

AIRCRAFT ACCIDENT REPORTS



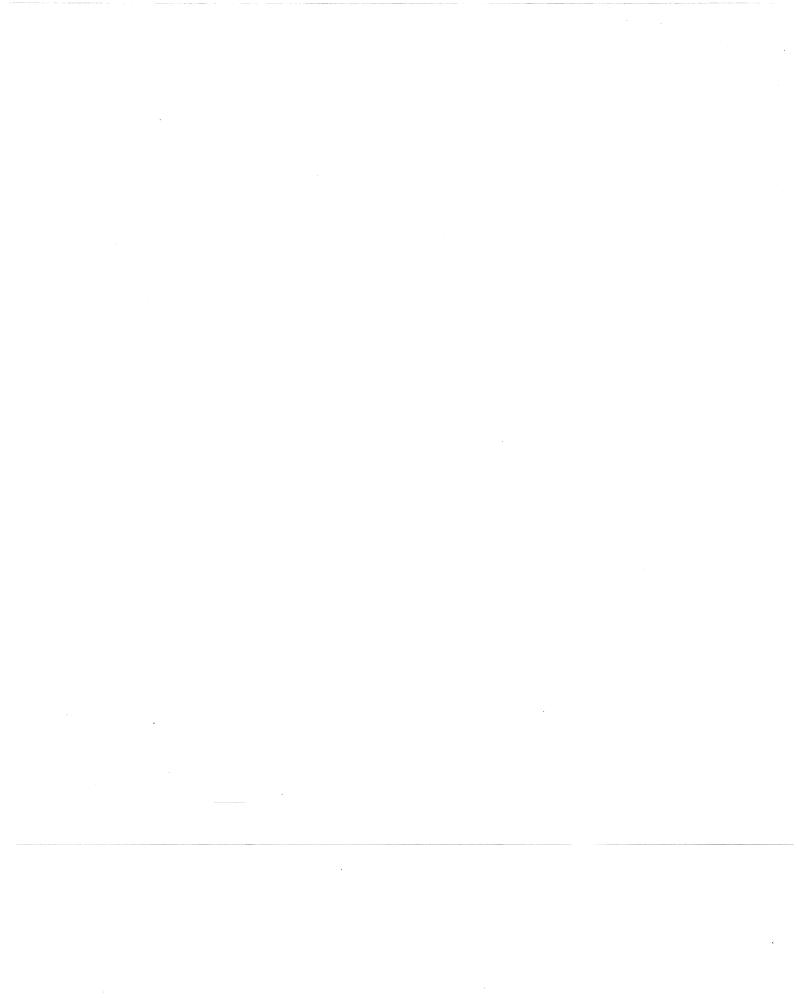
BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 6 OF 1984 ACCIDENTS



NTSB/AAB-86/02

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UNITED STATES GOVERNMENT



TECHNICAL REPORT DOCUMENTATION PAGE

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain the probable cause(s). Additional items or supplement 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 6

CALENDAR YEAR 1984

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1001	49640	053184	FAIRVIEW, OK	CESSNA	152	FATAL	278
1002	48377	050784	FENTON, LA	GRUMAN	G164A	NONE	194
1003	2010V	080284	DODGEVILLE, WI	BEECHCRAFT	BE-23	MINOR	394
1004	3297V	072284	HARRISON, MI	BEECH	B-35	NONE	218
1005	11678	032584	E. HANOVER, NJ	BELLANCA	7KCAB	FATAL	248
1006	3994G	050584	BERLIN, WI	GABLE	SONERAI II	SERIOUS	386
1007	471	030484	LAMPASAS, TX	BOEING	727-200	SERIOUS	316
1008	3829D	012784	FRITCH, TX	BEECH	77	FATAL	308
1009	2103E	020984	THIBODAUX, LA	CESSNA	172N	NONE	180
1010	8194E	032784	HASKELL, TX	PIPER	PA-32-301T	NONE	338
1011	7383N	040184	LAKE CHARLES, LA	CESSNA	U206G	MINOR	190
1012	125RM	032084	KERRVILLE, TX	ROBERT MCDON	KR-2	MINOR	330
1013	5335M	060684	ROSAMOND, CA	CESSNA	152	FATAL	90
1014	22HL	070384	EPHRATA, WA	APPLEBAY SAI	ZUNI II	NONE	378
1014	20UZ	070384	EPHRATA, WA	SCHLEICHER	AS₩-20	NONE	376
1015	27165	042584	PRYOR, OK	GRUMMAN AMER	AA-5A	FATAL	276
1016	5502V	031784	KIEFER, OK	BELLANCA	8KCAB	FATAL	270
1017	3882Y	042884	SHAW, MS	CESSNA	210D	MINOR	224
1018	3184V	062384	FALL CITY, WA	CESSNA	150M	NONE	374
1019	55495	012884	TEMPLETON, MA	PIPER	PA-28R-200	FATAL	198
1020	6532G	060884	KANTISHNA, AK	CESSNA	A 188B	NONE	10
1021	8767W	052184	EGEGIK, AK	PIPER	PA-28-235	NONE	4
1022	3948G	071984	COLD FOOT, AK	CESSNA	206	NONE	14
1023	2434L	051384	MANY, LA	CESSNA	172H .	SERIOUS	196
1024	56JG	072784	ESPANOLA, FL	PIPER	PA-24-260	NONĘ	134

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1025	2691Z	022284	SPANISH FORK, UT	CESSNA	185C	NONE	362
1026	12863	060384	THERMOPOLIS, WY	CESSNA	172	SERIOUS	400
1027	4199X	062784	SMITHVILLE, GA	ROCKWELL INT	S2R	NONE	142
1028	83WH	031684	FRANKLIN, GA	HOME BUILT	DRAGON FLY	NONE	136
1029	33916	060984	WILLISTON, FL	SCHWEIZER	SGS 1-26E	FATAL	130
1030	21672	050784	PAXVILLE, SC	CESSNA	188B	NONE	294
1031	6826K	062184	HAINES, AK	PIPER	PA-16	NONE	12
1032	44222	063084	AURORA, CO	JOHN R JONES	PDQ2VW	NONE	120
1033	731GL	061984	OPHEIM, MT	CESSNA	A 188B	NONE	232
1034	76 1UK	051084	CANON CITY, CO	CESSNA	T210M	MINOR	118
1035	9826T	070284	TOWNSEND, MT	PIPER	PA-38-112	NONE	236
1036	2552A	052384	ST.PETERSBURG, FL	PIPER	PA-38-112	FATAL	128
1037	8820Z	071484	MARVELL, AR	CESSNA	172H	NONE	40
1038	75915	070884	LANSING, IL	CESSNA	172N	MINOR	162
1039	49475	102884	LIPAN, TX	CESSNA	152	MINOR	358
1040	18355	072184	GAINESBORO, TN	BEECH	C23	NONE	306
1041	704SK	062284	PARSONS, WV	CESSNA	150M	SERIOUS	396
1042	76450	051484	LARCHWOOD, IA	CESSNA	120	NONE	154
1043	2231T	052684	REFUGE COVE, AK	CESSNA	A185E	NONE	8
1044	6136B	052484	FALL CITY, WA	CESSNA	152	NONE	370
1045	932E	071184	CASTLE ROCK, WA	AERO COMMAND	680T	MINOR	380
1046	33BP	022684	EL DORADO, AR	PIPER	PA-31P	FATAL	34
1047	2390A	051884	DUBUQUE, IA	PIPER	PA-22-135	NONE	156
1048	11VH	061484	BUENA, WA	BELL	47G2A	NONE	372
1049	4451T	062484	SALEM, OR	EIPPER	QUICKSILVE	NONE	284

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1050	9860P	072084	BONIFAY, FL	PIPER	PA-25-235	NONE	132
1051	779FA	042884	TOUTLE, WA	HUGHES	369D	NONE	368
1052	30609	042684	BLOOMER, WI	CESSNA	177A	MINOR	384
1053	62362	062684	DEERFIELD, WI	HILLER	UH 12 D	MINOR	388
1054	5465L	061684	HAMMOND, OR	GRUMMAN AMER	AA-5	FATAL	282
1055	2882U	031484	BELLE CHASSE, LA	CESSNA	172D	NONE	188
1056	5039Q	033084	EL PASO, TX	CESSNA	402B	NONE	342
1057	58025	040384	PHOENIX, AZ	BEECH	95-B55	NONE	50
1059	756BS	051984	BIG BEAR CITY, CA	CESSNA	TR182	SERIOUS	82
1060	35LP	051884	THOMASVILLE, NC	EIRE AVION	PIK 20E	NONE	240
1061	7339J	062284	SUMMERVILLE, SC	PIPER	PA-28-140	NONE	298
1062	1076N	031284	W CAMRN BLK 624, GM	BELL	206L-1	FATAL	146
1063	57584	030684	LA MESA, TX	PIPER	PA-36	NONE	318
1064	3495J	070184	WILLIAMSTON, MI	CESSNA	150G	NONE	212
1065	3337J	031184	KINGSVILLE, TX	CESSNA	150G	MINOR	324
1066	2385W	041584	GUTHRIE, OK	BEECH	A23-19	NONE	274
1067	9460L	031184	SMITHVILLE, TX	AMERICAN AVI	AA-1A	NONE	322
1068.	1791W	022984	LONGVIEW, TX	BEECH	E-55	MINOR	314
1069	150N	022284	BOY'S RANCH, TX	CESSNA	150M	NONE	310
1070	4903M	022584	ALIEF, TX	CHANCE VOUGH	F4U-5	SERIOUS	312
1071	3159C	022184	MONROE, LA	AIR TRACTOR	AT-400A	NONE	184
1072	2689F	032684	WEATHERFORD, TX	CESSNA	182J	NONE	334
1073	419Q	033184	PONDER, TX	OWEN ROBERT	QUICKIE 2	NONE	344
1074	82225	032684	PEARLAND, TX	CESSNA	150F	NONE	336
1075	6794E	031284	STAMFORD, TX	CESSNA	172N	NONE	326

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1076	5791Z	040484	W CAMERON 540, GM	AEROSPATIALE	AS 355F	FATAL	148
1077	78895	072784	HEALY, AK	BELL	206B	NONE	16
1078	6518U	022184	SCOTTSDALE, AZ	MOONEY	M20C	NONE	46
1079	225G	072784	ATIGUN PASS, AK	NORTH AMERIC	NAVION	NONE	18
1080	5154H	012084	KELSEYVILLE, CA	CESSNA	172M	SERIOUS	66
1081	3988M	052384	PALMER, AK	PIPER	PA-12	NONE	6
1082	6332P	073184	THEODORE CREEK, AK	CESSNA	152	NONE	24
1083	65491	060684	HAVERHILL, MA	CESSNA	172P	FATAL	206
1084	500CN	012284	HUNTINGTON, UT	BELL	206L-1	SERIOUS	360
1085	9978	041184	BEAUMONT, TX	GRUMMAN	G-164A	NONE	350
1086	4070W	062384	OVERLAND PARK, KS	BALLOON WORK	FIREFLY 7	MINOR	176
1087	67711	061784	BENTON, KS	CESSNA	152	NONE	174
1088	9952J	062584	PHILIP, SD	CESSNA	T 188C	NONE	300
1089	7569D	051084	DILLINGHAM, AK	PIPER	PA-18-150	NONE	2
1090	9900H	072884	SHANIN LAKE, AK	GRUMMAN	G-44A	NONE	20
1091	1888L	080984	ATLANTIC OCEAN, AO	BEECHCRAFT	D-55	MINOR	32
1092	9943P	080784	BAINBRIDGE, GA	PIPER	PA-36	NONE	144
1093	469JH	080284	EVANSVILÉ, IN	HOLLAND	BEDE 4	NONE	168
1094	700H	062384	LOUDON, TN	NORTH AMERIC	T-28	NONE	302
1095	5074F	072984	NORTH POLE, AK	HILLER	FH-1100	NONE	22
1096	4GB	061384	LAWRENCE, KS	STOLP	STARDUSTER	NONE	172
1097	377ST	062984	ARENA, WI	HUGHES	500C/369HS	NONE	390
1098	64985	072584	LAKEVILLE, MN	CESSNA	152	MINOR	222
1099	54647	031484	HOUSTON, TX	CESSNA	172P	SERIOUS	328
1100	26336	040184	FORT WORTH, TX	AERONCA	7BCM	NONE	346

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1101	3050	041584	GRANBURY, TX	BEECH	95-B55	SERIOUS	352
1102	8843A	040584	NOCONA, TX	BEECH	B35	MINOR	348
1103	6494K	032584	BRYAN, TX	CESSNA	150M	NONE	332
1104	71MS	041184	NEW ORLEANS, LA	MAULE	M-6-235	NONE	192
1105	72439	070984	HICKORY RIDGE, AR	CESSNA	337G	NONE	38
1106	24708	041484	TULSA, OK	CESSNA	152	NONE	272
1107	4721	062084	IVA, SC	SIKORSKY	CH-19E	NONE	296
1108	9728	022284	ABBEVILLE, LA	GRUMMAN	G-164A	FATAL	186
1109	11273	032984	NEW BOSTON, TX	CESSNA	150L	NONE	340
1110	757TH	022284	SOUTH BRANCH, MI	CESSNA	152	NONE	208
1111	4447V	100684	MIDDLETOWN, PA	BEECH	V35	FATAL	292
1112	6589	071584	RICHEY, MT	GRUMMAN	G-164A	NONE	238
1113	7386W	031784	BRISTOW, OK	PIPER	PA-28-180	FATAL	268
1114	8742Y	021284	MASSIES MILL, VA	PIPER	PA-30-160	FATAL	364
1115	92593	032884	HARDIN, MT	CESSNA	A 188B	NONE	230
1117	49419	062784	PASO ROBLES, CA	CESSNA	152	NONE	100
1118	5269V	062484	LEE VINING, CA	CESSNA	172RG	SERIOUS	94
1119	5009T	042284	ATHENS, GA	PIPER	PA-28-180	SERIOUS	140
1120	719K	012784	COLUMBUS, NM	BEECH	A36	FATAL	256
1122	4211Y	060284	TUNICA, MS	BELLANCA	7GCBC	SERIOUS	226
1123	8017D	080184	SO.CHARLESTON, WV	PIPER	PA-22-150	NONE	398
1124	4083	042184	LOCKHART, TX	MOONEY	M-18C	SERIOUS	354
1125	NONE	070184	TULLAHOMA, TN	RITZ	Α	FATAL	304
1126	NONE	051984	ELK GROVE, CA	PIONEER	FLT STAR	SERIOUS	84
1127	NONE	072284	ERIE, CO	EIPPER	QUICKSILVE	MINOR	122
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1128	NONE	050884	HORIZON CITY, TX	MITCHELL WIN	T-10R263	FATAL	356
1129	NONE	021984	PEPPERELL, MA	PANAPLANE	PAPPILLON	FATAL	200
1130	NONE	030884	HUNTINGTON, TX	EIPPER	QUICKSILVE	SERIOUS	320
1131	NONE	021984	ABITA SPRINGS, LA	ULTRACLASSIC	BEARCAT 15	FATAL	182
1132	NONE	061084	SPENCER, OK	WEEDHOPPER	"B"	SERIOUS	280
1133	NONE	072484	THREE LAKES, WI	MATTISON	MAC ULTRAL	FATAL	392
1134	NONE	081484	MOUNT HOPE, AR	GEMINI INTL	HUMMINGBIR	SERIOUS	44
1135	NONE	082384	CHULA VISTA, CA	CALYPSO	N/A	FATAL	116
1136	9062M	081784	ANCHORAGE, AK	CESSNA	180	NONE	26
1137	4052Z	082084	CHANDALAR, AK	PIPER	PA-18-150	NONE	28
1138	84958	122284	ELLINGTON, CT	ROBINSON	R-22-A	FATAL	126
1139	66125	081384	PRESCOTT, AZ	CESSNA	182RG	FATAL	64
1140	3514H	072384	PACOIMA, CA	ERCOUPE	415-CD	NONE	104
1141	40692	072484	JACKSON, CA	MAULE	M-4-210C	NONE	106
1142	499SH	072284	SCOTTSDALE, AZ	VANCE-HAMM	GLASAIR	MINOR	60
1143	3456	072284	WILLIAMS, AZ	NESMITH	COUGAR 1	MINOR	62
1144	215	071784	HONOLULU, HI	BEECH	H185	NONE	150
1145	9518H	060284	SAN FERNANDO, CA	CESSNA	172M	NONE	88
1146	77105	052884	LUCERNE VALLEY, CA	SCHWEIZER	SGS1-26D	MINOR	86
1147	99966	070884	LLANO, CA	BLANIK	L-13	MINOR	102
1148	2273U	021284	MT. PLEASANT, PA	BRANTLY	B-2B	NONE	288
1149	33086	053184	TETERBORO, NJ	PIPER	PA-34-200T	MINOR	254
1149	8208J	053184	TETERBORO, NJ	PIPER	AEROSTAR 6	MINOR	252
1150	3278E	081184	CRESWELL, OR	CESSNA	172N	SERIOUS	286
1151	9816P	071184	FARNAM, NE	PIPER	PA-25-260	NONE	246

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1152	20218	071484	SOUTHGATE, MI	CESSNA	172M	NONE	216
1153	4953F	010784	WAVERLY, OH	PIPER	PA-28-140	NONE	262
1154	5127Y	090784	PALMER, AK	PIPER	PA-18	NONE	30
1155	72052	062384	ALBUQUERQUE, NM	CESSNA	188B	NONE	258
1156	3070G	062684	WEAVERVILLE, CA	PIPER	PA-28-181	SERIOUS	98
1157	23958	080584	MONON, IN	AERONCA	65-LA	NONE	170
1158	30026	022484	LIMA, OH	PIPER	PA-32RT-30	MINOR	264
1159	642DH	031184	COLUMBUS, OH	BEECHCRAFT	BE-90	NONE	266
1160	90426	050284	DUMMERSTON, VT	CONSOLIDATED	VULTEE L-1	NONE	366
1161	25369	050784	NO.STONINGTON, CT	CESSNA	152	NONE	124
1162	3913W	043084	BOSTON, MA	BELL	206	NONE	202
1163	6499M	050684	NEWBURYPORT, MA	STINSON	108-3	NONE	204
1164	4925C	042284	HAZLETON, PA	CESSNA	A 185F	NONE	290
1165	24876	042884	COLTS NECK, NJ	BRYAN	RS-15	SERIOUS	250
1166	3953E	061984	STORM LAKE, IA	PIPER	PA-36-375	MINOR	158
1167	937BW	072184	NASHVILLE, AR	BOBBY WAYNE	MINI COUPE	FATAL	42
1168	69048	081484	OLATHE, KS	CESSNA	152	NONE	178
1169	6715W	042084	BLOOMFIELD, IA	BEECH	C23	MINOR	152
1170	1700W	060484	KANKAKEE, IL	PIPER	PA-23-160	NONE	160
1171	9801V	060484	MT. PLEASANT, MI	CESSNA	172M	NONE	210
1172	758CC	051284	MINNEAPOLIS, MN	CESSNA	R172K	MINOR	220
1173	7389V	040184	DELAVAN, WI	BELLANCA	17-30	MINOR	382
1174	86094	050584	NEW PALTZ, NY	CESSNA	337D	NONE	260
1175	. 3808N	032784	ATLANTA, GA	BEECH	A36TC	FATAL	138
1176	597HJ	070584	HOLLY, MI	JORDAN HENRY	ACEY DEUCY	NONE	214

File Order Listing - Issue No. 6, 1984

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
1177	731GV	072184	GEORGETOWN, MS	CESSNA	A 188B	MINOR	228
1178	4130U	081384	GRASS VALLEY, CA	CESSNA	150	NONE	110
1179	62822	08 1884	MADERA, CA	BELL	P-63C-5-BE	NONE	112
1179	65206	081884	MADERA, CA	NORTH AMERIC	P-51D	NONE	114
1180	4025Z	070384	WRIGHT, AR	PIPER	PA-18-150	FATAL	36
1181	2864W	081484	BANNER ELK, NC	BEECH	A36	NONE	242
1182	88399	062584	DILLON, MT	BELLANCA	7GCBC	NONE	234
1183	5559G	042984	FORT ORD, CA	CESSNA	150J	NONE	80
1184	491HC	042984	PALO ALTO, CA	HALL-CAVALIE	SA-102.5	NONE	78
1185	74490	021784	RIALTO, CA	BELLANCA	14-13-2	MINOR	68
1186	1962L	071084	CHANDLER, AZ	BEECH	C-23	NONE	58
1187	77125	062484	LUCERNE VALLEY, CA	SCHWEIZER	SGS-126D	NONE	96
1188	147DS	060984	LEE VINING, CA	LEE	THORPE T-1	SERIOUS	92
1189	10WR	052884	KAYENTA, AZ	BEECH	\$35	NONE	54
1190	81300	040284	CONCORD, CA	PIPER	PA-28-236	NONE	72
1191	3387	041384	SCAGGS ISLAND, CA	BOEING	A75N1	SERIOUS	76
1192	5190B	053084	MESA, AZ	CESSNA	152	NONE	56
1193	74862	030984	CARLSBAD, CA	GRUMMAN	AA-5B	MINOR	70
1194	3749W	040784	MOORPARK, CA	BALLOON WORK	FIRE FLY 7	SERIOUS	74
1196	2014F	040784	PRESCOTT VALLEY, AZ	BALLOON WORK	FIRE FLY 6	SERIOUS	52
1197	36104	032384	PHOENIX, AZ	BALLOON WORK	FIRE FLY 8	SERIOUS	48
1198	55070	072284	HUNTLEY, IL	BOEING	A75N1	NONE	164
1198	176VR	072284	HUNTLEY, IL	VULTEE	BT-13	NONE	166
1199	8054E	030384	OCONTO, NE	PIPER	PA-28-236	FATAL	244
1200	5359V	080484	DELANO, CA	HILLER	UH-12ET	SERIOUS	108

XVII

.

