Serious		None
Type of Operati Flight Conducte Accident Occurr	d Under ed During		91		Fire NONE		Crew Pass	0	0	0	
Aircraft Informat											
Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	2950		BLE	Number Eng	e - RECIP-				nstalled/ all Warni		ed - YES/N em - YES
Environment/Opera	tions Info	rmation-									.
Weather Data Wx Briefing Method	- FSS - UNK/NR			Itinerary Last Depart HILLSBORO				Airport F ON AIRS			
Completeness Basic Weather	- UNK/NR			Destination LACENTER,	,		Δ	irport Da	ta		
Wind Dir/Spee Visibility Lowest Sky/Cl Lowest Ceilin Obstructions	d- 340/007 - 40.0 ouds - g -	SM CLEAR NONE		ATC/Airspace Type of Fli Type of Cle	ght Plan - NC earance - NC ndg - FL	INE		Runway Runway	Lth/Wid Surface		-UNK/NR
Precipitation Condition of	-	NONE	T	Type Apoly E	ag	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Personnel Informa Pilot-In-Command			A ~~	- 41		dical Certi	ficate	- VAL TD	MEDICAL -V	ATVEDS /	TMIT
Certificate(s)				nnial Flight R				: Time (Ho		MIVERS/I	_114111
COMMERCIAL SE LAND	-			Current Months Since Aircraft Type		Total Make/Mode Instrumer Multi-Eng	el- nt-	877 460 85 4	Last 3 Last 9	4 Hrs - 0 Days- 0 Days- craft -	UNK/NR 5
Instrument	Rating(s)	- AIRPL	ANE								
Narrative PLT WAS ON A FLT /ATE STRIP FOR THE	LACENTER	ARPT. AF	TER LANDIN	G ON THE 1300	FT PRIVATE ST	RIP, THE F	LT REA			RTED,	

7/01/84 File No. - 999 LACENTER, WA A/C Reg. No. N772AW Time (Lcl) - 1400 PDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 MISCELLANEOUS/OTHER Phase of Operation LANDING - ROLL Finding(s) 6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Basic Information Type Operating Certificate-NONE (G	SENERAL AVIATION)	Aircraft Dam	200		Inju	ries	
Type operating our triviage none (c	CHERAL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONA	\L	Fire	Crew	0	. 0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - MONETT-KEATING MON		:/Model - KFM 107				Activated	
Landing Gear - TAILWHEEL-ALL FIXE					all Warni:	ng System	- UNK/N
Max Gross Wt - 550	<u> </u>	ype - RECIPRO		TOR			
No. of Seats - 1	Rated Po	wer - 20	HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport F		_	
Wx Briefing - NO RECORD OF BRI		rture Point		OFF AIR	RPORT/STRI	P	
Method - N/A Completeness - N/A		ACC/INC		4 D-			
Basic Weather - VMC	Destinatio LOCAL	פח		Airport Da	ita		
Wind Dir/Speed- VARIABLE	LUCAL			Bunway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspac	28			Lth/Wid		
	SCATTERED Type of F		F		Surface		
Lowest Ceiling - NONE		learance - NON				- N/A	
Obstructions to Vision- NONE		/Lnda - FOR				,	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT	-						
Personnel Information							
Pilot-In-Command	Age - 25		cal Certificate			AIVERS/LIN	1IT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			
PRIVATE	Current		Total -	74	Last 2	14 Hrs - 10 Days- UN 10 Days-	1
SE LAND		:e - 1	Make/Model-	5	Last 3	0 Days- UN	IK/NR
	Aircraft Ty	pe - UNK/NR	Instrument-	4	Last 9	O Days-	5
Instrument Rating(s) - NONE							
Narrative	IOTHE OFFICE		*** DECT*** -::		555 :-	4E	
PILOT STATED HE HAD SHUT DOWN THE EN							•
THEN BEGAN TO RUN ROUGH AND DIED. AT E ATTEMPTING TO LAND ON A GRASS CLEA							
E WILLEWELTING TO FRIED ON W GRASS CEEN		IT TO THE IGNITIO		L ITE EL	LUIKIUAL	COMMECTUR	

File No 8	72 7/03/84 	BREMERTON, WA	A/C Reg. No. N193RK	Time (Lc1) - 1215 PDT	
Occurrence #1 Phase of Operation		AL) - MECH FAILURE/MA	ALFUNCTION		
Finding(s) 1. JUDGEMENT - POO 2. IGNITION SYSTEM	R - PILOT IN COMMAND - DISCONNECTED)) 			
Occurrence #2 Phase of Operation		:Y			
Occurrence #3 Phase of Operation		ON WITH OBJECT			
Finding(s) 3. OBJECT - TREE(S)				
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Board	d determines that the	e Probable Cause(s) of this acci	dent	