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 6 OF 1984 ACCIDENTS

Brief of Accident

Basic Information		Advances Democra		-	njuries	
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fa		ous Minor	None
Type of Operation -PERSONAL		Fire	Crew) 0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	o c) 0	2
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-18-150		del - LYCOMING 0-3			ed/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi			Stall Warni	ng System -	NO
Max Gross Wt - 1600		- RECIPROCATIN	IG-CARBURETUR			
No. of Seats - 3	Rated Power	- 150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			port Proximi	ty	
Wx Briefing - UNK/NR	Last Departu		ŭ	N AIRPORT		
Method - UNK/NR Completeness - UNK/NR	NUNAVARCHA Destination	K BCH,AK	A ÷ nm	ort Data		
Basic Weather - VMC	DILLINGHAN					
Wind Dir/Speed- 030/008 KTS	DILLINGHAN	1, AK		unway Ident	- 01	
Visibility - 50.0 SM	ATC/Airspace				id - 6404/	150
Lowest Sky/Clouds - CLEAR		ht Plan - NONE			e - MACADAN	
Lowest Ceiling - NONE		rance - NONE		unway Status		
Obstructions to Vision- NONE		ndg - TRAFFIC				
Precipitation - NONE		FULL STO)P			
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 57		Certificate -		L-NO WAIVERS	5/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			me (Hours)		
PRIVATE, COMMERCIAL, ATP	Current	- YES Tota	I - UNK/NR	Las	st 24 Hrs - l	
SE LAND,ME LAND,SE SEA,ME SEA	Months Since Aircraft Type	- 2 Make,	/Model- UNK/NF	Las	st 30 Days- l	
	Aircraft Type		unerit onk/nk	. La.	st 90 Days- l torcraft - l	
		MUIT	i-Eng - UNK/NR	K KO	torcraft - l	JNK/ NR
Instrument Rating(s) - AIRPLANE						
-NAFRATIVE PLT LOST DIRECTIONAL DURING LANDING RO			ТАТЕП ТНАТ ТИ		=	
LED AFTER TOUCHDOWN.	ILL WITH TWO PAA IN THE	- REAR SEATS. HE S	TATED THAT THE	. NIGHT DRAKE	-	

.

File No 10	89 5/10/84	DILLINGHAM,AK	A/C Reg. No. N7569D	Time (Lc1) - 1224 ADT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND			
Finding(s) 1. DIRECTIONAL CON 2. LANDING GEAR,NO		NED - PILOT IN COMMAN	D		
Occurrence #2 Phase of Operation	ON GROUND COLLIS Landing - Roll	ION WITH TERRAIN			
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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage			juries	
		DESTROYED		tal Serious		
Type of Operation -PERSON	AL	Fire		0 0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDIN		ON GROUND	Pass	0 0	0	2
Aircraft Information						
Make/Model - PIPER PA-28-235	Eng Make/Mo	del - LYCOMING O-		ELT Installed	d/Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engi			Stall Warı	ning System	- YES
Max Gross Wt - 3000		- RECIPROCATI	NG-CARBURETOR			
No. of Seats - 4	Rated Power					
Environment/Operations Information-						
Weather Data	Itinerary		Air	port Proximity	/	
Wx Briefing - NO RECORD OF BR	IEFING Last Departu	re Point	01	FF AIRPORT/ST	RIP	
Method ~ N/A	CHIGNIK LA	GOON, AK				
Completeness - N/A	Destination		Airpo	ort Data		
Basic Weather - VMC	EGEGIK,AK					
Wind Dir/Speed- 200/006 KTS				unway Ident		
Visibility - 25.0 SM	ATC/Airspace		R	unway Lth/Wid	- N/A	
Lowest Sky/Clouds - 1500 F		ht Plan - NONE		unway Surface		
Lowest Ceiling - 1500 F	i BRUKLIN i jype ul clea	I ALICE NUME		unway Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FORCED	LANDING			
Precipitation - NONE						
Condition of Light - DAYLIGH	T 					
Personnel Information						
Pilot-In-Command	Age - 50		Certificate - \		-WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re	view		me (Hours)		
PRIVATE	Current	-YES Tota	1 - 745	Last	24 Hrs -	2
SE LAND	Months Since	- 26 Make - PA-28 Inst	/Mode1- 149	Last	30 Days-	20
	Aircraft Type	- PA-28 Inst	rument- 3	Last	90 Days-	35
Instrument Rating(s) - NONE						
 Narrative						
ACFT CRASHED DURING A FORCED LANDIN			ACET ENGINE LO			
TES AFTER TAKEOFF AND HE TURNED TOW						
WAS LANDED OFF ARPT AND A POST CRA						
WAS LANDED OFF ARPT AND A POST CRA L SWAMP.	SH FIKE DESIKUTED II. THE	WREUNAGE WAS NUT	CAMINED DUE	TO TIS LUCATIO	UN IN A	
L JHAPE.						

File No. - 1021 5/21/84 A/C Reg. No. N8767W EGEGIK, AK Time (Lc1) - 1500 ADT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM - UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. TERRAIN CONDITION - NONE SUITABLE ----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 PAGE 5

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	L AVIATION)							
Type of Operation -PEPSONAL		Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None	
		Fire	Crew	O	0	0	. 1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0	
Aircraft Information								
Make/Model - PIPER PA-12		del - LYCOMING O-	-360-424		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir				tall Warnir	ng System	- YES	
Max Gross Wt - 1750 No. of Seats - 3	Engine Type Rated Power	- RECIPROCATI - 150 HP	ING-CARBURE	FOR				
		- 150 HP						
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIRS	STRIP			
Method - N/A	ANCHORAGE, A	/K						
Completeness - N/A	Destination			Airport Da				
Basic Weather - VMC	PALMER,AK			FOUR CO	-			
Wind Dir/Speed- 360/005 KTS						· 36 · 1300/	80	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	t Dien - NONE				GRAVEL	80	
Lowest Sky/clouds - CLEAR Lowest Ceiling - NONE		nt Plan - NONE rance - NONE		2		· DRY		
Obstructions to Vision- NONE	Type Apch/Lnd		C PATTERN	Runway	Status	DRI		
Precipitation - NONE	Type Apen/ Lite	FULL ST						
Condition of Light - DAYLIGHT		I GEE S						
Personnel Information								
Pilot-In-Command	Age - 32	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LI	4IT	
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (He				
STUDENT		-N/A Tota		70	Last 24		3	
	Months Since -		e/Model-		Last 30		•	
	Aircraft Type	- N/A Ins [.]	trument-	1	Last 90) Days-	37	
Instrument Rating(s) - NONE								

THE ACFT LANDED FAST & LONG ON THE ROUGH 1300 FT GRASS & DIRT RWY. AT THE DEPARTURE END OF THE STRIP, THE THE ACFT NOSED OVER AS THE PLT WAS APPLYING BRAKING ACTION.

.

File No 1081	5/23/84	PALMER,AK	A/C Reg. No. N3988M	Time (Lcl) - 1700 ADT

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

DISTANCE - MISJUDGED - PILOT IN COMMAND
 AIRSPEED - MISJUDGED - PILOT IN COMMAND
 PROPER TOUCHDOWN POINT - EXCEEDED GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
 BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF rcraft Information Make/Model - CESSNA A185E Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 Vironment/Operations Information pather Data	Engine Type - RECI	Crew Pass	Fata1 O O ELT I	Serious 0 0	Minor O O	None 1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF rcraft Information Make/Model - CESSNA A185E Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 ovironment/Operations Information	NONE Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI	Pass INENTAL IO-520-D	0 ELT I	0	•	-
Accident Occurred During -TAKEOFF rcraft Information Make/Model - CESSNA A185E Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 vironment/Operations Information	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECL	INENTAL IO-520-D	 ELT I		0	0
rcraft Information Make/Model - CESSNA A185E Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 wironment/Operations Information	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI		ELT I			
Make/Model - CESSNA A185E Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 	Number Engines - 1 Engine Type - RECI		ELT I St	nctallod/		
Landing Gear - FLOAT Max Gross Wt - 3300 No. of Seats - 4 ovironment/Operations Information	Number Engines - 1 Engine Type - RECI		ELT I	nctallod/		
Max Gross Wt - 3300 No. of Seats - 4 nvironment/Operations Information	Engine Type - RECI		5+	istarreu/	Activated	- YES/NO
No. of Seats - 4 nvironment/Operations Information		P-FUEL INJECTED	50	all Warni	ng System	- YES
vironment/Operations Information	Rated Power - 3					
		100 HP				
ather Data						
	Itinerary		Airport P	roximity		
Wx Briefing - FSS	Last Departure Point		UNK/NR			
Method - TELEPHONE	REFUGE COVE,AK					
Completeness - UNK/NR	Destination		Airport Da	ta		
Basic Weather - VMC	SHOAL COVE,AK					
Wind Dir/Speed- 300/005 KTS					- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid	• .	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface	• .	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
ersonnel Information						
		ledical Certifica			AIVERS/LI	4IT
	Biennial Flight Review		nt Time (Ho			
COMMERCIAL	Current - YES	Total -	588	Last 2	4 Hrs - Ul	
SE LAND, SE SEA	Months Since - 9	Make/Model-	29	Last 3	0 Days- U	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	79	Eddt 5	0 Days-	
				Rotorc	raft -	55
Instrument Rating(s) - AIRPLANE						
arrative						
T STATED IN HIS REPORT ON FORM 6120.1 TH		NO TAKEDEE WHEN				
THE RIGHT WING HIT THE WATER TWICE IN S						
AND A POWER REDUCTION THE ACFT WAS BROU						
TAXIED 35 MILES TO KETCHIKAN. THE MECHAN						
ICTION.	TO THE THE FOLD THE ACT AT	TER THE ROOTDENT			5 55 1 50 5	

PAGE 8

File No. - 1043 5/26/84 REFUGE COVE, AK A/C Reg. No. N2231T Time (Lc1) - 1610 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF ~ GROUND RUN Finding(s) 1. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - ERRATIC 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND _____ Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. TERRAIN CONDITION - WATER, GLASSY 6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND _____ ----Probable Cause----

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

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

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Brief of Accident

3asic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
, , , , , , , , , , , , , , , , , , ,	SUBSTA		Fatal			None
Type of Operation -BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	° 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA A188B	Eng Make/Model - CO			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnin	g System	n – UNK/N
Max Gross Wt - 3300	Engine Type - RE					
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRS	STRIP		
Method - N/A	NENANA, AK					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	KANTISHNA, AK			•	1.0.0.4.00	
Wind Dir/Speed- CALM						
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	NONE				
Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	status -	UNK/ NR	
	Type Apch/ Ling	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age – UNK/NR	Medical Certifica	te - UNK/N	2		
Certificate(s)/Rating(s)	Biennial Flight Review	Flic				
UNK/NR	Current - UNK/NR	Total - L	INK/NR	Last 24	Hrs - l	JNK/NR
	Months Since - UNK/NR	Make/Model- L	NK/NR	Last 30	Days- l	JNK/NR
	Aircraft Type - UNK/NR	Instrument- L Multi-Eng - L	INK/NR	Last 90	Days- l	JNK/NR
		Multi-Eng - l	INK/NR	Rotorcr	aft - l	JNK/NR
Instrument Rating(s) - UNK/NR						

DURING LANDING ROLLOUT.

 AIRCRAFT HANDLING - IMPROPER - PILOT IN IMPROPER USE OF PROCEDURE,LACK OF FAM 	ILIARITY WITH GEO		LOT IN COMMAND		
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN (
National Transportation Safety Board detern are finding(s) 2,3,4		obable Cause(s) o			
ctor(s) relating to this accident is/are find					
	e • •				
				, .	

Brief of Accident

.

Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Damage				iries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		SUBSTANTIAL Fire NONE	Crew Pass	0 0			1
Aircraft Information Make/Model - PIPER PA-16 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Mod Number Engin Engine Type	le1 - LYCOMING O-2 les - 1 - RECIPROCATIN - 115 HP	235	ELT S S ¹ Tor	[nstalled/ tall Warni	ng Syste	ed - YES/YI em - YES
-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 - 30.0 SM Lowest Sky/Clouds - 2000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	HAINES,AK Destination HAINES,AK ATC/Airspace ITERED Type of Fligh Type of Clean Type Apch/Lnd	nt Plan - NONE)P	Airport I OFF AII Airport Da Runway Runway Runway Runway Runway	Proximity RPORT/STRI ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A - N/A - N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 24 Biennial Flight Rev Current - Months Since -	Medical (Certificat Fligh I - /Model-	e - EXPIR t Time (He 297 23	ED burs) Last 2 Last 3		1 UNK/NR 22
Instrument Rating(s) - NONE -Narrative ACFT HAD LANDED ON A SHORT AIRSTRIP WITH ORDING TO THE PLT, AND THE ACFT WOULD NOT ERBRUSH AND A GULLEY. THE PLT SAID HE SHO	BECOME AIRBORNE. THE	ACFT WENT OFF TH	IE DEPARTU				

FILE NO 1031	6/21/84 HAINES,AK	A/C Reg. No. N6826K	Time (Lcl) - 1830 PDT
Occurrence OVER			
Phase of Operation TAKE	UFF - GRUUND RUN		
Finding(s)			
 OBJECT - TREE(S) 			
2. PREFLIGHT PLANNING	PREPARATION - INADEQUATE - PIL	OT IN COMMAND	
3. IMPROPER USE OF F	ROCEDURE, - PILOT IN COMMAND		
4. TERRAIN CONDITION - D	DITCH		
5. PERFORMANCE DATA -	INADEQUATE - PILOT IN COMMAND		
J. FERIORMANCE DATA			
-	PERFORMED - PILOT IN COMMAND		

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

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

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Brief of Accident

-Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI	Aircraft Da	Image		Injur	ies	
		SUBSTANTIA		Fatal	Serious		None
Name of Carrier Type of Operation Flight Conducted Under -14 CFR 135	MESTIC,CARGO	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING		NONE	Pas	s O	0	0	0
Make/Model - CESSNA 206	Eng Make	Model - CONTIN	IENTAL 10-284-		Installed/A	ctivated	- VES/VE
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir		
Max Gross Wt - 3500	Engine Ty		FUEL INJECTED			.g 0,010	0
No. of Seats - 6	Rated Pov		5 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		OFF AI	RPORT/STRIF)	
Method - N/A	COLD FOO	•			- • -		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALMABLE	TOBIN CF	KEEK,AK		Dunua	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace	_				N/A	
Lowest Sky/Clouds - 2500 FT		= light Plan - CO	MPANY (VER)			N/A	
Lowest Ceiling - 2500 FT OVER						N/A	
Obstructions to Vision- NONE	Type Apch/		RCED LANDING	,			
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41		dical Certific) WAIVERS∤	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
COMMERCIAL, ATP, CFI	Current	- YES		10300	Last 24) Davs-	1 110
SE LAND, ME LAND, SE SEA	Months Since	= 1	Make/Model-		Last 30		207
	Aircraft lyp	be - C-206	Instrument- Multi-Eng -		Last 90	Days-	207
			Multi-Eng	5075			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT WAS DAMAGED IN A FORCED LANDING ON A							
MINED BY AN FAA INSPECTOR. THE FUEL/AIR SC							
N FUEL STRAINER WAS CONTAMINED WITH BOTH D	TOT AND WATED TH	HE DT WING DUM	DRAIN HAD DI	RT IN THE V	ALVE. BOTH	FUEL	

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File No. - 1022 7/19/84 COLD FOOT, AK A/C Reg. No. N3948G Time (Lc1) - 1523 ADT _____ _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM - DIRTY(FOGGY) 2. FUEL SYSTEM - WATER 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL _____ Occurrence · #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Brief of Accident

Basic Information					T - 1		
Type Operating Certificate-O	N-DEMAND AIR TAX		raft Damage	Fatal	-	uries Minor	None
Type of Operation -P	OSITIONING	Fire	• • • • • • • • • • • • •	Crew 0	0	0	1
	4 CFR 91		GROUND	Pass 0	ŏ	ŏ	ò
Accident Occurred During -L	ANDING			-	_	_	_
Aircraft Information							
Make/Model - BELL 206B			ALLISON 250-C20	EL	T Installed		
Landing Gear - SKID		Number Engines -			Stall Warn	ing System	n - NO
Max Gross Wt - 3200			TURBOSHAFT				
No. of Seats - 4		Rated Power	317 HP				
Environment/Operations Informa							
Weather Data		Itinerary			t Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Po	int	OFF	AIRPORT/STR	IP	
Method - N/A		DENALI,AK					
Completeness - N/A		Destination		Airport	Data		
Basic Weather - VMC		LOCAL		Dura	e	NI / A	
Wind Dir/Speed- CALM Visibility - 5.0 S	M	TC/Airspace			ay Ident av Lth/Wid	- N/A	
		Type of Flight Pl			ay Surface		
Lowest Ceiling - NO		Type of Clearance			ay Status		
Obstructions to Vision- NO		Type Apch/Lndg		Kullw	ay Status	N/ A	
Precipitation - NO		Type Apeny Endg					
Condition of Light - DA							
Personnel Information							
Pilot-In-Command	Age -	- 42	Medical Certi	ificate - VAL	ID MEDICAL-	NO WAIVERS	S/LIMIT
Certificate(s)/Rating(s)		nial Flight Review		Flight Time			
ATP,CFI	C	Current - YES	5 Total	- 6900	Last	24 Hrs -	4
NONE	N	Nonths Since - 1	Make/Mode	el- 2160	Last	30 Days-	15
HELICOPTER		Aircraft Type - 206		nt- 178	Last	90 Days-	35
					Rotor	craft -	6900
Instrument Rating(s) -							
Narrative							
PLT WAS ATTEMPTING TO LAND THE							
LETELY ON THE GROUND THE PLT D TO ROLL OVER TO THE RIGHT.	ECIDED TO MOVE IN	HE ACFI & THE RIGHT	SKID CAUGHT IN I	HE TUNDRA CA	USING THE		
IN RULL OVER IN THE RIGHT.							

File No 10	77 7/27/84 HEALY,AK	A/C Reg. No. N78895	Time (Lc1) - 1235 ADT
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. UNSUITABLE TERR 2. TERRAIN CONDITI			
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
inding(s) 3. UNSUITABLE TERR	AIN - SELECTED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	ROLL OVER LANDING - FLARE/TOUCHDOWN		
	TROL - NOT MAINTAINED - PILOT IN COMM	AND	·
Probable Cause			

is/are finding(s) 1,2

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

Brief of Accident

File No 1079 7/27/84	ATIGUN PASS,AK	A/C Reg.	No. N225G	Т	ime (Lcl) -	2200 ADT	
-Basic Information Type Operating Certificate-NONE (Aircraft D			Injur		
Type operating centricate-None (GENERAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSON	A1	Fire		, ALAI	0		1
Flight Conducted Under -14 CFR		NONE			0 0	ő	ò
Accident Occurred During -LANDIN		HOIL	1 400		Ū	Ū	Ū
Make/Model - NORTH AMERICAN NA	VION Eng Make,	/Model - CONTI	NENTAL E-225	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTA	BLE Number E	ngines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2750			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Por	wer - 20	5 HP				
Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BR	IEFING Last Depar	rture Point			RPORT/STRIP)	
Method - N/A	CHANDLA						
Completeness - N/A	Destination	,		Airport D	ata		
Basic Weather - VMC	BETTLES	, AK		•	•		
Wind Dir/Speed- 360/015 KTS		,		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace	8		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 7000 F	T SCATTERED Type of F	light Plan - V	FR	Runway	Surface -	N/A	
	Type of C					• N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - P	RECAUTIONARY LA	NDING			
Precipitation - NONE							
Condition of Light - DAYLIGH	T						
-Personnel Information							
Pilot-In-Command	Age - 69	Me	dical Certifica	ate - VALID	MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Flig	ght Time (H	ours)		
PRIVATE	Current	- YES	Total -	5468	Last 24	l Hrs -	9
SE LAND	Months Sinc	e - 22	Make/Model-	4000	Last 30		
	Aircraft Ty	pe – NAVION	Instrument-	483	Last 90) Days-	76
Instrument Rating(s) - AIRPL							
Instrument Rating(S) - AIRFL	ANL						

----Narrative----

THE ACFT ENCOUNTERED A DOWNDRAFT WHILE FLYING THROUGH A MOUNTAIN PASS. THE TERRAIN WOULD NOT ALLOW THE PLT TO MAKE A 180 DEG TURN SO HE ELECTED TO LAND ON A ROAD WITH THE LANDING GEAR RETRACTED.

File No. - 1079 7/27/84 ATIGUN PASS, AK A/C Reg. No. N225G Time (Lc1) - 2200 ADT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - DOWNDRAFT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4,5

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

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Brief of Accident

File No 1090 7/28/84 SHANIN	N LAKE,AK	A/C Reg. No.	N9900H	T	ime (Lc1) -	1400 ADT	
Basic Information					-		
Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Damag	le		Injur		
		SUBSTANTIAL	_		Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	3
Aircraft Information							
Make/Model - GRUMMAN G-44A	Eng Make/Moo	lel - LYCOMING	GO-435	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-ALL RETRACTAB	_E Number Engir	nes - 2		S	tall Warnin	g System	- YES
Max Gross Wt - 6000	Engine Type	- RECIPROCA	TING-CARBUR	TOR			
No. of Seats - 6	Rated Power	- UNK/NR					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point			RPORT/STRIP		
Method - N/A	WILD LAKE,			OIT AI			
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC			A lipol t b			
Wind Dir/Speed- 360/040 KTS		, 100		Runwav	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh					N/A	
Lowest Ceiling - NONE	Type of Clear					N/A	
Obstructions to Vision- NONE		a - NONE		·····,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 41	Modio	al Certifica			WATVERS	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (H		HAIVERS/	
COMMERCIAL	Current					Hre -	4
ME LAND, SE SEA, ME SEA	Months Since		ake/Model-				
ME LAND, JE JEA, ME JEA	Aircraft Type	- G-11 Tr	strument-	50	Last 90		25
	Antonant type		ulti-Eng -			Jays	ŁJ
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE PLT REPORTED THAT SHORTLY AFTER TAKEOFF THE ACFT ENCOUNTERED SEVERE WIND SHEAR. THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT & IT COLLIDED WITH A MUD BANK.

A/C Reg. No. N9900H Time (Lc1) - 1400 ADT File No. - 1090 7/28/84 SHANIN LAKE, AK _ _ _ _ _ _ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - GUSTS 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - WINDSHEAR 4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - 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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	ι αντάττον) α	ircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	I	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - HILLER FH-1100		I - ALLISON 250-C	18BR				
Landing Gear - SKID		s - 1		S	tall Warniı	ng System	- NO
Max Gross Wt - 2750	Engine Type						
No. of Seats - 4	Rated Power	- 274 HP					
Environment/Operations Information							
Weather Data	Itinerary	_		Airport F		_	
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	RPORT/STRI)	
Method - N/A Completeness - N/A	SAME AS ACC/ Destination	LNC		Ainmont D			
Basic Weather - VMC	SAME AS ACC/			Airport Da	ita		
Wind Dir/Speed- CALM	SAME AS ACC/			Pupway	Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 10000 FT SCAT		Plan - NONE			Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE						- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	•	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 62	Medical Ce	ertifica	te – VALID	MEDICAL-N	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Flig	ht Time (Ho	purs)		
COMMERCIAL, ATP	Biennial Flight Revie Current - Months Since -	YES Total		23500	Last 2		1
SE LAND, ME LAND, SE SEA	Months Since -	1 Make/M	lode I -	2	Last 30	Days-	30
HELICOPTER	Aircraft Type -	-H-1100 Instru	Iment-	3850	Last 90	Days-	60 44
		Multi-	Eng -	11720	ROTOPC	art -	44
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING AN APPROACH FOR LANDING THE ACFT COLLI						h	
LOW TO THE GROUND AND STRUCK 1 SKID FIRST				JIAILU INA	I TE LAKE	<i>.</i>	
CON TO THE GROOMD AND STRUCK T SKID TIKST	, LOST DIRECTIONAL CO	TROL AND ROLLED	UVER.				

File No. - 1095 7/29/84 NORTH POLE, AK A/C Reg. No. N5074F . Time (Lc1) - 2100 ADT _ _ _ _ _ _ _ _ _ _ IN FLIGHT COLLISION WITH TERRAIN Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. FLARE - MISJUDGED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, 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) 1,3

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

Brief of Accident

	ENEDAL AVIATION)	Aircraft Damag	-		Injur	ios	
Type Operating Certificate-NONE (G	ENERAL AVIATION)	SUBSTANTIAL	5	Fatal	Serious		None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
ircraft Information Make/Model - CESSNA 152	Free Males /						
Landing Gear - TRICYCLE-FIXED		Model - LYCOMING gines - 1			nstalled/A all Warnin		
Max Gross Wt - 1670 No. of Seats - 2		pe - RECIPROCA	TING-CARBURE		arr warrin	g system	123
nvironment/Operations Information							
Weather Data W× Briefing - NO RECORD OF BRI				Airport P OFF AIR	roximity PORT/STRIP		
Method - N/A Completeness - N/A	THEODORE Destination			Airport Da	+-		
Basic Weather - VMC	ANCHORAG		,				
Wind Dir/Speed- 030/007 KTS		-,,,,,,				N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 3500 FT					Surface -		
Lowest Ceiling - 8000 FT				Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FULL	STOP				
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Arr 00	Maddaa	1 Certificate			WATVEDC	·
Certificate(s)/Rating(s)	Age - 28 Biennial Flight	Deview		t Time (Ho		WAIVERS/	
PRIVATE	Current	- YES TO	tal -			Hrs -	1
SE LAND	Months Since	- 1 Ma			Last 30	Days-	5
	Aircraft Typ	- 1 Ma e - C-152 In	strument-	3	Last 90) Days-	10
Instrument Rating(s) - NONE							
larrative							

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File No. - 1082 7/31/84 THEODORE CREEK, AK A/C Reg. No. N6332P Time (Lc1) - 2100 ADT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - TAILWIND 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND 3. TERRAIN CONDITION - GROUND 4. ABORTED TAKEOFF - NOT SELECTED - PILOT IN COMMAND _____ NOSE OVER Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ ----Probable Cause----

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

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

Brief of Accident

Basic Information				•			
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dama		Fatal	Inju Serious		None
Type of Operation -PERSON	141	SUBSTANTIAL Fire	Crew		0		1
Flight Conducted Under -14 CFR		NONE	Pass	õ	ŏ	ŏ	2
Accident Occurred During -TAKEOF				-	-	-	
Aircraft Information							
Make/Model - CESSNA 180		Model - CONTINEN	NTAL 0-470-R		nstalled//		
Landing Gear - FLOAT		gines - 1			all Warnin	ng System	- YES
Max Gross Wt - 2950		pe - RECIPRO		TOR			
No. of Seats - 4	Rated Powe	er - 230 H	1P 				
Environment/Operations Information-							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BR				ON AIRP	URI		
Method - N/A	SAME AS				• -		
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL			LAKE HO			
Wind Dir/Speed- 220/010 KTS							
Visibility - 30.0 SM	ATC/Airspace		_		Lth/Wid		
Lowest Sky/Clouds - 2000 F Lowest Ceiling - 8000 F	T SCATTERED Type of F1				Surface Status		
Obstructions to Vision- NONE		Lindg - NONI		Runway	Status	RUUGH	
	Type Apen/	Ling - Noise	-				
Precipitation - RAIN Condition of Light - DAYLIGH	IT .						
·Personnel Information							
Pilot-In-Command	Age - 44 Biennial Flight	Media	cal Certificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (Ho	ours)		
PRIVATE	Current	~ YES 7	fotal -	122	Last 24	4 Hrs -	4
SE SEA	Months Since	- 2 I e - C-180	Make/Model- Instrument-	40	Last 30) Days-	15
	Aircraft Typ	e - C-180	Instrument-	4	Last 90) Days-	30
Instrument Rating(s) - NONE							
Narrative							
PLT STATED THAT HE WAS TAKING OFF T	O THE SOUTHEAST & THE A	CFT WAS ON THE S	STEP WHEN A X-	WIND HIT,	LIFTING T	ΗE	

SOUTHWEST AT 13 GUSTING 15 TO 18 KTS.

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File No 113	6 8/17/84	ANCHORAGE, AK	A/C Reg. No	D. N9062M	Time (Lcl) - 2030 ADT
Occurrence #1 Phase of Operation		- ON GROUND			
inding(s) 1. PLANNING-DECISIO 2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. COMPENSATION FOR	N - UNFAVORABLE W N - CROSSWIND N - GUSTS		I COMMAND		
Occurrence #2 Phase of Operation		DTOR, POD, OR FLOAT			
Occurrence #3 Phase of Operation					

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

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

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Brief of Accident

Basic Information Type Operating Certificat	-NONE (GENERA		Aircraft Da	mago		Inju	ries	
Type operating certificat	e NONE (GENERA	L AVIATION)	DESTROYED		Fatal	•		None
Type of Operation			Fire	Cre	w O	0	0	1
Flight Conducted Under			NONE	Pas	s O	0	0	1
Accident Occurred During								
Aircraft Information								
Make/Model - PIPER PA-		Eng Make/	Model - LYCOM	ING 0-320	ELT	[nstalled/		
Landing Gear - TAILWHEEL	-ALL FIXED					tall Warni	ng System	- YES
Max Gross Wt - 1625 No. of Seats - 2		Engine ly Rated Pow		ROCATING-CARBU	RETOR			
NO. OF Seats - 2		Rated Pow	er - 150) MP 				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity	_	
Wx Briefing - NO RECO Method - N/A	RD OF BRIEFING	Last Depar SAVOONGA			OFF AI	RPORT/STRI	Р	
Completeness - N/A		Destination			Airport D	a+a		
Basic Weather - VMC		CHANDALA			Anporto	ata		
Wind Dir/Speed- CALM		UNA BAL			Runway	Ident	- N/A	
Vişibility - 40.0	SM	ATC/Airspace	•		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -					Runway	Surface	- N/A	
Lowest Ceiling -					Runway	Status	- N/A	
Obstructions to Vision-		Type Apch/	Lndg - F	DRCED LANDING				
Precipitation -	NONE							
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 45		dical Certific	ate - VALID	MEDICAL-N	O WAIVERS,	LIMIT
Certificate(s)/Rating(s) PRIVATE		Biennial Flight	- YES	Fli Total -	ght Time (H	ours)	4 Line	4
SE LAND		Months Since	- YES	iotai - Mako/Modol-	1000	Last 2	4 Hrs - O Dave-	4 11
SE LAND		Aircraft Tvr	- PΔ-18	Make/Model- Instrument-	0000	Last 9	0 Days	11
				instrailerte	Ŭ		e euje	
	NONE							
Instrument Rating(s)	- NONE							
Narrative								
ING FLT AT ABOUT 4500 FT MSL	, THE ENG BEGA	N A SEVERE KNOCKI	NG, THEN A CY	LINDER SEPARAT	ED FROM THE	ENG & OIL		
LETELY COVERED THE WINDSHIE								
CAME TO REST IN THE RIVER								

File No 11	37 8/20/84	CHANDALAR, AK	A/C Reg. No. N4052Z	Time (Lc1) - 0923 ADT
Occurrence #1 Phase of Operation		TAL) - MECH FAILURE/	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY 3. FLUID,OIL - LOS 4. WINDOW,FLIGHT C 5. VISUAL LOOKOU	,CYLINDER - SEPARA S,PARTIAL OMPARTMENT WINDOW/	TION WINDSHIELD - OTHER		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Probable Cause				· · · · · · · · · · · · · · · · · · ·
The National Transpo is/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this ac	cident

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Brief of Accident

File No 1154 9/07/84 PALMER,AK	A/C	Reg. No. N5127Y	т	ime (Lc1)	- 2010 ADT	
-Basic Information Type Operating Certificate-NONE (GENERAL AV		ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew	0	0	0 0	1
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Number Engines - Engine Type - R	YCOMING 0-320-A2B 1 ECIPROCATING-CARBUR 150 HP	S	Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	+		Proximity RPORT/STRI	р	
Method - N/A Completeness - N/A Basic Weather - VMC	PALMER, AK Destination LOCAL		Airport D	·		
Wind Dir/Speed- 200/007 KTS Visibility - 40.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- N/A - N/A - N/A	
Lowest Sky/Clouds - 6000 FT SCATTERE Lowest Ceiling - 8000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE			- N/A - N/A	
			te - VALIC ht Time (F		AIVERS/LIM	IT
PRIVATE		Total -			4 Hrs -	2
SE LAND	Months Since - 1	Make/Model-	1502	Last 3		20
	Aircraft Type - PA-18	Instrument-	4	Last 9	0 Days-	35

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE PLT, HE WAS TAKING OFF FROM A HAY FIELD TO THE EAST TOWARD TREES THAT WERE UP TO 80 FT TALL. HE ESTIMATED A RIGHT QUARTERING HEAD WIND AT 15 KTS GUSTING TO 25 KTS. HE STATED THAT HE ENCOUNTERED A DOWNDRAFT JUST BEFORE REACHING THE AREA OF THE TREES. REPORTEDLY, HE MANEUVERED TO AVOID A TALL TREE, BUT WAS UNABLE TO MAINTAIN HIS AIRSPEED. SUBSEQUENTLY, THE ACFT SETTLED INTO TREES & CRASHED.

File No 11	54 9/07/84	PALMER, AK	A/C Reg. No. N5127Y	Time (Lc1) - 2010 ADT
Occurrence #1 Phase of Operation				
Finding(s) 1. PLANNING-DECISI 2. WEATHER CONDITI 3. TERRAIN CONDITI 4. MANEUVER - PE 5. AIRSPEED - INAD 6. STALL/MUSH - IN	DN - UNFAVORABLE WI DN - HIGH OBSTRUCTI RFORMED - PILOT IN EQUATE - PILOT IN C	ND ION(S) COMMAND COMMAND		
Occurrence #2 Phase of Operation				·
Finding(s)				

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

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (G	GENERAL AVIATION)	Aircraft Da DESTROYED	amage	Fatal	Inju Serious	ries Minor	• None
Type of Operation -PERSONA		Fire	Crev		0	1	
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass		0	1	1
-Aircraft Information Make/Model - BEECHCRAFT D-55 Landing Gear - TRICYCLE-RETRACTAE Max Gross Wt - 5300 No. of Seats - 4	BLE Number En	Model - CONTIN gines - 2 pe - RECIPF	NENTAL IO-520-(C ELT			ed - YES-UN em - YES
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary IEFING Last Depar READING.				Proximity [RPORT/STRI	Ρ	
Completeness - N/A Basic Weather - VMC	Destination MELBOURN			Airport [
Wind Dir/Speed- 220/004 KTS Visibility - 7.0 SM	ATC/Airspace				/ Ident / Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	• •	ight Plan - NC	DNE		/ Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DA	Type Apch/	earance - NC Lndg - FC		Runway	/ Status	- N/A	
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 31 Biennial Flight	Mec Peview	dical Certifica Fli	ate - VALIL abt Time (k	J MEDICAL-N	IO WAIVER	RS/LIMII
ATP	Current	- UNK/NR	Total -	6000	Last 2	4 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since	•	Make/Model-	1000	Last 3	80 Days-	
	Aircraft Typ	∋ - UNK∕NR	Instrument- Multi-Eng -		Last 9	0 Days-	20
Instrument Rating(s) - AIRPLA	ANF						

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91 8/09/84 ATLANT	IC OCEAN,AO	A/C Reg. No. N1888L	Time (Lc1) - 0538 EDT
LOSS OF POWER CRUISE - NORMAL			
FORCED LANDING DESCENT - EMERGENCY			
DITCHING LANDING – FLARE/TOUCHDOW	N		
	LOSS OF POWER CRUISE - NORMAL FORCED LANDING DESCENT - EMERGENCY DITCHING	LOSS OF POWER CRUISE - NORMAL FORCED LANDING DESCENT - EMERGENCY DITCHING LANDING - FLARE/TOUCHDOWN	LOSS OF POWER CRUISE - NORMAL FORCED LANDING DESCENT - EMERGENCY DITCHING LANDING - FLARE/TOUCHDOWN

is/are finding(s) 1

Brief of Accident

-

-Basic Information							
Type Operating Certificate-NONE (GENER)	AL AVIATION)'	Aircraft D DESTROYED		Fatal	Injur Serious		None
Type of Operation -EXECUTIVE/CO	DRPORATE	Fire	Crew		0		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		ON GROUND	Pass	5 0	0	1	0
-Aircraft Information Make/Model - PIPER PA-31P	Eng Make/N	Andel - LYCOM	ING TIGO-541-E		Installed//	Activated	- YES-UNK/M
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2			itall Warnin		
Max Gross Wt - 6500			-FUEL INJECTED	-		3 - ,	
No. of Seats - 6	Rated Powe	er - 42	5 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF A1	RPORT/STRI	0	
Method - TELEPHONE	MEMPHIS,			Ainmont D	at a		
Completeness - UNK/NR Basic Weather - IMC	Destination VIVIAN,LA			Airport [GOODW]			
Wind Dir/Speed- 330/011 KTS	VIVIAN, C	•				- 22	
Visibility750 SM	ATC/Airspace				Lth/Wid		150
Lowest Sky/Clouds - 400 FT	Type of Fl	ight Plan - I	FR		Surface		
Lowest Ceiling - 400 FT OBS	CURED Type of Cle	earance - I	FR	Runway	/ Status	- WET	
Obstructions to Vision- FOG		_ndg - I	LS-LOCALIZER				
Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
-Personnel Information	Age - 52	. 14 -					T.T.
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Biennial Flight M	Me Poviow	edical Certifica Flic	ght Time (H		AIVER5/LIM	11
COMMERCIAL, CFI	Current	- UNK/NR	Total -		lact 2	4 Hrs - UN	K/NR
SE LAND, ME LAND	Months Since		Make/Model- Instrument-	75	Last 30	Days- UN	
	Aircraft Type	e - UNK/NR	Instrument-	1080	Last 90) Days- UN	K/NR
			Multi-Eng -	3500			
Instrument Rating(s) - AIRPLANE							
Narrative							

File No 1046	2/26/84	EL DORADO,AR	A/C Reg. No. N33BP	Time (Lcl) - 1430 CST
		ION WITH OBJECT UTER MARKER TO THRESH	HOLD (IFR)	
Finding(s) 1. WEATHER CONDITION - 2. WEATHER CONDITION -	LOW CEILING			
3. WEATHER CONDITION - 4. IFR PROCEDURE - IMP 5. MINIMUM DESCENT AL	FOG ROPER - PILOT			
6. MISSED APPROACH - N 7. OBJECT - TREE(S)				

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

Brief of Accident

Basic Information Type Operating Certificate	-AGRICULTU	RAL AIRCRAFT	Aircraft	Damage		Injur	ies	
			DESTROYE		Fatal			None
Type of Operation Flight Conducted Under	-AERIAL APP	PLICATION	Fire	Cre		-	0	0
Accident Occurred During		1	ON GROUN			0	0	0
Aircraft Information								
Make/Model - PIPER PA-			g Make/Model - LYCO					
Landing Gear - TAILWHEEL Max Gross Wt - 1625	ALL FIXED		nber Engines – 1 gine Type – RECI			Stall Warnir	ng System	- NO
No. of Seats - 1			ted Power - 1					
Environment/Operations Infor	mation							
Weather Data		Itine				Proximity		
Wx Briefing - NO RECOM Method - N/A	ND OF BRIEF		t Departure Point NK/NR		OFF AI	RPORT/STRIF)	
Completeness - N/A			ination		Airport [)ata		
Basic Weather - VMC			NK/NR		, in point t	,a ta		
Wind Dir/Speed- 230/005							· N/A	
Visibility - 5.0			irspace			/Lth/Wid -		
Lowest Sky/Clouds – Lowest Ceiling –			e of Flight Plan - e of Clearance -			/Surface - /Status -		
Obstructions to Vision-			e Apch/Lndg -		Runway	status -	· N/A	
Precipitation -		196						
Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command		100 -	55 M	edical Certific				
Certificate(s)/Rating(s)		Biennial	55 M Flight Review	Fli	ate - Non-(dours)		
COMMERCIAL		Curre	nt - UNK/NR	Total -	25000	Last 24	Hrs - UN	K/NR
SE LAND		Month	nt - UNK/NR s Since - UNK/NR aft Type - UNK/NR	Make/Model-	UNK/NR	Last 30) Days- UN	K/NR
		Aircr	aft Type - UNK/NR	Instrument-	UNK/NR	Last 90) Days- UN	K/NR
				Multi-Eng -	UNK/NR	Rotorcr	raft - UN	K/NR
<pre>Instrument Rating(s)</pre>								
Narrative								
NG AERIAL APPLICATION, THE	LT WAS MAK	ING A LEFT TU	RN OVER HIGH VOLTAG	E POWER LINES W	HEN THE ACE	T HIT THE		
ES, CRASHED & BURNED IN A R							NG	

File No 11	BO 7/03/84 V	/RIGHT, AR	A/C Reg. No. N4025Z	Time (Lc1) - 0730 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION MANEUVERING - AERIA			
Finding(s) 1. OBJECT - WIRE,T 2. CLEARANCE - M	RANSMISSION ISJUDGED - PILOT IN (COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION DESCENT - UNCONTROL			
Probable Cause				
The National Transpo	rtation Safety Board	determines that the Pr	obable Cause(s) of this accid	ent

is/are finding(s) 2

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

Brief of Accident

Type Operating Certificate-NONE (GENER	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious	ries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 O
-Aircraft Information Make/Model - CESSNA 337G Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4630 No. of Seats - 6	Eng Make/Model - CO Number Engines - 2 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		Installed/ tall Warni		d - YES/YE m - YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WYNNE,AR Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D KIETH Runway Runway Runway Runway	ata (PRIVATE) Ident Lth/Wid Surface Status	- ASPHAL	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennia! Flight Review Current - YES Months Since - 1 Aircraft Type - BE-77	Medical Certifica Flig Total - Make/Model- Instrument-	te - VALID nt Time (H 241	MEDICAL-N ours) Last 2 Last 3	NO WAIVER 24 Hrs - 30 Days- 90 Days-	2 UNK/NR
Instrument Rating(s) - NONE						

THEN REALIZED THE HARD PORTION WAS ONLY 1200 FT LONG. HE ATTEMPTED TO GO AROUND, BUT THE ACFT OVERRAN THE RWY &

HIT A DITCH & POWER POLE BEFORE COMING TO A STOP.