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

File No 930 5/07/84 STON	E LAKE, WI	A/C Reg.	No. N281B	. Т	ime (Lc1)	- 1330 CD	-
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Cre Pas		0	0	. 0
Accident Occurred During -MANEUVERING							
Aircraft Information Make/Model - COLONIAL C-2	•		IING 0-360-A1A		Installed/		
Landing Gear - AMPHIBIAN Max Gross Wt - 2350 No. of Seats - 4	Number Engine Ty Rated Pow	pe - RECIP	ROCATING-CARBU	JRETOR	itall Warnir		
Environment/Operations Information	· · · ·						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depar KENOSHA,	ture Point		OFF AI	RPORT/STRIE	>	
Completeness - FULL	Destination			Airport D)ata		
Basic Weather - VMC		SISSABA,WI					
Wind Dir/Speed- VARIABLE/011 KTS						- N/A	
Visibility - 1.000 SM	ATC/Airspace		IONIE	•	Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 800 FT OVE		ight Plan - N			/ Surface · / Status ·		
Obstructions to Vision- NONE	Type Apch/		INK/NR	Runway	Status	- N/A	
Precipitation - RAIN	Type Apony	Ling C	THIN, THIN				
Condition of Light - DAYLIGHT	•						
Personnel Information							
Pilot-In-Command	Age - 47		edical Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight		F1	ight Time (F	lours)		_
ATP SE LAND.ME LAND.SE SEA	Current Months Since	- YES	Total -	12797	Last 2	4 Hrs -	3 3
SE LAND, ME LAND, SE SEA	Aircraft Typ		Make/Model- Instrument-	HNK/ND	Last 30	D Days-	3
	All Clair Typ	,e 0 2	Multi-Eng -	UNK/NR	Rotorc	raft - Ul	
Instrument Rating(s) - AIRPLANE							
Narrative							
HE PLT HAD FLOWN TO LITTLE SISSABAGAMA LAKE UT NOT THE ACTUAL IMPACT WITH THE WATER. TH AS FOUND 150 FT FROM THE SHORE & THE CAUSE ESCENDING LEFT TURN AROUND AN ISLAND. THE E	E ACFT WAS LATER F OF DEATH WAS DROWN	OUND INVERTED NING. THE WITN	IN 15 FT OF NESS OBSERVED	WATER 300 FT THE ACFT IN	FROM A SHO A WIDE GRAD	DRE. PLT DUALLY	
DMENTARILY, THEN STOP. THE LEFT WING FLOAT DEG NOSE UP, A NEAR-CRUISE SETTING. ACCORD -727 AIRLINE CAPTAIN, HAD DIFFICULTY JUDGIN REA ARE UNPREDICTABLE DUE TO THE SEVERAL IS	HAD SEPARATED FROM ING TO THE CFI WHO G SURFACE WIND DIR	M THE WING. TH D HAD CHECKED RECTION FOLLOW	HE HORIZONTAL : OUT THE PLT II VING A LOW PAS	STABILIZER 1 N THE ACFT, S OVER THE W	TRIM TABS WI THE PLT, WI VATER." WINI	ERE ABOUT HO WAS A DS IN THE	
HE WATER TEMP WAS 42 DEG F.							

A/C Reg. No. N281B File No. - 930 5/07/84 STONE LAKE, WI Time (Lc1) - 1330 CDT Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation MANEUVERING 1. WEATHER CONDITION - RAIN 2. WEATHER CONDITION - GUSTS 3. TERRAIN CONDITION - WATER, ROUGH 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation MANEUVERING

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

----Probable Cause----

File No 954 6/25/84 PARK	FALLS, WI	A/C Reg. N	No. N757DR	1	ime (Lc1)	- 2015 CDT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION)	Aircraft Dam SUBSTANTIAL Fire NONE		-	Inj Serious O O	uries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Mod Number Engin Engine Type Rated Power	nes - 1 - RECIPRO	NG 0-235-L2C DCATING-CARBUR HP	5		/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 220/005 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 SAME AS ACC Destination MERRILL,WI ATC/Airspace Type of Fligh Type of Clean Type Apch/Lnc	C/INC nt Plan - NOM rance - NOM	١E	ON AIR Airport E SPRING Runway Runway Runway	Data GSTEAD / Ident / Lth/Wid	- 01 - 2000 -U - GRASS/TU - DRY	•
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Rev Current Months Since Aircraft Type	view - YES - 18	ical Certifica Flig Total - Make/Model- Instrument-	te - VALII ht Time (F 220 166 O	lours) Last Last	WAIVERS/LIM 24 Hrs - 30 Days- UN 90 Days-	1
Instrument Rating(s) - NONENarrative HE PLT REPORTED THAT DURING HIS PREFLT RUN-U CCELERATE TO THE BEST ANGLE OF CLIMB SPEED OF THE RWY, WENT DOWN AN EMBANKMENT & WAS DAM OP SPARK PLUG IN THE #2 CYLINDER. ALSO, EXCE DWEVER, THE PLT NOTED NO DECREASE IN POWER D T REPORTED THE WIND WAS FROM THE NORTHWEST KTS.	T 10 FT AGL. HOWEVER F 54 KTS, SO HE ABOR AGED. AN EXAM REVEAR SSIVE BUILD UP OF LI URING THE TAKEOFF.	R, HE STATED RTED THE TAKE LED THAT A SE EAD DEPOSITS THE DENSITY A	THAT THE ACFT EOFF. THE ACFT PARK COULD NOT WAS NOTED ON ALT WAS ESTIMA	DID NOT WELL CONTINUED BE OBTAIN THE BOTTOM TED TO BE	VANT TO DOFF THE NED FROM T M PLUGS 2958 FT.	END HE	