File No 11	05 7/09/84	HICKORY RIDGE, AR	A/C Reg. No. N72439	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation	OVERRUN LANDING			
Finding(s) 1. PLANNED APPROAC 2. ALL AVAILABLE R 3. GO-AROUND - DEL	UNWAY - NOT USED -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN		
Finding(s) 4. TERRAIN CONDITI	DN - DITCH	· · · · · · · · · · · · · · · · · · ·		
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 5. OBJECT - UTILIT				
Probable Cause				
The National Transpo is/are finding(s) 3	rtation Safety Boa	ard determines that the l	Probable Cause(s) of this accid	lent

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		ft Damage			Inju	nies	
Type operating certificate-None (General		ANTIAL		Fatal			None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172H	Eng Make/Model - Co						
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warni	ng System	- YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type - RI Rated Power -		ARBUREI	UR			
NO. OF Seats - 4	Rated Power -	145 88					
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary				Proximity RPORT/STRI	D	
Method - N/A	Last Departure Poin HOLLY GROVE,AR	t		UFF AI	RPURI/SIRI	Р	
Completeness ~ N/A	Destination		٨	irport D	a t a		
Basic Weather - VMC	HOLLY GROVE, AR		~	in point b	ata		
Wind Dir/Speed- 180/002 KTS				Runwa∨	Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Runway	Surface	- N/A	
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 Certificate(s)/Rating(s)	Age - 32 Biennial Flight Review Current - UNK/N	Medical Cert	1†1cate	- VALID	MEDICAL-N	U WAIVERS/	LIMII
PRIVATE	Current - UNK/N				Jact 2	A Hre -	ł
SE LAND	Months Since - UNK/N	A Make/Mod	ol-	95	last 3	0 Davs- UN	K/NR
JE CAND	Months Since - UNK/N Aircraft Type - UNK/N	R Instrume	nt-	õ	Last 9	0 Days-	2
Instrument Rating(s) - NONE							
Narrative ACFT COLLIDED WITH TELEPHONE LINES AS THE HE DID NOT KNOW THE LINES WERE THERE WHE ND ON THE LANDING GEAR.							

T COLLISION WITH OBJECT ING N		
٧		
LOT IN COMMAND		
CONTROL - IN FLIGHT		
DT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
- UNCONTROLLED		
4 1 1 1 1 1 1 1 1	NTAINED - PILOT IN COMMAND LOT IN COMMAND CONTROL - IN FLIGHT PING OT IN COMMAND IT COLLISION WITH TERRAIN - UNCONTROLLED	NTAINED - PILOT IN COMMAND LOT IN COMMAND CONTROL - IN FLIGHT RING OT IN COMMAND IT COLLISION WITH TERRAIN

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

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

Brief of Accident

Make/Model- BOBBY WAYNE WATKINS MINI COUPE Eng Make/Model- VOLKSWAGON 1700ELT Installed/Activate Stall Warning SysteLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning SysteMax Gross Wt- 736Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated Power- 40 HPEnvironment/Operations InformationWather DataAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ANASHVILLE,ARAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- 10.0SMATC/AirspaceRunway IdentVisibility- 10.0SMATC/AirspaceRunway SurfaceLowest Ceiling- NONEType of Flight PlanNONERunway StatusObstructions to Vision- NONEType of Clearance- NONERunway StatusPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEStennal Flight ReviewFlight Time (Hours)Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent- N/ATotal- 93Last 24 Hrs -	Time (Lc1) - 1750 CDT			
Type of Operation-TEST FLTFireCrew100Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-DESCENTAircraft InformationMake/Model- VOLKSWAGON 1700ELT Installed/ActivateMake/Model- BOBBY WAYNE WATKINS MINI COUPE Eng Make/Model- VOLKSWAGON 1700ELT Installed/ActivateLanding Gear- TRICYCLE-FIXEDNumber Engines- 1Max Gross Wt- 736Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated Power- 40 HPEnvironment/Operations InformationWeather DataOFF AIRPORT/STRIPWathod- N/ADestinationAirport ProximityWasher DataItineraryAirport DataBasic Weather- VMCLOCALHOWARD COUNTYWind Dir/Speede0000 FT SCATTEREDType of Clearance- NONEVisibility- 10.0SMATC/AirspaceRunway Lth/Wid - 3700,Lowest Sky/Clouds- NONEType of Clearance- NONEObstructions to VisionNONEType of Clearance- NONEObstructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONECertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Current- N/ATotal- 93Last 24 Hrs -Months Since- N/ATotal- 93 <th>n None</th>	n None			
Accident Occurred During -DESCENT Aircraft Information Make/Model - BOBBY WAYNE WATKINS MINI COUPE Eng Make/Model - VOLKSWAGON 1700 ELT Installed/Activate Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Syste Max Gross Wt - 736 Engine Type - RECIPROCATING-CARBURETOR Stall Warning Syste No. of Seats - 1 Rated Power - 40 HP Environment/Operations Information Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Surface - ASPHAI Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Dostructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Personnel Information Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVEI Certificate(s)/Rating(s) Biennial Flight Review <td< th=""><th>0</th></td<>	0			
Aircraft Information Make/Model - BOBBY WAYNE WATKINS MINI COUPE Eng Make/Model - VOLKSWAGON 1700 ELT Installed/Activate Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Syste Max Gross Wt - 736 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 40 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed - 070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Surface - ASPHAI Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Age - N/A Make/Model - UNK/NR Last 30 Days	Ũ			
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System Max Gross Wt - 736 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 40 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS Runway Lth/Wid - 3700, Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Since - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model - UNK/NR Last 30 Days-				
Max Gröss Wt - 736 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 40 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data Itinerary Airport Proximity Wethod - N/A OFF AIRPORT/STRIP Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3700, Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Destructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE NONE Type Apch/Lndg - TRAFFIC PATTERN Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVEI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Stude Mask-Model- UNK/NR Last 24 Hrs - Months Since - N/A <				
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILLE,AR Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Ident - 01 Visibility - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Lowest Sky/Clouds - 10000 FT SCATTERED Type of Clearance - NONE Runway Surface - ASPHAI Lowest Ceiling - NONE 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 - 39 Medical Certificate - VALID MEDICAL-NO WAIVED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model-UNK/NR Last 30 Days-				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILLE, AR Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS LOCAL HOWARD COUNTY Wind Dir/Speed- 070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3700, Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT				
Method - N/A NASHVILLE, AR Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL HOWARD COUNTY Wind Dir/Speed-070/010 KTS LOCAL HOWARD COUNTY Wind Dir/Speed-070/010 KTS Runway Ident - 01 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3700, Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Lowest Ceiling - NONE 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 - 39 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Make/Model- UNK/NR Last 24 Hrs -				
Basic Weather- VMCLOCALHOWARD COUNTYWind Dir/Speed-070/010 KTSRunway Ident- 01Visibility- 10.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- 10000 FT SCATTERED Type of Flight Plan- NONERunway SurfaceLowest Ceiling- NONEType of Clearance- NONERunway StatusObstructions to Vision-NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONECondition of Light- DAYLIGHT-Personnel InformationAge - 39Medical Certificate - VALID MEDICAL-NO WAIVElCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent- N/ATotal- 93Last 24 Hrs -Months Since- N/AMake/Model-UNK/NR				
Wind Dir/Speed- 070/010 KTSRunway Ident- 01Visibility- 10.0 SMATC/AirspaceRunway Lth/Wid- 3700,Lowest Sky/Clouds- 10000 FT SCATTERED Type of Flight Plan- NONERunway Surface- ASPHAILowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to Vision-NONEType Apch/Lndg- TRAFFIC PATTERN- Condition of Light- DAYLIGHT-Personnel InformationPilot-In-CommandAge - 39Medical Certificate- VALID MEDICAL-NO WAIVEICertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)- STUDENT- 93Last 24 Hrs - Months Since - N/A				
Visibility-10.0SMATC/AirspaceRunway Lth/Wid-3700,Lowest Sky/Clouds-10000 FT SCATTERED Type of Flight Plan-NONERunway Surface-ASPHAILowest Ceiling-NONEType of Clearance-NONERunway Status-DRYObstructions to Vision-NONEType Apch/Lndg-TRAFFIC PATTERNPrecipitation-NONECondition of Light-DAYLIGHTAge -39Medical Certificate -VALID MEDICAL-NO WAIVEDCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)Current-N/ATotal-93Last 24 Hrs -Months Since-N/AMake/Model-UNK/NRLast 30 Days				
Lowest Sky/Clouds - 10000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHAI Lowest Ceiling - NONE 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 - 39 Medical Certificate - VALID MEDICAL-NO WAIVED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-	/ 50			
Lowest Ceiling - NONE 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 - 39 Medical Certificate - VALID MEDICAL-NO WAIVED Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-				
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-	- '			
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-				
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 39 Medical Certificate - VALID MEDICAL-NO WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-				
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent- N/ATotal- 93Last 24 Hrs -Months Since- N/AMake/Model-UNK/NRLast 30 Days-				
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)STUDENTCurrent- N/ATotal- 93Last 24 Hrs -Months Since- N/AMake/Model-UNK/NRLast 30 Days-	S/I TMTT			
STUDENT Current - N/A Total - 93 Last 24 Hrs - Months Since - N/A Make/Model- UNK/NR Last 30 Days-	(3) (1)(1)			
Months Since - N/A Make/Model- UNK/NR Last 30 Days-	UNK/NR			
	UNK/NR			
Aircraft Type - N/A Instrument- UNK/NR Last 90 Days- Multi-Eng - UNK/NR Rotorcraft -				
Instrument Rating(s) - NONE				
-Narrative				

DAYS PRIOR TO THE ACCIDENT. ON THIRD FLT, HE TOOK OFF ON RWY O1, CLIMBED STRAIGHT-OUT FOR AWHILE, MADE A LEFT TURN TO X-WIND LEG & STARTED A DOWNWIND TURN AT APRX 600 FT AGL. AT ABOUT THAT POINT, THE ACFT ENTERED A SPIN, MADE APRX 3 TURNS & IMPACTED IN A NOSE DOWN ATTITUDE. AN EXAM OF THE ACFT REVEALED NO PREIMPACT PART FAILURE OR MALFUNCTION. THE PLT HAD A STUDENT LICENSE & WAS ENDORSED FOR SOLO FLT IN CESSNA 150 ACFT. THE DENSITY ALT WAS APRX 2500 FT.

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File No. - 1167 7/21/84 NASHVILLE, AR Time (Lcl) - 1750 CDT A/C Reg. No. N937BW Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT.INADEQUATE TRAINING - 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) 4,5

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

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL					ries	
	SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 103 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information	F M. I /M. J. I					
Make/Model - GEMINI INTL HUMMINGBIRD	Eng Make/Model - SOLO				Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR	Number Engines - 2 Engine Type - RECI			taii warni	ng System	- NU
No. of Seats - 1	5 71	18 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 140/009 KTS				Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			-	- GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance -			Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	PRECAUTIONARY LAN	DING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 40 M	edical Certificat	e – NO ME	DICAL		
	Biennial Flight Review		t Time (H			
COMMERCIAL	Current - NO	Total -		Last 2	24 Hrs -	1
SE LAND	Months Since - 0					K/NR
	Aircraft Type - UNK/NR			Last 9		10

Instrument Rating(s) - NONE

----Narrative----

THE NEWLY ACQUIRED ULTRALIGHT HAD BEEN FLOWN FOR ABOUT 10 HOURS DURING THE 2 WEEK PERIOD OF OWNERSHIP. ON THIS DAY, THE WIND WAS BLOWING AT 15 MPH AND THE OWNER WAS FLYING DOWNWIND OVER A HAY FIELD AT ABOUT 50 FT AGL WHEN THE RIGHT ENGINE ON THE TWIN ENGINE VEHICLE QUIT. THE PLT TURNED RIGHT TO TRY TO LAND INTO THE WIND, BUT LOST CONTROL AND CRASHED. AFTER THE ACCIDENT, DIRT WAS FOUND IN THE FUEL SYSTEM WHICH HAD NO FILTER BETWEEN THE TANK AND THE CARBURETOR. WHEN THE CARBURETOR WAS DISASSEMBLED DIRT WAS FOUND OBSTRUCTING THE NEEDLE VALVE ORIFICE.

File No 113	8/14/84	MOUNT HOPE,AR	A/C Reg. No. NO	NE Time	(Lc1) - 1930 CDT
Occurrence #1 Phase of Operation		TAL) - NON-MECHANICA	L		
Finding(s) 1. FLUID,FUEL - COM 2. FUEL SYSTEM,CARE		TOTAL)			
Occurrence #2 Phase of Operation			EMERGENCY)		
Finding(s) 3. AIRSPEED(VMC) - 4. IMPROPER USI			RGENCY PROCEDURE(S)) - PI	LOT IN COMMAND	
Occurrence #3 Phase of Operation				•	
Probable Cause					

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

Brief of Accident

SUBSTA Fire NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - nerary .ast Departure Point MESA,AZ estination SCOTTSDALE,AZ	COMING 0-360- CIPROCATING-C 180 HP	Crew Pass -A1D CARBURETOR 	O O ELT Ins Stal rport Pro ON AIRPOR port Data SCOTTSDAL	O O stalled/Acti Il Warning S oximity RT	Minor N O O ivated - YE System - YE	
Number Engines - 1 Engine Type - RE Rated Power - nerary ast Departure Point MESA,AZ estination SCOTTSDALE,AZ	CIPROCATING-C 180 HP	CARBURETOR A in A in A in	Stal rport Pro ON AIRPOR port Data SCOTTSDAL	ll Warning S oximity RT a LE	System - YE	
Number Engines - 1 Engine Type - RE Rated Power - nerary ast Departure Point MESA,AZ estination SCOTTSDALE,AZ	CIPROCATING-C 180 HP	CARBURETOR A in A in A in	Stal rport Pro ON AIRPOR port Data SCOTTSDAL	ll Warning S oximity RT a LE	System - YE	
ast Departure Point MESA,AZ estination SCOTTSDALE,AZ C/Airspace		Air	ON AIRPOR port Data SCOTTSDAL	RT a LE		
ast Departure Point MESA,AZ estination SCOTTSDALE,AZ C/Airspace		Air	ON AIRPOR port Data SCOTTSDAL	RT a LE	4	
MESA,AZ estination SCOTTSDALE,AZ C/Airspace		Air	port Data SCOTTSDAL	a LE	4	
estination SCOTTSDALE,AZ C/Airspace			SCOTTSDAL	LE	4	
SCOTTSDALE,AZ C/Airspace			SCOTTSDAL	LE	4	
C/Airspace					4	
			Runway Ic	dent - 21	4	
			Runway Lt	•	8250/ 75	
ype of Flight Plan			Runway Su		SPHALT	
ype of Clearance			Runway St	tatus - DR	RY	
ype Apch/Lhdg	- TRAFFIC PA	IIERN				
52	Medical Cert	tificate -	VALID ME	EDICAL-NO WA	AIVERS/LIMI	TI
al Flight Review						
						1
craft Type - ERCOUP	'E Instrume	ent- 10	0	Last 90 Da	ays- 10	С
r	52 al Flight Review rrent - YES nths Since - 3	52 Medical Cer al Flight Review rrent - YES Total nths Since - 3 Make/Mo	al Flight Review Flight T rrent - YES Total - 102 nths Since - 3 Make/Model- 5	52 Medical Certificate - VALID M al Flight Review Flight Time (Hour rrent - YES Total - 1020 nths Since - 3 Make/Model- 52	52 Medical Certificate - VALID MEDICAL-NO W al Flight Review Flight Time (Hours) rrent - YES Total - 1020 Last 24 H nths Since - 3 Make/Model- 52 Last 30 D	52 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIM al Flight Review Flight Time (Hours) rrent - YES Total - 1020 Last 24 Hrs - nths Since - 3 Make/Model- 52 Last 30 Days- 5

----Narrative----

THE PLT REPORTED THAT HE FAILED TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN. SUBSEQUENTLY, THE ACFT WAS DAMAGED DURING A WHEELS UP LANDING.

File No 1078	2/21/84	SCOTTSDALE, AZ	A/C Reg. No. N6518U	Time (Lc1) - 1647 MST	
	N FLIGHT COLLIS	ION WITH TERRAIN FOUCHDOWN			
Finding(s) 1. GEAR EXTENSION - NO 2. WHEELS UP LANDING - 3. TERRAIN CONDITION -	INADVERTENT -				
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 1197 3/23/84 PH0	DENIX, AZ A/O		Time (Lc1) - 1830 MST				
-Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)		raft Damage		Injur			
	MINO		Fatal	-		None	
Type of Operation -AERIAL OB	SERVATION Fire		Crew O	0		1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONI	Ξ	Pass O	2	3	0	
Accident occurred burning -LANDING							
-Aircraft Information							
Make/Mode1 - BALLOON WORKS FIRE F			EL	T Installed/#			
Landing Gear - N/A	Number Engines -			Stall Warnin	ng System	- UNK/NR	
Max Gross Wt - UNK/NR	Engine Type -						
No. of Seats - UNK/NR	Rated Power -	N/A					
Environment/Operations Information		*					
Weather Data	Itinerary		Airpor	t Proximity			
Wx Briefing - FSS	Last Departure Po	int		AIRPORT/STRI	5		
Method - TELEPHONE	GLENDALE, AZ			•			
Completeness - UNK/NR	Destination		Airport	Data			
Basic Weather - VMC	SAME AS ACC/INC						
Wind Dir/Speed- 040/010 KTS	••••••••••••••••••••••••••••••••••••••		Runw	ay Ident	- N/A		
Visibility - 60.0 SM	ATC/Airspace			av Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		ay Surface			
Lowest Ceiling - NONE	Type of Clearance				- N/A		
Obstructions to Vision- NONE	Type Apch/Lndg			,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37	Medical Certi	ficate - VAL			u t t	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time		AIVERS/LID		
PRIVATE.COMMERCIAL	Current - YES		- 1986		4 Hrs -	2	
	Months Since - 23	Make /Mede	el- 18 ht- 92	Last 24	Days-	27	
	MULTURS STICE - 23	Make/MODE	- 10	Last 3			
SE LAND,ME LAND FREE BALLOON	Aircraft Type - S55	A Inctrumen	·+_ 00	Last 90		42	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT TOOK OFF ON A SIGHT-SEEING BALLOON FLT WITH 5 PASSENGERS WHOSE AGES WERE REPORTEDLY FROM 65 TO 83 YRS OLD. ABOUT 1 HR & 15 MINS LATER, HE LANDED ON DESERT TERRAIN IN WINDS THAT HE ESTIMATED WERE APRX 10 KTS GUSTING TO 15 KTS. DURING TOUCHDOWN, THE BASKET DESCEND INTO VEGETATION & TIPPED OVER ONTO ITS SIDE. THE PLT HAD INSTRUCTED THE PASSENGERS TO MOVE TO THE BACK OF THE BASKET, BRACE THEMSELVES & TO SQUAT DOWN JUST PRIOR TO TOUCHDOWN. HOWEVER, SEVERAL PASSENGERS STOOD UP & EXTENDED THEIR ARMS UPWARD TO BRACE THEMSELVES. WHEN THE BASKET TIPPED OVER, 1 OF THE PASSENGER'S ARMS WAS CAUGHT BENEATH IT. SEVERAL OTHER PASSENGERS FELL ON TOP OF THE OTHERS. ONE OF THE PASSENGERS SUFFERED A BROKEN WRIST; ANOTHER SUFFERED 3 BROKEN RIBS. THE SERIOUSLY INJURED PASSENGERS WERE 70 & 83 YRS OF AGE.

File No 1197	3/23/84 PHOENIX,AZ	A/C Reg. No. N36104	Time (Lc1) - 1830 MST
Occurrence HARD	LANDING		
	ING - FLARE/TOUCHDOWN		
Finding(s)			
1. PLANNING-DECISION - IN 2. TERRAIN CONDITION - RO	MPROPER - PILOT IN COMMAND DUGH/UNEVEN		
3. WEATHER CONDITION - HI	· · · · · · · · · · · · · · · · · · ·		
4. WEATHER CONDITION - GU			
5. TERRAIN CONDITION - H	LGH VEGETATION		
Probable Cause			

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal			None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s O	0	0	0
-Aircraft Information						
Make/Model - BEECH 95-B55	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 5100 No. of Seats - 6	Engine Type - RE Rated Power -					
NO. OF Seats - 6	Rated Power -	260 HP				
Environment/Operations Information Weather Data	Ttipppp		Adapant	Drovimity		
Wx Briefing - FSS	Itinerary Last Departure Point		ON AIR	Proximity		
Method - UNK/NR	EL PASO,TX		UN AIR	FURT		
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		SKY HA	RBOR INT'L		
Wind Dir/Speed- 250/003 KTS					26	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			/ Surface - / Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	- status -	URT	
Precipitation - NONE	Type Apen/Endg	STRAIGHT IN				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 40	Medical Certific			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
PRIVATE	Current - YES	Total -		Last 24		2
SE LAND, ME LAND	Months Since - 14 Aircraft Type - 95 B55	Make/Model- Instrument-) Days-) Days-	6 21
	Aircraft Type - 95 855	Multi-Eng -		Last 90	Days-	21
Instrument Rating(s) - AIRPLANE						
E GEAR WAS INADVERTENTLY RETRACTED AT ABOUT	50 MPH BY THE PILOT IN COM	MAND DURING LANDT	NG ROLI			
. GEAR HAS INADVERIENTET RETRACTED AT ADOUT	SO WIT DI THE FIEDT IN COM	AND DORING LANDI	NG NOLL.			

File No 10	57 4/03/84	PHOENIX, AZ	A/C Reg. No. N5802S	Time (Lc1) - 1700 MST
Occurrence Phase of Operation	GEAR COLLAPSED LANDING - ROLL			

Finding(s)

1. GEAR RETRACTION - 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

Brief of Accident

Type Operating Certificate-NONE (GEN	ERAL AVIATION) A	ircraft Damage			Ini	uries	
		NONE	Fatal Serious Min			n None	
Type of Operation -PERSONAL	F	ire	Crew	0		0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - BALLOON WORKS FIRE F	LY 6B Eng Make/Mode	1 - N/A		ELT :	Installed	/Activate	ed - NO - I
Landing Gear - N/A	Number Engine	s - N/A		S	tall Warn	ing Syste	em – NO
Max Gross Wt - 1550	Engine Type						
No. of Seats - UNK/NR	Rated Power	- N/A					
nvironment/Operations Information							
eather Data	Itinerary			Airport A	proximity	,	
Wx Briefing - NWS	Last Departure	Point		OFF AI	RPORT/STR	IP	
Method - UNK/NR	COYOTE SPRIN	GS,AZ					
Completeness - UNK/NR	Destination		1	Airport Da	ata		
Basic Weather - VMC	PRESCOTT VAL	LEY,AZ					
Wind Dir/Speed- 360/015 KTS					Ident		
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface		
Lowest Ceiling - NONE	Type of Cleara	nce - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type 'Apch/Lndg	- FULL STO	IP				
Precipitation - NONE	•						
Condition of Light - DUSK							
ersonnel Information							
Pilot-In-Command	Age - 45 Biennial Flight Revi	Medical C	ertificate	e – UNK/N	R		
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	t Time (H	ours)		
COMMERCIAL	Current -	YES Total	-	62	Last	24 Hrs -	
NONE	Months Since - Aircraft Type -	5 Make/	'Model-	62	Last	30 Days-	6
FREE BALLOON	Aircraft Type -	UNK/NR Instr	ument-	0	Last	90 Days-	16
Instrument Rating(s) - NONE							

1

File No 1196	4/07/84	PRESCOTT VALLEY, AZ	A/C Reg. No. N2014F	Time (Lcl) - 1730 MST	

Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND

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

3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No 1189 5/28/84 KAYEN	TA,AZ A/C Reg	A/C Reg. No. N10WR			Time (Lc1) - 0600 MST			
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AVIATION) Aircraft SUBSTANT Fire NONE	IAL Crew	Fatal 0 0	Injur Serious O O		None 1 3		
-Aircraft Information Make/Model - BEECH S35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3300 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 2	P-FUEL INJECTED		Installed/A tall Warnin				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/003 KTS Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point KAYENTA,AZ Destination HAYWARD,CA ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway Runway	PORT ata A Ident - Lth/Wid - Surface -	24 5100/ DIRT DRY	50		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 64 M Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- UN	t Time (Ho 5300 K/NR	ours) Last 24 Last 30	Hrs - U) Days- U) Days- U	NK/NR		

----Narrative----

THE PLT REPORTED THAT DURING TAKEOFF, HE RAISED THE NOSE, THE ACFT BEGAN CLIMBING AND IMMEDIATELY THEREAFTER, THE STALL WARNING HORN SOUNDED. HE THEN LOST CONTROL, THE ACFT DESCENDED & CRASHED INTO TERRAIN SOUTH OF THE RWY. THE PLT SAID THAT HE OVER ROTATED DURING THE TAKEOFF. THE ARPT ELEVATION WAS 5710 FT & THE ESTIMATED TEMP WAS 60 DEGS.

File No 11	89 5/28/84	KAYENTA, AZ	A/C Reg.	No. N1OWR	Time (Lc1) - 0600 MST
Occurrence #1 Phase of Operation					
3. AIRSPEED - NOT	ON - HIGH DENSITY / OPER - PILOT IN CO MAINTAINED - PILOT TENT - PILOT IN CO	IMAND IN COMMAND			
Occurrence #2 Phase of Operation					
Probable Cause					
The National Transpo is/are finding(s) 2,		rd determines that	the Probable Cause((s) of this ac	cident

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

Brief of Accident

	SA,AZ 	A/C Reg. No. N5			ime (Lc1)		
asic Information Type Operating Certificate-NONE (GEN		Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ONAL	Fire NONE	Crew Pass	0 0	0	0 0	1 0
ircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt 1670 No. of Seats - 2	Number En	Model - LYCOMING 0-2 gines - 1 pe - RECIPROCATIN er - 110 HP		S	Installed/ tall Warni		
nvironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF	•	ture Point		ON AIR	PORT		
Method - N/A	MESA, AZ						
Completeness - N/A	Destination		F	virport D			
Basic Weather - VMC	MESA, AZ				FIELD	041	
Wind Dir/Speed- 020/010 KTS Visibility - 40.0 SM	ATC/Airspace				Ident Lth/Wid	- 04L	75
Lowest Sky/Clouds - 12000 FT S						- ASPHALT	75
	ROKEN Type of C1				- · ·	- DRY	
Obstructions to Vision- NONE		Lndg - TRAFFIC	PATTERN	Runnay	514140	Divi	
Precipitation - NONE	·) = - · · = • · · ;	GO AROUN					
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 53				MEDICAL-W	AIVERS/LI	TIM
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		4	
STUDENT	Current	- N/A Total		28		4 Hrs - Dows- W	
	Months Since Aircraft Typ		Model-			0 Days- Ul 0 Days-	
	Aircraft Typ	e N/A Instr	ument-	1	Last 9	J Days-	20

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT ENTERED THE TRAFFIC PATTERN FOR A TOUCH-&-GO LANDING. DURING TOUCHDOWN, THE ACFT BOUNCED. HE APPLIED FULL POWER & MOVED THE FLAP SELECTOR TO THE "UP" POSITION, BUT THE ACFT YAWED TO THE LEFT. IT VEERED OFF THE RWY, TRAVELED ONTO A GRADED DOWNSLOPING AREA & NOSED OVER. THE STUDENT'S INSTRUCTOR DID NOT SEE THE ACCIDENT, BUT BELIEVED THAT HE MAY HAVE USED INSUFFICIENT RUDDER TO COUNTERACT THE ENG'S TORQUE DURING THE GO-AROUND.

File No 1192 5/30/84 MESA,AZ	A/C Reg. No. N5190B	Time (Lc1) - 0640 MST
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING		
Finding(s) 1. TOUCH-AND-GO LANDING - INITIATED - PILOT IN COMMAND 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 NOSE OVER Phase of Operation LANDING		
Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN		•
Probable Cause		· · · · · · · · · · · · · · · · · · ·
The National Transportation Safety Board determines that the Pro	bbable Cause(s) of this acciden	nt

is/are finding(s) 3,4

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

Brief of Accident

Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C-23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	Number Engines - 1 Engine Type - RE	Crew Pass YCOMING 0-360-A4K 1	O O ELT	Serious O O Installed/A Stall Warnir	0 0 Activated	None 1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C-23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE	Pass YCOMING 0-360-A4K 1 ECIPROCATING-CARBURI	O ELT S	O Installed/A	0 Activated	0
Accident Occurred During -LANDING ircraft Information Make/Model - BEECH C-23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	Eng Make/Model - LY Number Engines - 1 Engine Type - RE	YCOMING 0-360-A4K 1 ECIPROCATING-CARBURI	ELT	Installed/A	Activated	
ircraft Information Make/Model - BEECH C-23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 	Number Engines - 1 Engine Type - RE	1 ECIPROCATING-CARBURI	S			- YES/YE
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	Number Engines - 1 Engine Type - RE	1 ECIPROCATING-CARBURI	S			- VES/VE
Max Gross Wt - 2450 No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	Engine Type - RE	ECIPROCATING-CARBUR		tali warnir		
No. of Seats - 4 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING	5 ,1		LIUK		ig system	- YES
eather Data Wx Briefing - NO RECORD OF BRIEFING						
Wx Briefing - NO RECORD OF BRIEFING						
	Itinerary			Proximity		
Mathaal N/A	Last Departure Point	t	ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	10+0		
Basic Weather - VMC	LOCAL			ER MUNICIPA	A I	
Wind Dir/Speed- CALM	LOOAL				- 22	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command Ad	qe-21	Medical Certifica	te - VALID	MEDICAL-NO		LIMIT
Certificate(s)/Rating(s) B	iennial Flight Review		nt Time (H			
STUDENT	Current - N/A	Total -	16	Last 24	4 Hrs -	1
	Months Since - N/A	Make/Model- Instrument-	16	Last 30	Days- UN	
	Aircraft Type - N/A	Instrument-	0	Last 90) Days-	16
<pre>Instrument Rating(s) - NONE</pre>						
arrative						
TUDENT PLT WAS ON HIS 1ST SOLO FLT. HE REP	ORTED THAT THE ACET BOUNC	CED DURING & LANDING	. THEN "S	TARTED TO		
OFF TO THE LEFT." HE REPORTED THAT HE "CAM						

A/C Reg. No. N1962L File No. - 1186 7/10/84 CHANDLER, AZ Time (Lc1) - 0900 MST ------Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3.4

Brief of Accident (Continued)

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage			Injur	ies	
		ANTIAL		Fatal			
Type of Operation -PERSONAL			Crew	0		1	-
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	1	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - VANCE-HAMM GLASAIR	Eng Make/Model - L	YCOMING 0-320		ELT I	nstalled/#	ctivate	ed - NO -1
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				all Warnir	ng Syste	em – UNK/I
Max Gross Wt - UNK/NR	Engine Type - R		RBURETO	R			
No. of Seats - 2	Rated Power -						
-Environment/Operations Information							
Weather Data	Itinerary		Α	irport P	roximity		
W× Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t		ON AIRP	ORT		
Method - N/A	SCOTTSDALE, AZ						
Completeness - N/A	Destination		Ai	rport Da	ta		
Basic Weather - VMC	MESA,AZ			SCOTTSD	ALE MUNICI	IPAL	
Wind Dir/Speed- 270/009 KTS					Ident ·		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE			Surface ·		LT
Lowest Ceiling - 9000 FT BROKE				Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34	Medical Certi) WAIVE	RS/LIMIT
	Biennial Flight Review		Flight				_
PRIVATE	Current - YES	Total	- 5	56	Last 24		
SE LAND	Months Since - 10 Aircraft Type - UNK/N	Make/Mode	el -	15	Last 30) Days-	UNK/NR
	Aircraft Type - UNK/N	R Instrumen	nt-	0	Last 90	Days-	41
		Multi-eng	j -	0	Rotorci	raft -	0
Instrument Rating(s) - NONE							
-Narrative		OM 260 DEG AT 1					

SAID SHE APPLIED RUDDER UNTIL SHE HAD FULL RIGHT RUDDER DEFLECTION, BUT THE ACFT CONTINUED OFF THE RWY & HEADED FOR A TAXIWAY. THE ACFT WAS LIFTED OFF THE GROUND TWICE WITH INSUFFICIENT AIRSPEED TO REMAIN AIRBORNE. FINALLY, IT STALLED AT ABOUT 20 FT AGL & CONTACTED THE GROUND RIGHT WING 1ST. ACCORDING TO THE PASSENGER, THE WIND SOCK AT THE DEPARTURE END OF THE RWY WAS LIMP.

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File No.	- 1142	7/22/84	SCOTTSDALE, AZ	A/C Reg. No.	N499SH	Time (Lc1) - 1229 MST
Occurrence #1 Phase of Operat						
3. GROUND LOC 4. PREFLIGHT 5. NOTAMS - N 6. JUDGEMENT	DNAL CONTROL DP/SWERVE - I PLANNING/PRE NOT OBTAINED - POOR - PIL TERRAIN - S DNDITION - RO	- NOT MAINT NADVERTENT PARATION - - PILOT IN OT IN COMMA ELECTED - P UGH/UNEVEN	ND ILOT IN COMMAND			

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam			Injur		
		SUBSTANTIAL			Serious	Minor	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass		0	1	0
Accident Occurred During -LANDING		NONE	Pass	0	0	I	0
Aircraft Information							
Make/Mode1 - NESMITH COUGAR 1		Model - LYCOMIN			[nstalled/A	ctivated	1 - YES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g System	n - UNK/NF
Max Gross Wt - 1500		/pe - RECIPRO		ETOR			
No. of Seats - 1	Rated Pow	ver - 135	HP				
Environment/Operations Information							
Veather Data	Itinerary			Airport	proximity		
Wx Briefing - NWS	efing - NWS Last Depa			ON AIR	PORT		
Method - UNK/NR	WINSLOW	, AZ					
Completeness - UNK/NR	Destination	า		Airport Da	ata		
Basic Weather - VMC	LAS VEGA	NV S, NV		WILLIA	MS MUNICIPA	L	
Wind Dir/Speed- 220/007 KTS				Runway	Ident -	18	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	4500/	60
Lowest Sky/Clouds - 1200 FT SC				Runway	Surface -	GRAVEL	
Lowest Ceiling - 5000 FT BR				Runway	Status -		
	Type Apch/					ICE COV	/ERED
Precipitation - NONE		FUL	L STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 41 Biennial Flight	Med	cal Certifica	te – VALID	MEDICAL-WA	IVERS/LI	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -	238	Last 24	Hrs -	4
SE LAND		e - 6					
	Aircraft Typ	pe – UNK/NR	Instrument-	10	Last 90	Days-	6

----Narrative----

WHILE EN ROUTE, THE PLT ELECTED TO LAND AT THE WILLIAMS MUNI ARPT FOR A REST STOP. HE NOTED THAT RWY 2/20 WAS CLOSED; HOWEVER, HE OBSERVED WHAT APPEARED TO BE A NEW GRAVEL STRIP, ORIENTED NORTH/SOUTH & AN AIRPLANE ON THE ARPT. THE PLT ASSUMED THE ARPT WAS OPEN & PROCEEDED TO LAND ON THE GRAVEL STRIP. THE SURFACE OF THE GRAVEL STRIP WAS SOFT. JUST BEFORE THE ACFT STOPPED, THE NOSE GEAR COLLAPSED & THE PLANE NOSED OVER. RWY 2/20 WAS NOTAMED CLOSED UNTIL 9/1/84. DURING THIS TIME, CONSTRUCTION OF A NEW RWY (18/36) WAS UNDERWAY. IT WAS ON THIS RWY THAT THE PLT HAD LANDED.

File No 11	43 7/22/84	WILLIAMS, AZ	A/C Reg. No. N3456	Time (Lc1) - 0930 MST
ccurrence #1 hase of Operation		SED		
inding(s) 1. PREFLIGHT PLANN 2. NOTAMS - NOT OB 3. JUDGEMENT - POO 4. UNSUITABLE TERR 5. TERRAIN CONDITI 6. LANDING GEAR,NO	TAINED - PILOT IN R - PILOT IN COMMA AIN - SELECTED - P DN - ROUGH/UNEVEN	ND ILOT IN COMMAND	N COMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		Advanced Daw-			Turter	ing	
type operating certificate-none (Gener		Aircraft Damage DESTROYED [,]		Fatal	Injur Serious		None
Type of Operation -BUSINESS		Fire	Crew	ralai 1		0	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	ò	0 *	ŏ	õ
Make/Model - CESSNA 182RG	Eng Make/Mod	el - LYCOMING O-	540-L3C5D	ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engin	es - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 3100	Engine Type	- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 235 HP					
 -Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departur	e Point			RPORT/STRIP)	
Method - ACFT RADIO	PRESCOTT, AZ						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	PHOENIX,AZ						
Wind Dir/Speed- CALM				Runway	Ident -	· N/A	
Visibility - 65.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		t Plan - NONE			Surface -		
Lowest Ceiling - BROKEN	Type of Clear			Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - None					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 60				MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H			
ATP,CFI	Current -	YES Tota	1	14567	Last 24		4
SE LAND, ME LAND	Months Since -	3 Make	/Model- UN	NK/NR	Last 30) Days-	46
	Aircraft Type -	C-172 Inst	rument-	1333	Last 90) Days-	144
		Mult	i-Eng -	3601			

----Narrative----

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AS THE ACFT PROCEEDED ON TAKEOFF DOWN THE RWY, IT EXITED THE RWY ON THE LEFT SIDE OVER A BERM INTO A WIDE SHALLOW DITCH AREA, THEN ABOUT 122 FEET LATER THE ACFT TRAVELED BACK OVER THE BERM ONTO THE RWY AND TOOK OFF. THE NOSE THEN PITCHED UP, THE ACFT BANKED LEFT AND STALLED. ACCORDING TO THE MEDICAL EXAMINER, "THE AUTOPSY REVEALED THAT THE PILOT HAD SEVERE CORONARY DISEASE AND WAS EXPERIENCING A HEART ATTACK AT THE TIME OF TAKEOFF."

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File No 11	39 8/13/84 	PRESCOTT, AZ	A/C Reg. No. N6612S	Time (Lc1) - 1645 MST
ccurrence #1 hase of Operation				
		NED - PILOT IN COMMAN SICAL IMPAIRMENT(HEAR	ND RT ATTACK) - PILOT IN COMMAND	
ccurrence #2 hase of Operation				
inding(s) 3. STALL - INADVER 4. IMPROPER US		MMAND APACITATION - PILOT	IN COMMAND	
CCURRENCE #3 Chase of Operation				
Probable Cause				

is/are finding(s) 2,4

Brief of Accident

File No 1080 1/20/84 KELSE	YVILLE,CA	A/C Reg. No.	N5154H	т	ime (Lcl)	- 2030 PST	
Basic Information Type Operating Certificate-NONE (GENERA	-	ircraft Damage		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	F	NONE	Crew Pass		1 2		0
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engine Engine Type	el – LYCOMING O es – 1 – RECIPROCAT – 150 HP		S	Installed/. tall Warni		
Environment/Operations Information							
Weather Data Wx Briefing - NWS Method - TELEPHONE	Itinerary Last Departure ANGWIN,CA	e Point			Proximity RPORT/STRI	Ρ	
Completeness - UNK/NR Basic Weather - IMC	Destination LAKEPORT,CA			Airport D	ata		
Wind Dir/Speed- 330/005 KTS Visibility - 100 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Flight	: Plan - NONE		Runway	Ident Lth/Wid Surface		
Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)	Type of Cleara Type Apch/Lndg	ince - NONE				- N/A	
Personnel Information Pilot-In-Command	Age - 51	Medical	Certificat	e - VALID	MEDICAL-W	AIVERS/LIM	
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	t Time (H	lours)		
		NO Tot	al -	114	Last 2	4 Hrs -	3
SE LAND	Months Since - Aircraft Type -	UNK/NR Mak	e/Model- trument-	114	Last 3	0 Days- 0 Days-	19 28
	Anciart Type -		ti ullerit	0		U Days	20

Instrument Rating(s) - NONE

----Narrative----

THE PLT BECAME DISORIENTED WHILE IN IMC AND COULD NOT LOCATE THE ARPT. THE PLE STATED THAT DUE TO LIGHTS ON THE GROUND HE THOUGHT THAT HE WAS OVER THE PENINSULA, WHICH IS AN AREA OF LOW TERRAIN. HE ATTEMPTED A 180 DEG TURN AFTER DESCENDING TO 500 FT MSL. THE ACFT COLLIDED WITH TREES NEAR KONOCTI HARBOR, FROM WHICH THE MOUNTAIN RISES ABRUPTLY AND STEEPLY. THE PLT STATED THAT HE WAS MUCH CLOSER TO THE MOUNTAIN THAN HE THOUGHT.