File No 954 6/25/84 PARK FALLS,WI	A/C Reg. No. N757DR	Time (Lc1) - 2015 CDT
Occurrence #1 OVERRUN Phase of Operation TAKEOFF		
Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND		
Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF		
Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN		
Probable Cause		
The National Transportation Safety Board determines that the Fis/are finding(s) 3	Probable Cause(s) of this acc	ident
Factor(s) relating to this accident is/are finding(s) 1,2,4		

Airport Proximity ON AIRPORT GAN,IL don Airport Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY Och/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ght Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1	File No 961 7/08/84 LAKE	GENEVA, WI	A/C Reg.	No. N6700H	Ti	me (Lc1) -	1215 CDT	
Fire	Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)						
NONE			SUBSTANTI	AL	Fatal	Serious	Minor	None
Airport Proximity ON AIRPORT AS ACC/INC AS ACC/INC ACC ACC ACC ACC ACC ACC ACC ACC ACC A	Type of Operation -PERSONAL		Fire	Crew	0	0	_	
Airport Proximity ON AIRPORT AS ACC/INC Flight Plan - NONE Flight Plan - NONE Clearance - NONE Flight Plan -	Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING					-	O .	3
Stall Warning System - YES Type - RECIPROCATING-CARBURETOR Power - 150 HP Airport Proximity ON AIRPORT GAN, IL Tion Airport Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY OCH/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ONT Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	Aircraft Information							
Airport Proximity Power - 150 HP Airport Proximity ON AIRPORT GAN, IL Ion Airport Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY OCH/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Of Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Make/Model - CESSNA 172M	Eng Make/Mo	del - LYCOM	ING 0-320-E2D	ELT 1	nstalled/A	ctivated	- YES/NO
Airport Proximity ON AIRPORT GAN, IL GON, IL GON, IL GON AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Clearance - NONE Chich/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Got Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Landing Gear - TRICYCLE-FIXED					all Warnir	ng System	- YES
Airport Proximity ON AIRPORT GAN, IL don	Max Gross Wt - 2300	Engine Type	- RECIP	ROCATING-CARBUR	ETOR			
Airport Proximity ON AIRPORT GAN,IL GON AIRPORT GAN,IL GON AIRPORT AIRPORT Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Flight Plan - NONE Clearance - NONE Runway Surface - ASPHALT Runway Status - DRY OCH/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	No. of Seats - 4	Rated Power		-				
Airport Data AS ACC/INC AMERICANA Pace Flight Plan - NONE Flight Plan - NONE Clearance - NONE Ch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Make/Model- 101 Last 30 Days- UNK/NR	Environment/Operations Information							
Airport Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Clearance - NONE Runway Surface - ASPHALT Runway Status - DRY PILL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Make/Model- 101 Last 30 Days- UNK/NR	Weather Data	Itinerary			Airport F	roximity		
Airport Data AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Flight Plan - NONE Clearance - NONE Flight Plan - NONE Runway Surface - ASPHALT Runway Status - DRY OCH/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Wx Briefing - FSS	Last Departu	re Point		ON AIRE	ORT		
AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - ASPHALT Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) Flight Plan - 302 Flight Plan - 4 Flight Time (Hours) Flight Plan - 4 Flight Time (Hours) Flight Plan - 4 Flight Time (Hours) Flight Plan - 4 Flight Time (Hours) Flight Plan - 4 Flight Time (Hours) Flight Plan - 4 Flight Pl	Method - TELEPHONE	WAUKEGAN, I	L					