File No 108	30 1/20/84	KELSEYVILLE,CA	A/C Reg.	No. N5154H	Time (Lc1) - 2030 PST
ccurrence #1 hase of Operation		TER WITH WEATHER			
 WEATHER CONDITION WEATHER CONDITION LIGHT CONDITION 	DN - LOW CEILING DN - FOG - DARK NIGHT	- CONTINUED - PILOT IN			
ccurrence #2 hase of Operation		ION WITH TERRAIN RN TO REVERSE DIRECTIO!	J		
inding(s) 6. TERRAIN CONDITIC 7. OBJECT - TREE(S)		ILLY			$(1, \dots, N) \to N$

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) 2,3,4,6

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) A	rcraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		re	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 •	IONE	Pass	0	0	0	0
-Aircraft Information Make/Model - BELLANCA 14-13-2	Eng Nake/Model	- FRANKLIN 6A-335	- 12 1	FIT T	netalled/A	ctivated -	
Landing Gear - TAILWHEEL-RETRACTAB						ng System –	
Max Gross Wt - 2150		- RECIPROCATING-C			arr warrin	ig system	
No. of Seats - 4	Rated Power						
-Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Departure	Point		OFF AIR	PORT/STRIF)	
Method - N/A	RIALTO,CA						
Completeness - N/A	Destination		Α	irport Da	ta		
Basic Weather - VMC	RIVERSIDE, CA						
Wind Dir/Speed- 270/005 KTS	. = 0 (• N/A	
Visibility - 100.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Type of Clearar					· N/A · N/A	
Obstructions to Vision- NONE		- FORCED LAND		Runway	Status	- IN/ A	
Precipitation - NONE	Type Apch/ Ling	- FORCED LAND	ING				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 57	Medical Cert	ificato			TVERS/ITM	тт
Certificate(s)/Rating(s)	Biennial Flight Revie			Time (Ho		1112103/2110	
PRIVATE		ES Total				Hrs -	2
SELAND	Months Since -	10 Make/Mod	el- 1	025		Days- UN	
	Aircraft Type - (C-150 Instrume	nt-	25	Last 90) Days-	3
		Multi-En	g - UNK	/NR	Rotorc	raft - UN	
Instrument Rating(s) - NONE							
-Narrative							
ING THE INITIAL CLIMB AFTER TAKEOFF, T	HE ENG LOST POWER. THE PL	F THEN MADE A WHEEL		NDING ON HT TANK W			

ACCIDENT.

File No 11	85 2/17/84	RIALTO,CA			e (Lc1) - 1045 PS	
	LOSS OF POWER(TOTA TAKEOFF - INITIAL	AL) - NON-MECHANICAL CLIMB				
	TOR POSITION - IMPRO ARVATION	NADEQUATE - PILOT IN COM DPER - PILOT IN COMMAND	IMAND			
	FORCED LANDING DESCENT - EMERGENO					
urrence #3 se of Operation	IN FLIGHT COLLISIC LANDING - FLARE/TC	DN WITH TERRAIN				
ding(s) . TERRAIN CONDITI	ON - ROUGH/UNEVEN			· · · ·		
-Probable Cause National Transpo	DING - INTENTIONAL 	· · · · · · · · · · · · · · · · · · ·	obable Cause(s) of this			
-Probable Cause National Transpo are finding(s) 1,	DING - INTENTIONAL rtation Safety Board 2	d determines that the Pr			 	
-Probable Cause National Transpo are finding(s) 1,	DING - INTENTIONAL 	d determines that the Pr				
-Probable Cause National Transpo are finding(s) 1,	DING - INTENTIONAL rtation Safety Board 2	d determines that the Pr				
-Probable Cause National Transpo are finding(s) 1, tor(s) relating t	DING - INTENTIONAL rtation Safety Board 2 o this accident is/a	d determines that the Pr				
-Probable Cause National Transpo are finding(s) 1, tor(s) relating t	DING - INTENTIONAL rtation Safety Board 2 o this accident is/a	d determines that the Pr				
-Probable Cause National Transpo are finding(s) 1, tor(s) relating t	DING - INTENTIONAL rtation Safety Board 2 o this accident is/a	d determines that the Pr				
-Probable Cause National Transpo are finding(s) 1, tor(s) relating t	DING - INTENTIONAL rtation Safety Board 2 o this accident is/a	d determines that the Pr				

Brief of Accident

File No 1193 3/09/84 CARLSE	BAD,CA A/C	Reg. No. N74862	Т	ime (Lcl)	- 1627 PS	T
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL		ft Damage ANTIAL Crew	Fatal 0	Injur Serious O		None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	0
Aircraft Information Make/Model - GRUMMAN AA-5B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Number Engines - Engine Type - F	YCOMING D-360-A4K 1 ECIPROCATING-CARBUR 180 HP	S	Installed// itall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 260/005 KTS Visibility - 6.0 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - NONE Obstructions to Vision- HAZE	Itinerary Last Departure Poir EL MONTE,CA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE - VFR	ON AIR Airport D MCCLEL Runway Runway Runway	Data LAND-PALOM / Ident / Lth/Wid / Surface	- 24 - 4700/	
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
	Age - 49 Biennial Flight Review		ite - VALIC ht Time (F		D WAIVERS	/LIMIT
PRIVATE	Current - YES	Total -			4 Hrs -	2
SE LAND	Months Since - 16			Last 30		17
JL LAND						35
JE LAND	Aircraft Type - PA-28				Days-	

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT WHEN THE ACFT WAS ABOUT 10 FT AGL & HE WAS BEGINNING TO FLARE FOR A LANDING ON RWY 24, A SLIGHT GUST OF WIND CAUSED THE PLANE TO DRIFT TO THE EDGE OF THE RWY. THE PLT BEGAN CORRECTING FOR THE DRIFT, BUT THE PASSENGER GRABBED THE YOKE & PLACED HIS FEET FIRMLY ON THE RUDDER PEDALS. REPORTEDLY, THE PASSENGER "FROZE ON THE CONTROLS." THE PLT DIRECTED THE PASSENGER TO RELEASE THE CONTROLS & HIT HIM TWICE IN THE CHEST. AS THE ACFT CONTINUED TO VEER OFF COURSE, THE PASSENGER RELEASED THE CONTROLS, BUT BY THIS TIME, THE ACFT WAS HEADED TOWARD PARKED ACFT. ACCORDING TO THE PLT, THERE WAS INSUFFICIENT TIME & DISTANCE AVAILABLE TO CORRECT THE SITUATION. THE ACFT CRASHED INTO A CESSNA 182K, N2584F; A CESSNA 152, N24384; & A CESSNA 150, N63206. THE PASSENGER DID NOT REMEMBER GRABBING THE ACFT CONTROLS.

File No 11	93 3/09/84	CARLSBAD, CA	A/C Reg. No. N74862	Time (Lc1) - 1627 PST
ccurrence #1 hase of Operation	MISCELLANEOUS/OT LANDING - FLARE/	HER TOUCHDOWN		
4. PROPER ALIGNMEN 5. CONTROL INTERFE	DN - GUSTS R WIND CONDITIONS T - NOT MAINTAINED RENCE - PERFORMED	- INADEQUATE - PILO - PILOT IN COMMAND - PASSENGER	T IN COMMAND NDITION - PILOT IN COMMAND	
ccurrence #2 nase of Operation				
inding(s) 7. AIRCRAFT HANDLI	NG - NOT MAINTAINE	D - PILOT IN COMMANN	0	a de la companya de l
ccurrence #3 hase of Operation		ION WITH OBJECT		
inding(s) 8. OBJECT - AIRCRA				
Probable Cause				

is/are finding(s) 5,7

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

Brief of Accident

File No 1190 4/02/84 CONCO	RD,CA A/CI	Reg. No. N81300	т	ime (Lcl) -	1446 PST	
Basic Information Type Operating Certificate-NONE (GENERAI		t Damage		Injur		
	SUBST		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	ON GRI	OUND Pass	0	0	0	0
Accident Occurred During -STANDING						
Aircraft Information						
Make/Model - PIPER PA-28-236	Eng Make/Model - L	COMING 0-540-J3ASD	ELT	Installed/Ac	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	g System	- YES
Max Gross Wt - 3000	5	ECIPROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t i i i i i i i i i i i i i i i i i i i	ON AIR			
Method - N/A	CONCORD, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	UNK/NR			AN FIELD		
Wind Dir/Speed- 230/007 KTS	0.1.1, 1.1.1				N/A	
Visibility - 20.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - 4500 FT SCAT		- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- VFR	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
PRIVATE	Current - UNK/N				Hrs - UN	K/NR
SE LAND	Months Since - UNK/N		IK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N					
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						

----Narrative----

WHILE THE PLT WAS WAITING FOR A TAKEOFF CLEARANCE, TOWER PERSONNEL NOTIFIED HIM THAT THE ACFT APPEARED TO BE ON FIRE. THE PLT SHUT DOWN THE ENG & EXITED THE ACFT. THE FIRE DEVELOPED, BUT WAS MAINLY CONFINED TO THE ENG COMPARTMENT. IT WAS PROMPTLY EXTINGUISHED BY THE LOCAL FIRE DEPARTMENT. AN EXAM REVEALED FUEL STAINS ON THE BELLY SKIN PANELS AFT OF THE FIREWALL & IN LINE WITH THE ELECTRIC BOOST PUMP, INDICATING A PRIOR FUEL LEAK. ALSO, AN INSPECTION OF THE MUFFLER REVEALED IT WAS BLOWN OPEN WHICH ALLOWED EXHAUST GAGES TO ENTER THE ENG COMPARTMENT. THE LAST INSPECTION OF THE ACFT WAS APRX 101 HRS PRIOR TO THE SUBJECT FIRE.

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1.1

4. MISCELLANEOUS - FIRE

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----Probable Cause----

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

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

Brief of Accident

File No 1194 4/07/84 MOORP	ARK,CA	A/C Reg. No. N37	49W	т	ime (Lc1) -	0758 PST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -AERIAL OBSER) Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Aircraft Damage SUBSTANTIAL Fire IN FLIGHT	Crew Pass	Fatal O O	1		None O O
Aircraft Information Make/Model - BALLOON WORKS FIRE FLY Landing Gear - N/A Max Gross Wt - 1660 No. of Seats - UNK/NR	7 Eng Make/Mod Number Engin Engine Type Rated Power	es - N/A - N/A			Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 225/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MOREPARK,CA ATC/Airspace Type of Fligh Type of Clear	t Plan - NONE	A	OFF AI irport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL NONE	Age - 32 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Totał 17 Make/M	Flight -	Time (H 225 225	ours) Last 24 Last 30) Days-	0 12 40

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT AFTER COMPLETING THE 2ND FLT OF THE MORNING, HE CHANGED THE FUEL TANK & ACQUIRED NEW PASSENGERS. HE STATED THAT DURING THE 1ST 2 FLTS, THE BALLOON HAD NOT DRIFTED MORE THAN 100 YDS FROM ITS POINT OF LIFT-OFF. AS THE BALLOON ASCENDED ON THE 3RD FLT, THE WIND CONDITION CHANGED. AT ABOUT 10 FT AGL, IT BEGAN DRIFTING TOWARD NEARBY POWER LINES. AS SOON AS THE PLT REALIZED THE BALLOON WOULD NOT CLEAR THE LINES, HE GRABBED THE VENT ROPE TO RIP THE TOP; HOWEVER, THE BALLOON DRIFTED INTO THE POWER LINES. STEEL CABLES SUSPENDING THE GONDOLA TOUCHED THE POWER LINES & A SHOWER OF SPARKS DEVELOPED. ALL OCCUPANTS WERE SERIOUSLY BURNED WHEN BITS OF HOT METAL CONTACTED THEIR HEADS, NECKS & BACKS.

File No 1194	4/07/84	MOORPARK,CA	A/C Reg. No. N3749W	Time (Lc1) - 0758 PST
Occurrence #1] Phase of Operation]	N FLIGHT COLLIS AKEOFF	ION WITH OBJECT	•	
Finding(s) 1. PLANNING-DECISION 2. WEATHER CONDITION 3. WEATHER EVALUATI 4. TERRAIN CONDITION 5. ABORTED TAKEOFF 6. OBJECT - WIRE,TRAN	- UNFAVORABLE W ON - IMPROPER - - HIGH OBSTRUCT - DELAYED - PIL	IND PILOT IN COMMAND ION(S)		
Occurrence #2 F Phase of Operation	IRE/EXPLOSION AKEOFF			
Finding(s) 7. BALLOON EQUIPMENT,	SUSPENSION SYST	EM - ARCING		
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) 2,4,6

Brief of Accident

GS ISLAND,CA A/C R	eg. No. N3387	T 	ime (Lc1) -	1515 PST	
SUBSTA Fire	NTIAL	Fatal O O			None 0 0
Number Engines - 1 Engine Type - RE	CIPROCATING-CARBURE	S			
SONOMA,CA Destination SONOMA,CA ATC/Airspace Type of Flight Plan Type of Clearance	- NONE - NONE	OFF AI Airport D Runway Runway Runway Runway	RPORT/STRIP ata Ident - Lth/Wid - Surface -	N/A N/A	
Current - YES Months Since - 14	Fligh Total - UN Make/Model- UN Instrument- UN	t Time (H <td>ours) Last 24 Last 30 Last 90</td> <td>Hrs - UN Days- UN Days- UN</td> <td>K/NR K/NR K/NR</td>	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	K/NR K/NR K/NR
	AL AVIATION) Aircraf SUBSTA Fire NONE Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power - Itinerary G Last Departure Point SONOMA,CA Destination SONOMA,CA Destination SONOMA,CA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg Age - 63 Biennial Flight Review Current - YES Months Since - 14	AL AVIATION) Aircraft Damage SUBSTANTIAL Fire Crew NONE Pass Eng Make/Model - CONTINENTAL W-670-6N Number Engines - 1 Engine Type - RECIPROCATING-CARBURET Rated Power - 220 HP Itinerary G Last Departure Point SONOMA,CA Destination A SONOMA,CA Destination A SONOMA,CA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Age - 63 Medical Certificate Age - 63 Medical Certificate Flight Current - YES Total - UNK Months Since - 14 Make/Model- UNK Aircraft Type - UNK/NR Instrument- UNK	AL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Fire Crew O NONE Pass O Eng Make/Model - CONTINENTAL W-670-6N ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 220 HP Itinerary Airport G Last Departure Point OFF AI SONOMA,CA Destination Airport D SONOMA,CA ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - NONE Age - 63 Medical Certificate - VALID Biennial Flight Review Flight Time (H Current - YES Total - UNK/NR Months Since - 14 Make/Model - UNK/NR	AL AVIATION) Aircraft Damage Injur SUBSTANTIAL Fatal Serious Fire Crew 0 1 NONE Pass 0 1 Eng Make/Model - CONTINENTAL W-670-6N ELT Installed/Au Number Engines - 1 Stall Warning Engine Type - RECIPROCATING-CARBURETOR Rated Power - 220 HP Itinerary Airport Proximity G Last Departure Point OFF AIRPORT/STRIP SONOMA,CA Destination Airport Data SONOMA,CA Destination Airport Data SONOMA,CA ATC/Airspace Runway Ident - Type of Flight Plan - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - NONE Age - 63 Medical Certificate - VALID MEDICAL-WA Biennial Flight Review Flight Time (Hours) Current - YES Total - UNK/NR Last 24 Months Since - 14 Make/Model- UNK/NR Last 30 Aircraft Type - UNK/NR Instrument- UNK/NR Last 30	AL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor Fire Crew 0 1 0 NONE Pass 0 1 0 NONE Pass 0 1 0 Eng Make/Model - CONTINENTAL W-670-6N ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 220 HP Itinerary Airport Proximity G Last Departure Point OFF AIRPORT/STRIP SONOMA,CA Airport Data SONOMA,CA Runway Ident - N/A Type of Flight Plan - NONE Runway Surface - N/A Type of Clearance - NONE Runway Status - N/A Type Apch/Lndg - NONE Age - 63 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Flight Time (Hours) Current - YES Total - UNK/NR Last 24 Hrs - UN Aircraft Type UNK/NR Instrument-UNK/NR Last 30 Days- UN

----Narrative----

DURING A LOCAL FLT, THE ACFT CRASHED ON THE SIDE OF A LEVEE WHILE MANEUVERING. BOTH PLTS WERE SERIOUSLY INJURED & NEITHER OF THEM COULD RECALL DETAILS OF THE FLT. AN EXAM OF THE CRASH SITE REVEALED THE PLANE WAS TRAVELING NEARLY PARALLEL WITH THE LEVEE WHEN IT CRASHED. GRASS (18 INCHES TALL) ON THE LEVEE HAD BEEN NEATLY SLICED PRIOR TO THE PRINCIPAL IMPACT. THE WIDTH OF THE SWATH MEASURED THE APRX WING SPAN OF THE LOWER WINGS. AFTER IMPACT, THE MAIN WRECKAGE TRAVELED ABOUT 100 FT BEFORE COMING TO REST. NO PREIMPACT/MECHANICAL PART FAILURE OR MALFUNCTION WAS EVIDENT.

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 1. MANEUVER - PERFORMED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. TERRAIN CONDITION - DIRT BANK 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND	File No 119	91 4/13/84	SCAGGS ISLAND, CA	A/C Reg. No. N3387	Time (Lcl) - 1515 PST	
1. MANEUVER - PERFORMED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. TERRAIN CONDITION - DIRT BANK			ION WITH TERRAIN			
	1. MANEUVER - PERFO 2. ALTITUDE - MISJU 3. TERRAIN CONDITIO	DGED - PILOT IN CO NN - DIRT BANK	DMMAND			

*

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	FRAI AVIATION)	Aircraft Damage	.		Injur	ies	
		DESTROYED	-	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - HALL-CAVALIER SA-102	.5 Eng Make/Mod	del - LYCOMING (nes - 1)-235	ELT I	installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1550		nes - 1 - RECIPROCAT			all Warnir	ng System	- NU
No. of Seats - 2	Rated Power		ING-CARBURET	UK			
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF				ON AIRF	ORT		
Method - N/A	SCHELLVILLE	E,CA					
Completeness - N/A	Destination		A	irport Da			
Basic Weather - VMC	PALO ALTO,O	CA			TO OF SANT		
Wind Dir/Speed- 270/010 KTS Visibility - 25.0 SM	ATC/Airspace				Ident -		C.E.
Lowest Sky/Clouds - 3000 FT S	···· •, ··· = = -	at Blan - NONE			Lth/Wid - Surface -		65
Lowest Ceiling - 10000 FT B					Status -		
Obstructions to Vision- NONE	Type Apch/Lnd	ia - TRAFFI	IC PATTERN	Kullway	512103	DRT	
Precipitation - NONE		FULL					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 64 Biennial Flight Rev	Medica	l Certificate	- EXPIRE	D		
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Flight	Time (Ho	ours)		-
PRIVATE	Current Months Since	- YES Tot	tal - 1	200	Last 24	l Hrs -	2
SE LAND	Months Since Aircraft Type	- 15 Mai	<e model-<="" td=""><td>7</td><td>Last 30</td><td>) Days-</td><td></td></e>	7	Last 30) Days-	
	Aircraft Type				Last 90) Days-	8 IV / ND
		MU	lti-Eng - UNK	/ NR	ROTOPCI	raft - UN	IK/ NR
Instrument Rating(s) - NONE							

File No 11	34 4/29/84	PALO ALTO,CA	A/C Reg. No. N491HC	Time (Lc1) - 1440 PDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPE 2. RECOVERY FROM BO		ND MPROPER - PILOT IN CO	MMAND	
Occurrence #2 Phase of Operation				
Finding(s) 3. LANDING GEAR,NO			· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation	OTHER			
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 1183 4/29/84 FOR	T ORD,CA A/C R	Т	ime (Lc1) -	1645 PDT		
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0 0		1 1
Aircraft Information Make/Model - CESSNA 150J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S	Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NWS Method - UNK/NR	Itinerary Last Departure Point NAPA.CA			Proximity RPORT/STRIP	,	
Completeness - UNK/NR Basic Weather - VMC	Destination MONTEREY,CA		Airport D			
Wind Dir/Speed- 270/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Flig Total -	ht Time (H 483		Hre -	2
SE LAND, ME LAND	Months Since - 20	Make/Model-				6
	Aircraft Type - T-34B	Instrument- Multi-Eng -	150) Days-	11

Instrument Rating(s) - AIRPLANE

----Narrative----

BEFORE TAKING OFF, THE PLT NOTED THAT THE LEFT FUEL GAGE INDICATED A LITTLE LESS THAN 1/2 FULL & THE RIGHT GAGE SHOWED APRX 1/2 FULL. HE STATED THAT A "VISUAL INSPECTION SHOWED ABOUT THE SAME, AS MUCH AS I COULD SEE." THE FLT WAS UNEVENTFUL UNTIL THE ENG SUDDENLY LOST PWR ABOUT 3 MILES FROM THE DESTINATION. AN EMERGENCY LANDING WAS MADE ON ROUGH, UNEVEN TERRAIN WHERE THE NOSE GEAR COLLAPSED DURING THE ROLL-OUT. THE PLT REPORTED THAT A FEW MINUTES BEFORE THE POWER LOSS, HE HAD CHECKED THE FUEL GAGES & THEY INDICATED ABOUT 1/4 FULL. AUTOMOTIVE FUEL WAS BEING USED & AN STC HAD BEEN ISSUED FOR THAT PURPOSE. ABOUT 2 1/2 GALS OF FUEL WERE DRAINED FROM THE ACFT.