AS ACC/INC AMERICANA Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - NONE Flight Plan - ASPHALT Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Flight Time (Hours) FYES Fotal - 302 Flast 24 Hrs - 1 Flight Plan - 302 Flast 30 Days- UNK/NR	Completeness - FULL	Destination			Airport Da	ıta		
Runway Ident - 23 Runway Lth/Wid - 4000/ 75 Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY Ch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	Basic Weather - VMC	SAME AS AC	C/INC		AMERICA	NA		
Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY Ch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT The Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	Wind Dir/Speed- 170/015 KTS		·		Runway	Ident -	23	
Flight Plan - NONE Runway Surface - ASPHALT Clearance - NONE Runway Status - DRY Ch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT The Property of the Chours of the Company of	Visibility - 12.0 SM	ATC/Airspace			Runway	Lth/Wid -	4000/	75
Clearance - NONE Runway Status - DRY Ch/Lndg - TRAFFIC PATTERN FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ght Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	Lowest Sky/Clouds - 10000 FT	Type of Flig	ht Plan - N	ONE				
FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT pht Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 nce - 13 Make/Model- 101 Last 30 Days- UNK/NR	Lowest Ceiling - 10000 FT BROK							
FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT pht Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 nce - 13 Make/Model- 101 Last 30 Days- UNK/NR	Obstructions to Vision- NONE	Type Apch/Ln	da - T	RAFFIC PATTERN	-			
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ght Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Precipitation - RAIN SHOWERS	,						
Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT ght Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Condition of Light - DAYLIGHT							
ght Review Flight Time (Hours) - YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model- 101 Last 30 Days- UNK/NR	Personnel Information							
- YES Total - 302 Last 24 Hrs - 1 Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR	Pilot-In-Command	Age - 50	Me				WAIVERS/	LIMIT
nce - 13 Make/Model- 101 Last 30 Days- UNK/NR		Biennial Flight Re	view					
Ince - 13 Make/Model - 101 Last 30 Days - UNK/NR Type - C-172RG Instrument - 118 Last 90 Days - 2			-					
Type - C-172RG Instrument- 118 Last 90 Days- 2	SE LAND				101	Last 30	Days- UN	IK/NR
	international design of the second of the se	Aircraft Type	- C-172RG	Instrument-	118	Last 90	Days-	2
	Instrument Rating(s) - NONE							
WHEN THE ACET ENCOUNTEDED SUDDEN TUDBULENCE AT THAT	Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONENarrative CCORDING TO THE PLT, HE WAS ON A SHORT FINAL	Biennial Flight Re Current Months Since Aircraft Type	rview - YES - 13 - C-172RG THE ACFT EN	Flig Total - Make/Model- Instrument-	Nt Time (Ho 302 101 118	curs) Last 24 Last 30 Last 90	H	drs - Days- UN Days-
	T TO BANK LEFT. SUBSEQUENTLY, THE ACFT BOU LAPSED. THE PLT REPORTED THAT THE ARPT WAS E OF THE RWY. ABOUT 1 HR AFTER THE OCCURRE BULENCE & WIND SHEAR. ALSO, THE PLT OF N67	NCED ON THE RWY & W LOCATED IN THE BOT NCE, 2 OTHER PLTS F OOH STATED THAT THE	AS THEN LAN TOM OF A SM LEW THERE & RIGHT FRON	DED. AFTER A SH ALL VALLEY & HA BOTH STATED TH T SEAT PLT WAS	IORT ROLL, T D TREES ALC IAT THEY ENC	THE NOSE GE ONG THE SOL COUNTERED	AR	
THE CONTROL WHEEL, CAUSING THE NOSE TO PITCH DOWN & THE BY & WAS THEN LANDED. AFTER A SHORT ROLL, THE NOSE GEAR HE BOTTOM OF A SMALL VALLEY & HAD TREES ALONG THE SOUTH PLTS FLEW THERE & BOTH STATED THAT THEY ENCOUNTERED BY THE RIGHT FRONT SEAT PLT WAS USING THE SHOULDER	RNESS & HAD HIS SEAT FORWARD FOR MORE LEG R	OOM FOR A PASSENGER	IN THE BAC	K.				