File No 11	33 4/29/84 FORT ORD,CA	A/C Reg. No. N5559G	Time (Lcl) - 1645 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH		
2. ENGINE INSTRUME 3. BRAKES(NORMAL	GHT - INADEQUATE - PILOT IN COMMAND NTS,FUEL QUANTITY GAGE - FALSE INDICATION) - MISJUDGED - PILOT IN COMMAND NADEQUATE - PILOT IN COMMAND HAUSTION		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. TERRAIN CONDITI 7. LANDING GEAR,NO	• • • • •		
Probable Cause			

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

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

Brief of Accident

File No 1059 5/19/84 BIG B		A/C Reg. No. N			ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERAN		rcraft Damage ESTROYED		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi	re N GROUND	Crew Pass	0	1		0 0
Aircraft Information Make/Model - CESSNA TR182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Number Engines	- RECIPROCATI		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/004 KTS Visibility - 5.0 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure BIG BEAR CITY Destination TORRANCE,CA ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	,CA Plan - NONE ce - NONE		OFF AI Airport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	O7 5850/ ASPHALT DRY	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 50 Biennial Flight Revie Current - Y Months Since - 2 Aircraft Type - L	ES Tota 2 Make		t Time (H 803 276	Last 24 Last 30	Hrs - Days-	IIT 0 6 13

Instrument Rating(s) - AIRPLANE

----Narrative----

JUST AFTER TAKEOFF, SHORTLY AFTER LANDING GEAR RETRACTION, THE ENG BACKFIRED AND EXPERIENCED A TOTAL POWER LOSS. THE PLT LOWERED THE LANDING GEAR AND LANDED STRAIGHT AHEAD JUST OFF THE RWY. THE ACFT BOUNCED ONCE AND CAME TO REST IN A CITY PARK. IT IMMEDIATELY CAUGHT FIRE. THE TWO OCCUPANTS ESCAPED FROM THE ACFT, BUT WERE SERIOUSLY BURNED. INSPECTION OF THE ENGINE FOLLOWING THE ACCIDENT SHOWED EVIDENCE OF OVERHEATING. THERE WERE INDICATIONS ON ALL SPARK PLUGS OF HEAVY DEPOSITS OF LEAD AND OIL. THE SPARK PLUGS WERE NOT GAPPED CONSISTANTLY. THE ELECTRODES WERE GRAY IN COLOR. TESTS CONDUCTED ON THE PLUGS REVEALED THAT THE MAJORITY FAILED TO FIRE AT HIGH MANIFOLD PRESSURES. THE DENSITY ALTITUDE WAS APPROXIMATELY 10000 FT MSL. THE PLT STATED THAT ON RUN-UP THE ENGINE RAN ROUGH, BUT LEANING THE MIXTURE HELPED. HE STATED THAT HE ADJUSTED THE MIXTURE TO FULL RICH FOR TAKEOFF.

Brief of Accident (Continued) File No. - 1059 5/19/84 BIG BEAR CITY, CA A/C Reg. No. N756BS Time (Lcl) - 1348 PDT _____ LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -2. IGNITION SYSTEM, SPARK PLUG - OTHER 3. IGNITION SYSTEM, SPARK PLUG - LEADED PLUGS 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE 5. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - TREE(S) _____ ----------Probable Cause----

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

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

Brief of Accident

Type of Operation-INSTRUCTIONALFireFlight Conducted Under-14 CFR 103NONEAccident Occurred During-LANDING-Aircraft InformationMake/Model-Make/Model- PIONEER FLT STAREng Make/ModelLanding Gear- TRICYCLE-FIXEDNumber Engines -Max Gross Wt- UNK/NREngine TypeNo. of Seats-1Rated PowerEnvironment/Operations InformationItineraryWe ather DataItineraryMethod- N/ASAME AS ACC/INCCompletenessN/ADestinationBasic Weather- VMCLOCAL	KAWASAKI 44 1 RECIPROCATI 35 HP	Crew Pass OA NG-CARBURETOR 	0 0 ELT In Sta	111 Warnin	Minor O O ctivated - g System -	NO
Landing Gear - TRICYCLE-FIXED Number Engines - Max Gross Wt - UNK/NR Engine Type - No. of Seats - 1 Rated Power - -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Poil Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL	1 RECIPROCATI 35 HP	NG-CARBURETOR	Sta	111 Warnin	g System -	NO
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PoilMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- VMCLOCAL	Int					
Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan Lowest Ceiling - NONE Type of Clearance Obstructions to Vision- NONE Type Apch/Lndg Precipitation - NONE Condition of Light - DAYLIGHT	- NONE	Air	ON AIRPO port Dat SUNSET S Runway I Runway L Runway S		UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Age - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review NONE Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE	Tota Make Inst	Certificate - Flight T 1 - 2 Model- UNK/N rument- UNK/N i-Eng - UNK/N	ime (Hou :0 IR IR	urs) Last 24 Last 30 Last 90	Hrs - UNA Days- UNA Days- UNA aft - UNA	

File No. - 1126 5/19/84 ELK GROVE,CA A/C Reg. No. NONE Time (Lc1) - 1000 PDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. IGNITION SYSTEM, IGNITION COIL - DISCONNECTED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. OBJECT - OBJECT З. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

-Basic Information					• •		
Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NON		Pass	Ö	õ	Ó	õ
Accident Occurred During -DESCENT							
Make/Model - SCHWEIZER SGS1-26D	Eng Make/Model -					Activated	
Landing Gear - UNK/NR	Number Engines -			St	all Warni	ng System	- NO
Max Gross Wt - 600	Engine Type -						
No. of Seats - 1	Rated Power -	N/A					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	PORT/STRI	Р	
Method - N/A	LUCERNE VALLEY,	CA					
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	SAMÉ AS ACC/INC				T al a ca d		
Wind Dir/Speed- UNK/NR						- N/A - N/A	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pl					- N/A - N/A	
Lowest Ceiling - NONE	Type of Clearance					- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg		TTERN	Kuliway	Jiaius	N/ A	
Precipitation - NONE	Type Apeny Endg	10.10	TICKI				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 63					AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (Ho			
COMMERCIAL, CFI	Current - YES			1822		4 Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - 2	Make/Mo	del-	2	Last 3	0 Days-	1
GLIDER	Aircraft Type - 2-3	3 Instrum Multi-E		194 390	Last 9	0 Days-	1
Instrument Rating(s) - NONE							

RELEASED THE TOW CABLE AT ABOUT 900 FT & BEGAN SEARCHING FOR LIFT. NO LIFT WAS FOUND. AFTER A SHORT TIME, HE ATTEMPTED TO RETURN TO THE DEPARTURE POINT. WHILE MANEUVERING AT LOW ALT ON BASE LEG, A THERMAL WAS ENCOUNTERED AND THE PLT'S VISIBILITY WAS MOMENTARILY RESTRICTED BY A DUST PLUME. AT ABOUT THAT TIME, THE GLIDER STALLED, ITS RIGHT WING TIP CONTACTED TERRAIN & IT CARTWHEELED. AFTER THE ACCIDENT, THE DIRECTION OF LAUNCH WAS CHANGED DUE TO A WIND SHIFT. THE PLT STATED, THE APCH "WAS BAD PLANNING ON MY PART."

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Time (Lc1) - 1330 PDT File No. - 1146 5/28/84 LUCERNE VALLEY,CA A/C Reg. No. N7710S Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH ~ VFR PATTERN - BASE TURN Finding(s) 3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND 4. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND 5. 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) 1,5

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

.

Brief of Accident

File No 1145 6/02/84 SAN	N FERNANDO,CA A/C Reg. No. N9518H			ime (Lc1) -	0800 PD	F
Basic Information Type Operating Certificate-NONE (GENE	-	t Damage	Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - L\ Number Engines - Engine Type - Rf Rated Power -	I	S	Installed/A tall Warnir		
Environment/Operations Information	Itinerary		Aippont	Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIR			
Method - TELEPHONE	BULLHEAD CITY, AZ					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM	SAN FERNANDO,CA			RNANDO Jdent -	19	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan	- VFR			ASPHALT	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica			IVERS/LI	TIN
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YES	Total -	nt Time (H		Hre -	2
SE LAND	Months Since - 10					15
	Aircraft Type - C-152				Davs-	27

Instrument Rating(s) - NONE

----Narrative----

WHEN THE PLT MADE HIS 1ST APCH TO LAND, THE ACFT WAS TOO HIGH ON FINAL, SO HE MADE A GO-AROUND. HE REPORTED THAT ON THE 2ND APCH, THE ACFT WAS TRAVELING TOO FAST & FLOATED FOR A LONG PERIOD PRIOR TO TOUCHING DOWN. DURING THE LANDING, THE ACFT BOUNCED & IMPACTED IN A NOSE DOWN ATTITUDE. THE NOSE GEAR COLLAPSED & THE ACFT SKIDDED TO A STOP ON THE RWY. THE FIREWALL & FORWARD CABIN AREA WERE ALSO BUCKLED.

File No 114	5 6/02/84	SAN FERNANDO,CA	A/C Reg. No. N9518H	Time (Lc1) - 0800 PDT	
Occurrence #1 Phase of Operation		TOUCHDOWN			
Finding(s) 1. FLARE - IMPROPER 2. RECOVERY FROM BO		ND MPROPER - PILOT IN COMMA	ND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation				-	
Finding(s) 3. LANDING GEAR,NOS	E GEAR - OVERLOAD		and an		
Probable Cause					
The National Transpor	tation Safety Boa	rd determines that the P	robable Cause(s) of this accide	ent	

is/are finding(s) 1,2

•

Brief of Accident

File No 1013 6/06/84 ROSAMO	ND,CA A/CR	eg. No. N5335M	т	ime (Lc1) -	2255 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		Crew	1 1	0 0	0 0	0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - 1	CIPROCATING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SANTA ANA.CA			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 360/035 KTS	Destination BAKERSFIELD,CA		Airport Da		N/A	
Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OBSCURED Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - NIGHT(DARK)	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway		N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Fligh Total - Make/Model-	t Time (Ho 100 60 <td>ours) Last 24 Last 30 Last 90</td> <td>Hrs - UN</td> <td>K/NR K/NR K/NR</td>	ours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH RISING TERRAIN AT THE 4200 FT LEVEL ABOUT 3 MILES SOUTH OF ELEVATIONS OF 6800 FT. GUARDS ON DUTY WITHIN A MILE OF THE ACCIDENT SITE SAID THE WEATHER AT THE TIME OF THE ACCIDENT WAS FOGGY WITH A LIGHT DRIZZLE AND NORTH WINDS OF 35 KTS. THE ACFT CRASHED ON A HEADING OF 180 DEGREES, WINGS LEVEL, IN A DESCENT AT HIGH SPEED. THE PLT HAD CALLED ONTARIO FSS AND ASKED FOR PLT REPORTS OF WEATHER OVER LAKE HUGHES AND INTO BAKERSFIELD. THE FSS HAD NO PLT REPORTS BUT ASKED IF HE WAS AWARE OF SIGMET MIKE 7. THE PLT SAID HE WAS. HE WAS GIVEN BAKERSFIELD WEATHER AND TOLD THAT PORTERVILLE VORTAC WAS OUT OF SERVICE. THE PLT ACKNOWLEDGED THIS INFORMATION. THERE IS NO RECORD OF FURTHER RADIO CONTACT WITH THE ACFT DID NOT ARRIVE AT BAKERSFIELD AND AT ABOUT 1100 PDT THE NEXT DAY THE WRECKAGE WAS SIGHTED ABOUT 19 NM WEST OF ROSAMOND.

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6/06/84 File No. - 1013 ROSAMOND, CA A/C Reg. No. N5335M Time (Lc1) - 2255 PDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND 2. IN FLIGHT WEATHER ADVISORIES - INITIATED - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. WEATHER CONDITION - RAIN 7. WEATHER CONDITION - MOUNTAIN WAVE 8. WEATHER CONDITION - TURBULENCE 9. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 10. TERRAIN CONDITION - MOUNTAINOUS/HILLY 11. TERRAIN CONDITION - RISING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 9

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8,10,11

Brief of Accident

File No 1188 6/09/84 LEE VINING,CA		A/C Reg. No. N147DS			Time (Lc1) - 0900 PDT			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injurie Serious	es Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	1 0	0 1	0 0	
Aircraft Information								
Make/Model - LEE THORPE T-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1550 No. of Seats - 2		RECIPROCATION			Installed/Act tall Warning			
Environment/Operations Information Weather Data Wx Briefing - FSS	Itinerary Last Depart	ure Point		Airport ON AIR	Proximity PORT			
Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC	NAPA,CA Destination LEE VININ	G,CA	Α	irport D LEE VI	NING			
Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		ght Plan - VFR arance - NONE		Runway Runway	· Ident - 1 · Lth/Wid - · Surface - A · Status - D	4090/ SPHALT	50	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/L	ndg - TRAFFI	C PATTERN					
Personnel Information			o			/FDC // TM		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 66 Biennial Flight R			- VALID Time (H	MEDICAL-WAI	ERS/LIM	11	
COMMERCIAL	Current	- YES Tota	al - 1	950	Last 24 H	Irs -	0	
SE LAND, SE SEA	Months Since	-11 Make	e/Model-	170	Last 30 [12	
HELICOPTER	Aircraft Type	- T-18 Ins Mul	trument- UNK ti-Eng ~	/NR 700	Last 90 [Rotorcraf		30 42	
Instrument Rating(s) - NONE								

----Narrative----

THE PLT REPORTED THAT DURING A LANDING IN CALM AIR, THE ACFT BEGAN VEERING RIGHT WHEN HE APPLIED THE BRAKES. HE CORRECTED WITH LEFT RUDDER & BRAKE, THEN THE ACFT VEERED LEFT. SUBSEQUENTLY, IT VEERED OFF THE LEFT SIDE OF THE RWY, WENT DOWN A GRADE & NOSED OVER. THE PLT REPORTED THAT THERE WAS NOTHING WRONG WITH HIS ACFT & SUGGESTED THAT HE OVER-CORRECTED WHEN HE APPLIED LEFT RUDDER & BRAKE. THE ARPT ELEV WAS 6802 FT.

File No. - 1188 6/09/84 LEE VINING,CA A/C Reg. No. N147DS Time (Lc1) - 0900 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----

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

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

Brief of Accident

File No 1118 6/24/84 LEE VI	File No 1118 6/24/84 LEE VINING,CA				Time (Lcl) -	1040 PD	T
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D DESTROYED		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire ON GROUND		rew O ass O	0 2	1 0	0 0
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Number Er	/Model - LYCOM ngines - 1 /pe - RECIP /er - 18	ROCATING-CAR	:	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•	ture Point LAKES,CA			Proximity IRPORT/STRIF	5	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 09C/015 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		RE,CA e light Plan - N learance - N		Runwa Runwa	y Ident y Lth/Wid · y Surface ·	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND		Review	F Total Make/Model	light Time (- 550 - 450	Hours) Last 24	4 Hrs -) Days- U	5

Instrument Rating(s) - AIRPLANE

----Narrative----

1

THE PLT REPORTED THAT AFTER ENTERING TIOGA PASS, HE MADE A LEFT TURN TO FOLLOW THE CENTER OF THE PASS & THE ACFT BEGAN TO SINK. HE APPLIED FULL POWER & WENT TO THE BEST ANGLE OF CLIMB SPEED, BUT WAS UNABLE TO STOP THE SINK. THE ACFT THEN HIT AN ELECTRICAL TRANSMISSION TOWER, CRASHED & BEGAN BURNING. THE 2 PASSENGERS RECEIVED SERIOUS BURNS. THE PLT & A PERSON ON THE GROUND RECEIVED MINOR INJURIES. THE ELEVATION OF THE CRASH SITE WAS 9538 FT. THE DENSITY ALT WAS APRX 13,000 FT. GROUND WITNESSES SAID THE ACFT WAS FLYING EXCESSIVELY LOW PRIOR TO THE ACCIDENT.

		Brief of	Accident (Continued)	
File No 11	18 6/24/8	4 LEE VINING,CA	A/C Reg. No. N5269V	Time (Lc1) - 1040 PDT
Occurrence #1 Phase of Operation		COUNTER WITH WEATHER		
Finding(s) 1. IN-FLIGHT PLANN 2. TERRAIN CONDITI 3. WEATHER CONDITI 4. WEATHER CONDITI 5. WEATHER CONDITI 6. DESCENT - UNC	ON - MOUNTAINOU ON - HIGH DENS ON - MOUNTAIN V ON - DOWNDRAFT	TY ALTITUDE VAVE	MAND	
Occurrence #2 Phase of Operation Finding(s) 7. OBJECT - ELECT	DESCENT - UN	CONTROLLED		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1	ortation Safety	Board determines that t	he Probable Cause(s) of this accid	dent

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

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Brief of Accident

Basic Information					.			
Type Operating Certificate-NONE (GENERAL AVIATION)	(ATION) Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Min			nor None	
Type of Operation -INSTRU	CTIONAL	Fire	Crew	0	0			
Type of Operation -INSTRU Flight Conducted Under -14 CFR	91	NONE	Pass	ŏ	ŏ	ŏ	ò	
Accident Occurred During -TAKEOF				•	-	-	-	
Aircraft Information								
Make/Model - SCHWEIZER SGS-126	5	/Model - N/A					ed - NO -N/	
Landing Gear - SKI/WHEEL		ngines - N/A		St	tall Warni	ing Syste	em – NO	
Max Gross Wt - 922		ype - N/A						
No. of Seats - 1	Rated P	wer - N/A						
Environment/Operations Information-								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BR		rture Point		OFF AI	RPORT/STR1	[P		
Method - N/A		ACC/INC						
Completeness - N/A	Destinati	'n	ļ	Airport Da	ata			
Basic Weather - VMC	LOCAL			_				
Wind Dir/Speed- 180/010 KTS					Ident	- N/A		
Visibility - 10.0 SM	ATC/Airspa		_		•			
Lowest Sky/Clouds - 4000 F								
Lowest Ceiling - 4000 F				Runway	Status	- N/A		
Obstructions to Vision- NONE	, , , , , , , , , , , , , , , , , , ,	I/Lndg - NON	E					
Precipitation - DRIZZLE								
Condition of Light - DAYLIGH	 							
Personnel Information								
Pilot-In-Command	Age - 33		cal Certificate					
Certificate(s)/Rating(s)	Biennial Fligh			t Time (He				
STUDENT	Current	- N/A	Total -	18	Last 2	24 Hrs -		
		e - N/A	Total - Make/Model- Instrument-	3	Last 3	BO Days-		
	Aircraft T	′pe − N/A	Instrument-	0	Last 9	30 Days-	12	

Instrument Rating(s) - UNK/NR

----Narrative----

THE STUDENT PLT REPORTED THAT DURING A WINCH LAUNCH WITH A LEFT X-WIND, THE WIND LIFTED THE LEFT WING & THE RIGHT WING CONTACTED THE GROUND. THE GLIDER THEN VEERED TO THE RIGHT & THE RIGHT WING HIT A WIND SOCK & A VEHICLE. HE REPORTED THAT A WIND-SHIFT HAD JUST OCCURRED & THE X-WIND WAS FROM 180 DEGS AT 10 KTS GUSTING TO 15 KTS.