File No 96	51 7/08/84	LAKE GENEVA, WI	A/C Reg. No.	N6700H	Time (Lc1) - 1215 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL APPROACH - VFR P	- IN FLIGHT ATTERN - FINAL APPROACH			
Finding(s) 1. WEATHER CONDITION 2. CONTROL INTERS 3. REMEDIAL ACTION	ERENCE - INADVERT				
Occurrence #2 Phase of Operation					
Finding(s) 4. RECOVERY FROM BO	DUNCED LANDING - P	ERFORMED - PILOT IN COM	MAND		· ·
Occurrence #3 Phase of Operation		SED			
Finding(s) 5. LANDING GEAR,NO					
Probable Cause					·
The National Transports/are finding(s) 2,3		rd determines that the	Probable Cause(s)	of this acci	dent
Factor(s) relating to	this accident is	/are finding(s) 1			

Basic Information Type Operating Certificate	-NONE (GENEDAL	AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate	NONE (GENERAL		SUBSTANTIAL		Fatal			None
Type of Operation Flight Conducted Under	-INSTRUCTIONAL		ire	Crew	0		0	1
			NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - CESSNA 170			1 - CONTINENTAL					
Landing Gear - TAILWHEEL-	ALL FIXED	Number Engine	es - 1		S.	tall Warnin	g System ·	- YES
Max Gross Wt - 2050 No. of Seats - 4		Engine Type Rated Power	- RECIPROCATIN - 145 HP	NG-CARBURI	LIUR			
No. or seats - 4		Rated Power	- 145 MP					
Environment/Operations Infor	mation							
Weather Data Wx Briefing - FSS		Itinerary	. Dadas		•	Proximity		
Method - UNK/NR		Last Departur JANESVILLE			ON AIR	PURI		
Completeness - FULL					Airport Da	ata		
Basic Weather - VMC		SAME AS ACC			TABACCI			
Wind Dir/Speed- 160/004	KTS				Runway	Ident -	36	
Visibility - 12.0		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -						Surface -		RF
Lowest Ceiling -		Type of Clear			Runway	Status -	WET	
Obstructions to Vision-Precipitation -		Type Apcn/Lnd	g - FULL STO	JP				
Condition of Light -								
Personnel Information Pilot-In-Command	,	lge - 60	Medical (Certifica [.]	te - VALID	MEDICAL-WA	IVERS/LIM	ΙΤ
<pre>Certificate(s)/Rating(s)</pre>	E	Biennial Flight Rev			nt Time (H			
STUDENT		Current -	N/A Tota	1 -	218	Last 24	Hrs -	
		Months Since -	N/A Make	/Model-	218	Last 30 Last 90	Days- UNI	K/NR
		Aircraft Type -	N/A Insti	rument-	O	Last 90	Days-	25
Instrument Rating(s)	- NONE 							
Narrative	•							
PLT STATED HE MADE A FASTER								
LE POWER TO SMOOTH OUT THE L	ANDING RUT WHE	N THE ACFT TOUCHED	DOWN. THE SECOND	D TIME, I'	T VEERED O	FF THE RWY.		

7/10/84 File No. - 943 EDGERTON, WI A/C Reg. No. N2748C Time (Lc1) - 1320 CDT LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - IMPROPER - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN 5. TERRAIN CONDITION - SOFT 6. TERRAIN CONDITION - WET ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur	ies	
- · · · · · · · · · · · · · · · · · · ·	•	DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0 0	0	1
		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information		.					
Make/Model - ROTORWAY EXECUTIVE		/Model - ROTORWAY RW			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR		ngines - 1			tall Warnin	g System -	NU
No. of Seats - 2	Rated Po	ype - RECIPROCATI wer - 145 HP	NG-CARBURE	IUR			
Environment/Operations Information Weather Data	Itinerary	·		Airport D	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Depa				RPORT/STRIP		
Method - N/A	SAME AS			011 711	(1 OK 1 / 5 1 K 1 1		
Completeness - N/A	Destinatio			Airport Da	ata		
Basic Weather - VMC	LOCAL			·			
Wind Dir/Speed- 280/009 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - 4500 FT SC/ Lowest Ceiling - NONE	ATTERED Type of F	light Plan - NONE			Surface -		
Obstructions to Vision- NONE	Type of C	/Lndg - NONE		Runway	Status -	N/ A	
Precipitation - NONE	Type Apen	, Enag 14014E					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 32	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	Т
<pre>Certificate(s)/Rating(s)</pre>	Age - 32 Biennial Flight	Review		t Time (Ho			
PRIVATE	Current		11 -		Last 24	Hrs -	0
SE LAND	Months Sinc	e - 12 Make pe - UNK/NR Inst	Model-	10	Last 30	Days- UNK	/NR
	Aircraft ly	pe - UNK/NK Inst	rument-	3	Rotorcr	Days-	10
					KO LOI CI	a	10
Instrument Rating(s) - NONE							
Narrative							
	FLY ROTORCRAFT TO	TED TO HOVER HIS HOM	IERUTIT ACE	T AFTED I	FATITING THE	1ST TIME	
FIXED WING PLT WHO WAS NOT QUALIFIED TO	FLY ROTORCRAFT TR	IED TO HOVER HIS HOM	EBUILT ACF		FAILING THE FAST HE DI		

File No 8	35 7/11/84 	CAMBRIDGE, WI	A/C Reg. No. N2993P	Time (Lc1) - 1800 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL HOVER	- IN FLIGHT		
 IMPROPER US IMPROPER US 	E OF EQUIPMENT/AI E OF EQUIPMENT/AI	RCRAFT, INADEQUATE INIT	EXPERIENCE IN KIND OF AIRCRAFT - I IAL TRAINING - PILOT IN COMMAND EXPERIENCE - PILOT IN COMMAND	PILOT IN COMMAND
Occurrence #2 Phase of Operation	ROLL OVER HOVER			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Bo	ard determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident i	s/are finding(s) 2,3,4		

-Basic Information Type Operating Certificate-NONE (GENERA	· ·	aft Damage			uries	
T		ROYED	Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire ON G	ROUND Pa		, 1 1	0	0
-Aircraft Information						
Make/Model - PIPER PA-32RT-300T	· .	YCOMING TIO-540-S			/Activated	•
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			itall Warn	ing System	- YES
Max Gross Wt - 3600 No. of Seats - 6	Engine Type - Rated Power -	RECIP-FUEL INJECTE 300 HP				
-Environment/Operations Information						
Weather Data	Itinerary	. 4		Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poi	ητ	UFF A	RPORT/STR	16	
Completeness - PARTIAL, LMTD BY PILOT	- · · · · · · · · · · · · · · · · · · ·		Airport [12+2		
Basic Weather - VMC	CHARLESTON, WV		•	COUNTY		
Wind Dir/Speed- 250/004 KTS	OTARLESTON, WV			/ Ident	- 05	
Visibility - 7.0 SM	ATC/Airspace	•			- 4743/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE			- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information Pilot-In-Command	Age - 29	Medical Certifi	cato - NON-V	ALTO MEDI	CAL	
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H		OAL	
PRIVATE	Current - YES	Total -			24 Hrs -	1
SE LAND	Months Since - 14	Make/Model-	57	Last	30 Days- UN	K/NR
	Aircraft Type - C-17	2 Instrument-	6	Last	90 Days-	65
				-		
Instrument Rating(s) - NONE						
-Narrative						
NON-INSTRUMENT RATED PLT BEGAN HIS TAKEOF					TED THAT	
ING THE TAKEOFF ROLL AT ABOUT 65 TO 75 KTS						
O 3 SECONDS LATER, HE ROTATED & DUE TO THE TRUMENTS TO KEEP THE ACFT IN A PROPER CLIM						
'S FATHER SAID HE OBSERVED THE ACFT ENTERI						
VIVING PASSENGER SAID THE ENG SOUND REMAIN						
The state of the s						
ACFT COLLIDED WITH TREES, CRASHED & BURNE	D. INITIAL IMPACT OCCURRE	O ON A HEADING OF	OSO DEG, ABO	JUI 500 FI	LEFI	

File No 9	78 2/09/84	BLUEFIELD, WV	A/C Reg. No. N22457	Time (Lc1) - 0604 EST
Occurrence #1 Phase of Operation				
2. IMPROPER US 3. LIGHT CONDITION 4. IMPROPER US 5. LANDING LIGHT -	E OF PROCEDURE,QUA - DARK NIGHT E OF EQUIPMENT/AII FAILURE,TOTAL			
7. AIRCRAFT HANDLI 8. DIRECTIONAL CON	NG - NOT MAINTAIN TROL - NOT MAINTA	ED - PILOT IN COMMAND INED - PILOT IN COMMAND ED - PILOT IN COMMAND	ND	
Occurrence #2 Phase of Operation				
Finding(s) 10. OBJECT - TREE(S)			
Occurrence #3 Phase of Operation	DESCENT - UNCON	TROLLED		
Probable Cause				
The National Transpois/are finding(s) 7	rtation Safety Bo	ard determines that t	ne Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident i	s/are finding(s) 3,4,	5,6,10	

Type Operating Certificate-NONE (GENERA	Aircraft Damage		Injuries				
		SUBSTANTIAL			Serious		None
Type of Operation -SIGHT SEEING		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - CESSNA 172K		Model - LYCOMING 0-			installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150		gines - 1 pe - RECIPROCATI	NC-CAPPURET		all Warnin	g system	- YES
No. of Seats - 4	Rated Pow	er - 150 HP	.NG-CARBORE				
Environment/Operations Information	7.1			A /			
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depar	tuno Point		Airport P	roximity RPORT/STRIP		
Method - N/A	SAME AS			OFF AIR	RPURI/SIRIF		
Completeness - N/A	Destination	•	Δ	irport Da	ata	*	
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 180/008 KTS						N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway Lth/Wid - N/A				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ight Plan - NONE earance - NONE			Surface -		
Obstructions to Vision- NONE		Lndg - FORCED	LANDING	Runway	Status -	N/A	
Precipitation - NONE	Type Apcily	Lindy TokeLD	LANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 63	Modical	Certificate	- NON-VA	N ID MEDICA		
Certificate(s)/Rating(s)	Age - 63 Biennial Flight	Review		Time (Ho		L	
COMMERCIAL	Current	- YES Tota	al - 18	000	Last 24	Hrs -	8
SE LAND	Months Since	- 10 Make	e/Mode1- 18	000	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR Inst	e/Model- 18 trument- UNK ti-Eng - UNK	/NR	Last 90	Days-	250
		Mult	ti-Eng - UNK	I/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT STATED THAT THE ENG SUDDENLY LOST POW	FR AS HE WAS CLIM	BING THRU ABOUT 150) FT AGL. HE	CONTINUE	D STRAIGHT		

File No 9	90 7/17/84 FAYETTEVILLE,WV	A/C Reg. No. N46547	Time (Lcl) - 1145 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED 2. AIRCRAFT PREFLI	GHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. OBJECT - TREE(S)		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 3		

File No 892 4/01/84 DOUG	GLAS,WY A/C	Reg. No. N414EM	Ti	Time (Lcl) - 1400 MST			
Basic Information Type Operating Certificate-NONE (GENER	•	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire		0	1	0	0 2	
Aircraft Information Make/Model - CESSNA 414A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6750 No. of Seats - 8	Number Engines - Engine Type -	CONTINENTAL TSIO-520 2 RECIP-FUEL INJECTED 310 HP		nstalled/Ac all Warning			
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 090/015 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 800 FT Lowest Ceiling - 800 FT OVI Obstructions to Vision- UNK/NR Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Poi BORREGO SPRINGS, Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla ERCAST Type of Clearance Type Apch/Lndg	an - IFR - IFR	Runway Runway Runway	ORT	5066/ ASPHALT		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 58 Biennial Flight Review Current - YES Months Since - 13 Aircraft Type - C-4	Medical Certifica Flig Total - Make/Model- 14 Instrument- U Multi-Eng -	ght Time (Ho 6835	ours) Last 24	Hrs -	4	
Instrument Rating(s) - AIRPLANENarrative RRING AN APPROACH FOR A DOWNWIND LANDING, D ENCOUNTERED ICING CONDITIONS DURING FLT NDING. INSTRUMENT CONDITIONS EXISTED & THE IE ICE & WAS TRYING TO TOUCH DOWN ON THE AID.	& ICE WAS STILL ADHERING T E RWY WAS COVERED WITH SNOW	TO THE ACFT AS THE PI W. THE PLT STATED THA	_T MADE AN A AT HE DID NO	APPROACH FO	R R		

File No 89	2 4/01/84	DOUGLAS, WY	A/C Reg. No. N414EM	Time (Lcl) - 1400 MST
Occurrence #1 Phase of Operation		TER WITH WEATHER		
Finding(s) 1. FLIGHT INTO KNOW 2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. WEATHER CONDITIO 6. WING - ICE	N - CLOUDS N - LOW CEILING N - SNOW N - ICING CONDITIO	DNS	IT IN COMMAND .	
Occurrence #2 Phase of Operation		- IN FLIGHT		
Finding(s) 7. WEATHER CONDITION 8. WRONG RUNWAY - 9. AIRSPEED - INADE 10. STALL/MUSH - INA	SELECTED - PILOT QUATE - PILOT IN (COMMAND IN COMMAND		
Occurrence #3 Phase of Operation	IN FLIGHT COLLIS	ION WITH TERRAIN		
Finding(s) 11. TERRAIN CONDITION	N - SNOW COVERED			
Probable Cause				·
The National Transports/are finding(s) 9,1		rd determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is,	/are finding(s) 1,2	2,3,4,5,6,7,8,11	

Basic Information Type Operating Certificate-NONE (GEI	NERAL AVIATION)	Aircraft	_	F-1-1	•	uries	Ness
Type of Operation -INSTRUCT	LONAL	SUBSTANT Fire		Fatal Crew O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		NONE		ass 0	ŏ	1	2
Aircraft Information							
Make/Model - CESSNA 172M		/Model - LYCO	MING 0-320-E2			/Activated	
Landing Gear - TRICYCLE-FIXED		ngines - 1	DD00477N0 045		Stall Warn	ing System	- YES
Max Gross Wt - 2300 No. of Seats - 4	Engine T Rated Po	<i>,</i> ,	PROCATING-CAR 50 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		rture Point		OFF A	IRPORT/STR	114	
Method - TELEPHONE Completeness - FULL	SAME AS Destinatio	ACC/INC		Airport	Data		
Basic Weather - VMC	BRUSH, C			CHEYE			
Wind Dir/Speed- 340/025 KTS	BR0311, C	U			y Ident	- 30	
Visibility - 60.0 SM	ATC/Airspac	e				- 6691/	150
Lowest Sky/Clouds - 8000 FT		light Plan -	NONE			- GRASS/TI	
Lowest Ceiling - 8000 FT		learance -			y Status		
Obstructions to Vision- NONE	Type Apch	/Lndg -	NONE				
Precipitation - RAIN SHOW	ERS						
Condition of Light - DAYLIGHT							
Personnel Information					D MEDICAL	WATVEDS /LT	M7.T
Pilot-In-Command	Age - 26		ledical Certif	light Time (MAINERS/ LI	AIT I
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Current	- YES		- 575		24 Hrs -	5
SE LAND, ME LAND	Months Sinc		Make/Mode			30 Days- U	
JE LAND, ME LAND	Aircraft Ty		Instrument			90 Days-	82
	Andraicity	pc 0 010	Multi-Eng		200,		
Instrument Rating(s) - AIRPLAN	E		_				
-Narrative							
DRE THE FLIGHT THE PILOT OBTAINED A WE							
10 MILES NORTHWEST OF THE AIRPORT. TH							
JT 250 FT AGL, AT 70 KIAS, WHEN HE EXP							
CKED THE ALTIMETER AND VERTICAL SPEED ATTITUDE INDICATED THE ACFT SHOULD BE							
ATTITUDE INDICATED THE ACT SHOULD BE	CLIMBING. UNABLE TO	ARREST THE D	ESCENI, THE	TO SO KTO	T 2052 MDT		
D. THE REPORTED CHEYENNE WINDS AT 195	9 MOT WERE EROM 340	DEGREES AT 25	K \ (- \	10 38 KIS A			

5/30/84 A/C Reg. No. N73561 File No. - 887 CHEYENNE, WY Time (Lc1) - 2000 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED -3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. WEATHER CONDITION - THUNDERSTORM 5. WEATHER CONDITION - DOWNDRAFT 6. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Finding(s) 7. CLIMB - NOT POSSIBLE -Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 3,4,5,6

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	Damage		Injur	ies		
Type operating out throats none (acres	SUBSTAN	_	Fatal	Serious		None	
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/Model - CON	TINENTAL 0-200-A		Installed/A			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1 Engine Type - REC	IDDOCATING CARRIED		tall Warnir	ig Syste	m - YES	
No. of Seats - 2		100 HP	ETUR				
-Environment/Operations Information Weather Data	Itinerary		Ainmon+	Proximity			
Wx Briefing - FSS	Last Departure Point			PPORT/STRIF	•		
Method - TELEPHONE	SAME AS ACC/INC		OII AI	Kruki/ Sikir			
Completeness - FULL	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL		AFTON MUNICIPAL				
Wind Dir/Speed- 160/015 KTS					16		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		45	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -			Surface -			
Lowest Ceiling - UNK/NR	Type of Clearance -		Runway	Status -		VEDED	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	FURCED LANDING			ICE CO	VERED	
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 57	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/L	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)	-		
COMMERCIAL	Current - YES Months Since - 1	Total -	6000	Last 24	Hrs -	7	
SE LAND	Months Since - 1	Make/Model-	300	Last 24 Last 30 Last 90	Days-	UNK/NR	
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	UNK/NR	
Instrument Rating(s) - NONE							
-Narrative							
PLT DEPARTED RWY 16 WITH THE INTENTION O						CE	
DS WERE FROM THE SOUTHEAST AT 15 KTS. A V							
ING THE DAY. THE PLT STATED THAT AFTER CL ALT COULD NOT BE MAINTAINED. THE ACFT SE							
ALL COULD NOT BE MAINTAINED. THE ACET SE	TILED INIO A MAY FIELD WHERE		THE TIME AS 1537 LB		UENI,		

File No. - 893 6/10/84 AFTON,WY A/C Reg. No. N8564U Time (Lc1) - 1030 MDT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF

Finding(s)

- 1. PLANNING-DECISION IMPROPER PILOT IN COMMAND
- 2. WEATHER CONDITION UNFAVORABLE WIND
- 3. WEATHER CONDITION DOWNDRAFT
- 4. WEATHER CONDITION TURBULENCE
- 5. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 6. ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 938 6/30/84 RECLU	SE,WY A/C Reg	A/C Reg. No. N1790X Time (Lc1) - 1720 MDT				OT		
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	L AVIATION) Aircraft SUBSTAN Fire NONE			Injur Serious O 1	ies . Minor 1	None 0 2		
Aircraft Information Make/Model - CESSNA 210L Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3800 No. of Seats - 4	J , ,	TINENTAL IO-52O-C IP-FUEL INJECTED 285 HP		nstalled/A all Warnin				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination BILLINGS,MT ATC/Airspace Type of Flight Plan - Type of Clearance -		Runway Runway	TRIP ´	2500 -l GRASS/TL			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 47 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Total -	ht Time (Ho 400 270 NK/NR	urs) Last 24 Last 30 Last 90	Hrs - UN	NK/NR NK/NR 30		
Narrative HE PLT STATED THAT WHILE TAKING OFF FROM A G TRIP FROM THE REMAINING AREA OF THE FIELD DU D SWERVE TO THE LEFT & WOULD NOT ACCELERATE ERM. THE ACFT FLEW OVER THE BERM & A SMALL P AS ON AN ACFT & PLANNED TO GET MORE INSTRUCT	RASS STRIP THE ACFT DRIFTED E TO THE TALL GRASS. HE APPL ABOVE 52 MPH. HE PULLED BACK OND & STALLED. THE PLT REPOR	IED FULL RIGHT RU ON THE CONTROL Y TED THAT HE WAS U	OULD NOT TH DDER BUT TH OKE TO AVOI NAWARE OF T	E ACFT CON D A 15 FT HE EFFECT	ITINUED HIGH			

A/C Reg. No. N1790X

Time (Lc1) - 1720 MDT

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

Finding(s)

- 1. TERRAIN CONDITION HIGH VEGETATION
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. IMPROPER DECISION, VISUAL/AURAL PERCEPTION PILOT IN COMMAND

6/30/84

- 4. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 5. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 6. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 7. TERRAIN CONDITION DIRT BANK
- 8. LIFT-OFF PREMATURE PILOT IN COMMAND
- 9. AIRSPEED INADEQUATE -

File No. - 938

10. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

RECLUSE, WY

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

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