File No. - 1187 6/24/84 LUCERNE VALLEY,CA A/C Reg. No. N7712S Time (Lcl) - 1030 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER CONDITION - CROSSWIND 5. WEATHER CONDITION - GUSTS 6. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 9. OBJECT - UTILITY POLE 10. OBJECT - VEHICLE ------_____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

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

Brief of Accident

Basic Information Type Operating Certific			aft Damage		Injur	tos	
Type operating certific	Jace on DEMAND A		ROYED	Fatal	Serious		None
Type of Operation	-PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 91	ON G	ROUND Pass	Ó	1	1	0
Accident Occurred Durir	ng -DESCENT ·						
Aircraft Information							
Make/Model - PIPER F	PA-28-181	Eng Make/Model -	LYCOMING 0-360-A4M		Installed/A		
Landing Gear - TRICYCL	_E-FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2550		8 11	RECIPROCATING-CARBURE	TOR			
No. of Seats - 4		Rated Power -	180 HP				
Environment/Operations Ir	nformation						
Weather Data		Itinerary		•	Proximity		
Wx Briefing - FSS		Last Departure Poi		OFF A:	[RPORT/STRIP	•	
Method - TELEF	PHONE	TRINITY CENTER,C	Α				
Completeness - FULL		Destination		Airport [
Basic Weather - VMC		REDDING, CA			E POOL FIELD		
Wind Dir/Speed- 180/0					/Ident -		
Visibility - 75.		ATC/Airspace			/Lth/Wid -		50
Lowest Sky/Clouds -		Type of Flight Pla			/ Surface -		
Lowest Ceiling Obstructions to Visio	- NONE	Type of Clearance		Runwa	/ Status -	DRI	
	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN GO AROUND				
Condition of Light							
Personnel Information							
Pilot-In-Command		Age - 35	Medical Certificat	te - VALIO	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating((s)	Biennial Flight Review	Fliat	nt Time (H			
certificate(S)/Ratifig(Current - YES	Total -			Hrs -	3
PRIVATE			Make /Madel	102	Last 30		NK/NR
		Months Since - 16	Make/Model -	103		Days- Ur	
PRIVATE SE LAND		Months Since - 16 Aircraft Type - PA-2	8 Instrument- U		Last 90) Days- ur) Days-	
PRIVATE			Make/Model- 28 Instrument- UN Multi-Eng - UN			-	4

WITNESSES REPORTED THE WIND WAS FROM 180 DEG AT 4 KTS.

Brief of Accident (Continued) Time (Lc1) - 1130 PDT File No. - 1156 6/26/84 WEAVERVILLE,CA A/C Reg. No. N3070G -----------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - TAILWIND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND 5. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND 6. WEATHER CONDITION - HIGH DENSITY ALTITUDE 7. TERRAIN CONDITION - TREE(S) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4,5

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

Brief of Accident

File No 1117 6/27/84 PASO	ROBLES,CA A/C Re	g. No. N49419	Time (Lcl) - 1400 PDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	ŏ	ŏ	õ	1
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1620 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		St	installed/A all Warnir		
Environment/Operations Information Weather Data	Itinerary		Airport F	Provimity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRF			
Method - N/A	PASO ROBLES,CA		ON AIN	UK I		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		MOORE			
Wind Dir/Speed- 030/005 KTS					- 18	
Visibility - 50.0 SM	ATC/Airspace				- 3000 -U	INK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE			DIRT	
Lowest Ceiling - NONE	Type of Clearance -				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE Condition of Light - DAYLIGHT						
 Personnel Information						
Pilot-In-Command	Age - 21	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
COMMERCIAL	Current - YES	Total -	380	Last 24	4 Hrs -	3
SE LAND	Months Since - 1		50	Last 30) Days-	36
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -	50 27	Last 90) Days-	77
Instrument Rating(s) - AIRPLANE						

THE PLT WAS LANDING ON A 3000 FT STRIP THAT HAD BEEN SCRAPED OUT OF THE GROUND BY USING A "BLADE". DURING THE CONSTRUCTION, A 1 1/2 FT BERM WAS LEFT ON EACH SIDE OF THE STRIP. WHILE ON THE LANDING ROLL, THE PLT KEPT THE NOSE WHEEL OFF THE GROUND WITH A LEFT QUARTERING TAILWIND & THE ACFT BEGAN DRIFTING RIGHT. THE PLT USED LEFT RUDDER TO CORRECT FOR THE DRIFT. HOWEVER, BEFORE HE LOWERED THE NOSEWHEEL, THE MAIN GEAR HIT THE BERM & THE ACFT NOSED OVER.

File No 111	6/27/84	PASO ROBLES,CA	A/C Reg. No. N49419	Time (Lc1) - 1400 PDT
Occurrence #1 Phase of Operation				
2. WEATHER CONDITION S. COMPENSATION FOR	DN - CROSSWIND R WIND CONDITIONS			
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN	References Sector States (States	

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

Brief of Accident

File No 1147 7/08/84 LLA	File No 1147 7/08/84 LLAND,CA A/C Reg. No.			me (Lcl) -	1730 PDT	
Basic Information Type Operating Certificate-NONE (GENE	•	t Damage	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	1 1	0 0
Aircraft Information Make/Model - BLANIK L-13 Landing Gear - SKI/WHEEL Max Gross Wt - 1200 No. of Seats - 2	Eng Make/Model - N, Number Engines - N, Engine Type - N, Rated Power - N,	Λ Λ		nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - IN PERSON	Itinerary Last Departure Poin LLAND.CA	t	Airport P OFF AIR	Proximity PORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL		Airport Da	ita		
Wind Dir/Speed- 220/024 KTS Visibility - 40.0 SM	ATC/Airspace ATTERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER	Age - 58 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/N	Total - Make/Model-	nt Time (Ho 363		Days- UN	1 14

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO THE PLT, THE GLIDER DID NOT SINK AS FAST AS EXPECTED ON THE DOWNWIND LEG, SO HE EXTENDED FLAPS TO 30 TO 40 DEG, USED SPOILERS & EXTENDED THE DOWNWIND. ON BASE LEG HE ENTERED AN AREA OF HIGH SINK; THEREFORE, HE CLOSED THE SPOILERS & ANGLED TOWARD THE RWY. HE DECIDED THAT HE WOULD BE UNABLE TO REACH THE RWY, SO HE ELECTED TO LAND IN A FIELD, SHORT OF THE ARPT. DURING THE LANDING ON ROUGH TERRAIN, THE RIGHT WING HIT A JOSHUA TREE & THE GLIDER WAS DAMAGED.

	47 7/08/84	LLAND,CA	A/C Reg.	No. N99966	Time (Lc1) - 1730 PDT
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH				
inding(s) 1. COMPENSATION FOF 2. WEATHER CONDITIC 3. WEATHER CONDITIC	ON - UNFAVORABLE WI	INADEQUATE - PILOT ND	IN COMMAND		
Occurrence #2 Phase of Operation					

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

Brief of Accident

File No 1140 7/23/84 PACOIM,		Reg. No. N3514H) - 1300 PD	
-Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage FANTIAL	Fatal		uries s Minor	None
Type of Operation -SOLO TRAIN.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	õ	ŏ	ò
Accident Occurred During -LANDING	_		-	-	Ū.	
-Aircraft Information						
Make/Model - ERCOUPE 415-CD	Eng Make/Model - (CONTINENTAL C-85-12F	EL		d/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		Stall Warr	ning System	- UNK/NR
Max Gross Wt ~ 1260	Engine Type - F	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	85 HP				
-Environment/Operations Information						
Weather Data	Itinerary			t Proximity	/	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir VAN NUYS,CA	nt	ON A	IRPORT		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		WHITI	EMAN		
Wind Dir/Speed- 120/005 KTS			Runwa	ay Ident	- 12	
Visibility - 7.0 SM	ATC/Airspace		Runwa	ay Lth/Wid	- 3725/	40
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	n - NONE	Runwa	ay Surface	- ASPHALT	
Lowest Ceiling - 2500 FT BROKE	N Type of Clearance	- NONE	Runwa	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
-Personnel Information						
	Age - 27	Medical Certifica			-WAIVERS/LI	MIT
	Biennial Flight Review		ht Time	• •		
STUDENT	Current - N/A	Total -	76	Last	24 Hrs -	
	Months Since - N/A	Make/Model-			30 Days- U	•
	Aircraft Type - N/A	Instrument-	2	Last	90 Days-	49
Instrument Rating(s) - NONE						
	· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·		
STUDENT PLT REPORTED THAT WHEN HE LANDED,	NTHE NOCE LITE ACT & A DI					
IN CAME DOWN HARD & BALLOONED. THIS HAPPENE	D ADOUT 2 TIMES DECODE TI	JE DIANE STODDED & W	EUUNI IN	LE NOSE " 1		
E GEAR COLLAPSED DURING THE OCCURRENCE.	D ABOUT S TIMES BEFORE T	TE FLANE STOFFLD & W		IL NUSL.		

		COIMA,CA	A/C Reg. NO.	N3514H	Time (Lc1) - 1300 PDT
Occurrence #1 HAF Phase of Operation LAN		HDOWN			
Finding(s) 1. FLARE - IMPROPER - F 2. RECOVERY FROM BOUNCE 3. IMPROPER USE OF	ED LANDING - IMPRO		MAND PERIENCE - PILOT IN	COMMAND	
	SE GEAR COLLAPSED NDING				
Finding(s) 4. LANDING GEAR.NOSE GE	EAR - OVERLOAD				

is/are finding(s) 1,2

/

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Injur	ies	
		SUBSTANTIAL			Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	3
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - MAULE M-4-210C			IENTAL IO-360-D				
Landing Gear - TAILWHEEL-ALL FIXED				S	tall Warnin	g System	- YES
Max Gross Wt - 2300			FUEL INJECTED				
No. of Seats - 4	Rated Power	<u> </u>) HP 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	• .			ON AIR	PORT		
Method - N/A	DAKLAND, CA	4					
Completeness - N/A	Destination			Airport Da			
Basic Weather – VMC Wind Dir/Speed- 270/015 KTS	JACKSON, C	<i>1</i>			ER FLD. AMA Ident -		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flig	nht Plan - NO	INF		Surface -		00
Lowest Ceiling - NONE	Type of Clea				Status -		
Obstructions to Vision- NONE			AFFIC PATTERN	,			
Precipitation - NONE			ILL STOP				
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 59	Mec	lical Certifica			IVERS/LIM	AIT (
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flig	ht Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total - Make/Model- Instrument- Multi-eng -	1000	Last 24		1
SE LAND	Months Since	- UNK/NR	Make/Model-	200	Last 30	Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	Days- aft -	
			Multi-eng -	0	ROTOPCE	art -	0
Instrument Rating(s) - NONE							
-Narrative ING ARRIVAL, THE PLT OBSERVED THE WIND SOC		-			TEDEN THE		
FFIC PATTERN & LANDED ON RWY 19. AFTER TOL							

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File No 11	41 7/24/84	JACKSON,CA	A/C Reg. No. N40692	Time (Lc1) - 1600 PDT
Occurrence #1 Phase of Operation		L - ON GROUND		
3. WEATHER CONDITION 4. WEATHER CONDITION 5. WEATHER CONDITION 6. DIRECTIONAL CON	CISION,OVER CONF: DN - HIGH WIND DN - CROSSWIND DN - GUSTS TROL - NOT POSSIE			
Occurrence #2 Phase of Operation		APSED		
Finding(s) 8. LANDING GEAR,MA	IN GEAR - OVERLO	AD.		
Probable Cause				· · · · · · · · · · · · · · · · · · ·

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

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

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Brief of Accident

File No 1200 8/04/84 DELAN	0,CA	A/C Reg. No. N5	Time (Lc1) - 0930 PDT				
-Basic Information							
Type Operating Certificate-AGRICULTURAL		ircraft Damage			Injur		
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -AERIAL APPLI		ire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - HILLER UH-12ET	Eng Make/Mode	1 - ALLISON C20		ELT	Installed/A	ctivated	- NO -N/
Landing Gear - SKID	Number Engine				tall Warnin		
Max Gross Wt - 3100		- TURBOSHAFT				0	
No. of Seats - 3	Rated Power	- 400 HP					
-Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		Point			RPORT/STRIP		
Method - N/A	DELANO,CA	. i o nite		011 41			
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			An Pội t Đ			
Wind Dir/Speed- CALM				Runwav	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE				N/A	
Lowest Ceiling - NONE	Type of Cleara					N/A	
Obstructions to Vision- NONE		- FORCED L	ANDING			•	
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 40	Medical (Portifica		MEDICAL-NO	WATVERS	
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (H		WAIVERS	/ CIMI
COMMERCIAL,CFI	5		1 -		Last 24	Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since -	-	/Model-	1268	Last 30		120
HELICOPTER	Aircraft Type -		rument-	0	Last 90		285
			i-Eng -	80		aft -	6906
			2			_	
Instrument Rating(s) - NONE							

----Narrative----

THE HILLER UH-12 HELICOPTER (WITH A SOLOY CONVERSION) WAS ON A SPRAY RUN WHEN THE ENG BEGAN LOSING POWER. THE PLT HEADED FOR AN "OPEN SPOT IN THE TREES", BUT ALL POWER WAS LOST THE ACFT COLLIDED WITH ALMOND TREES. ONLY 15 TO 18 OZS OF FUEL WERE REMAINING IN THE FUEL TANKS. ACCORDING TO THE PLT, HE THOUGHT ABOUT 20 MINUTES OF FUEL WERE REMAINING. THE FUEL QUANTITY GAGE WAS INOP.

File No 12	00 8/04/84 DELAND,CA	A/C Reg. No. N5359V	Time (Lc1) - 0930 PDT
	LOSS OF POWER(TOTAL) - NON-ME MANEUVERING - AERIAL APPLICAT		
2. ENGINE INSTRUME	DN - INADEQUATE - PILOT IN COMM NTS,FUEL QUANTITY GAGE - INOPER MISJUDGED - PILOT IN COMMAND HAUSTION		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJE LANDING	ECT	
Finding(s) 5. OBJECT - TREE(S			
Probable Cause			
The National Transpo is/are finding(s) 1,		s that the Probable Cause(s) of this acc	ident

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

Brief of Accident

File No 1178 8/13/84 GRASS V/	ALLEY,CA A/C	Reg. No. N4130U	т	Time (Lc1) - 0105 PDT			
-Basic Information Type Operating Certificate-NONE (GENERAL A		raft Damage STANTIAL	Fatal	Injur Serious		r None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			rew O ass O	0 0	0 0		
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines - Engine Type -	CONTINENTAL 0-200 1 RECIPROCATING-CAR 100 HP	S	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Po LAKEVIEW.OR	int		Proximity RPORT/STRIP	,		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 210/002 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 12000 FT SCATTER Lowest Ceiling - 20000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Destination GRASS VALLEY,CA ATC/Airspace RED Type of Flight Pla	an - NONE - NONE	Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A		
Personnel Information Pilot-In-Command Ag Certificate(s)/Rating(s) B PRIVATE SE LAND	ge - 38 iennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK,	Total Make/Model	- 462	Last 24 Last 30	Hrs - Days-	13 UNK/NR	

1

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS ON X-COUNTRY FLT. BEFORE LANDING AT LAKEVIEW, OR, THE TACHOMETER FAILED & BEGAN MAKING A NOISE. AT LAKEVIEW, THE PLT DISCONNECTED THE TACHOMETER & HAD 7.5 GALS OF FUEL ADDED TO 1 TANK. HE ESTIMATED THAT HE HAD 15 GALS OF WHICH 3.5 GALS WERE UNUSABLE. ON THE NEXT LEG OF THE FLT, HE ENCOUNTERED AN ESTIMATED 15 KT HEADWIND. ABOUT 8 MILES NORTH OF HIS DESTINATION, THE ENG BEGAN RUNNING ROUGH & SUBSEQUENTLY LOST POWER. AT THAT TIME, THE RIGHT FUEL GAGE WAS REPORTEDLY INDICATING 1/4 TO 1/2 FULL & THE LEFT FULL GAGE INDICATED EMPTY. DURING A NIGHT FORCED LANDING ON A ROAD, THE RIGHT WING TIP HIT A TREE BESIDE THE ROADWAY, THE ACFT VEERED OFF THE ROAD AND WENT DOWN AN EMBANKMENT. APRX 1 GAL OF FUEL WAS FOUND REMAINING IN THE ACFT.

File No. - 1178 8/13/84 GRASS VALLEY, CA A/C Reg. No. N4130U Time (Lc1) - 0105 PDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. ENGINE INSTRUMENTS, TACHOMETER - INOPERATIVE 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 7. FLUID, FUEL - EXHAUSTION _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 8. LIGHT CONDITION - NIGHT 9. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

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

Brief of Accident

File No 1179 8/18/84 MADE	A/C Reg. No. N62	T 	Time (Lc1) - 1340 PDT				
-Basic Information Type Operating Certificate-NONE (GENER		Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor		
Type of Operation -AIR SHOW		re	Crew		0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass		0	0	0
Accident Occurred During -LANDING			Other	0	0	0	2
Aircraft Information							
Make/Model - BELL P-63C-5-BE		- ALLISON V1710)			Activated	
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warni	ng System	- NO
Max Gross Wt - 10950 No. of Seats - 1	Rated Power	- RECIP-FUEL IN - 2000 HP	DECTED				
Environment/Operations Information	* • • • • • • • •			A / uman 1 /			
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary G Last Departure	Doint		ON AIR	Proximity		
Method - N/A	SAME AS ACC/I			UN AIR	PURI		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/I	NC		MADERA			
Wind Dir/Speed- 240/007 KTS	, -				Ident	- 30	
Visibility - 10.0 SM	ATC/Airspace					- 4500/	150
Lowest Sky/Clouds - 12000 FT SCA					Surface		
Lowest Ceiling - NONE	Type of Clearar			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE		FULL STOP)				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 64	Medical Ce				AIVERS/LIN	4IT
Certificate(s)/Rating(s)	Biennial Flight Revie Current - Y	ew.	Flig	nt Time (H			
PRIVATE		ES Total		1189	Last 2	4 Hrs -	1
SE LAND	Months Since -	5 Make/M	lode1-	665	Last 3	O Days- UN	
	Aircraft Type - l	NK/NR Instru	ument- Eng -	79 20	Last 9	0 Days-	14
		Muiti-	-Eng -	20			
Instrument Rating(s) ~ NONE							
Narrative							
HE PLTS OF A BELL P-63 (KING COBRA), N62822							
HOW WHEN THE ACFT COLLIDED DURING LANDING.							
FORE LANDING. AT ABOUT THE SAME TIME, THE	AIRSHUW CUNIRULLER SAW	THE P-51 UN A LU		L APCH & I			
LT TO ROLL OUT TO THE END OF THE RWY AS ALL	WOLLD STAY ON THE L CT	ACCURDING IU IF	16 8-51 1 801651	NO BUT UF	-03 LANUEU	WICE EOD	
SIDE OF THE RWY & HE ASSUMED THE P-63 PLT HE P-63 PLT NOT TO TURN RIGHT. THE P-63 PL							
URNED RIGHT TOWARD A TAXI STRIP TO CLEAR TH							
URNED RIGHT TUWARD A TAXI STRIP TO CLEAR IN							

THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED

WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

File No 11	79 8/18/84	MADERA,CA	A/C Reg. No. N6	2822 Time (Lc	:1) - 1340 PDT
Occurrence #1 Phase of Operation	ABRUPT MANEUVER LANDING				
Finding(s) 1. INSTRUCTIONS,WR 2. SAFETY ADVISORY 3. MANEUVER - PREM/	- NOT IDENTIFIED	- PILOT IN COMMAND			
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING	ION WITH OBJECT			
Finding(s) 4. OBJECT - AIRCRA	T MOVING ON GROUN	D			
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

Brief of Accident

File No 1179 8/18/84 MADER	A,CA	A/C Reg. No. N65206			ime (Lcl) -	1340 PDT	
Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Injur	ies	
· · · ·		SUBSTANTI		Fatal			None
Type of Operation -AIR SHOW		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			Other	· 0	0	0	1
Aircraft Information							
Make/Model - NORTH AMERICAN P-51D	Eng Make/	Model - ROLLS	ROYCE IO-230	ELT	Installed/A	ctivated ·	- YES/NC
Landing Gear - TAILWHEEL-RETRACTABLE M	AINS Number En	gines - 1		S	tall Warnin	ig System ·	- NO
Max Gross Wt ~ 11600	Engine Ty	pe - RECIP	-FUEL INJECTED				
No. of Seats - 2	Rated Pow	er - 160	O HP				
Environment/Operations Information							
Weather Data	Itinerary			Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		tuno Point		ON AIR			
Method - N/A	SAME AS			UN AIR	PURI		
Completeness - N/A	Destination			Airport D	949		
Basic Weather - VMC	SAME AS			MADERA			
Wind Dir/Speed- 240/007 KTS	SAME AS	ACC/ INC				30	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 12000 FT SCAT					Surface -		150
	Type of C1					DRY	
Obstructions to Vision- NONE			RAFFIC PATTERN	Ranway	Julus	DINT	
Precipitation - NONE	Type Apen,		ULL STOP				
Condition of Light - DAYLIGHT		•					
Personnel Information	1.00		diasl Contifict				****
Pilot-In-Command	Age - 46 Déanntal Eldabt					WAIVERS/I	
Certificate(s)/Rating(s)	Biennial Flight		Total -	nt Time (H	ours)		
PRIVATE	Current			1544	Last 24	Hrs -	
SE LAND	Months Since		Make/Model-	235	Last 30	Days- UN	
	Aircraft lyp	e - UNK/NR	Instrument-	10	Last 90	Days- UN	NR</td
Instrument Rating(s) - NONE							

----Narrative----

THE PLTS OF A BELL P-63 (KING COBRA), N62822 & A NORTH AMERICAN P-51 (MUSTANG), N65206, WERE PARTICIPATING IN AN AIR-SHOW WHEN THE ACFT COLLIDED DURING LANDING. AN INVESTIGATION REVEALED THE P-63 PLT HAD MADE A 360 OVERHEAD PATTERN BEFORE LANDING. AT ABOUT THE SAME TIME, THE AIRSHOW CONTROLLER SAW THE P-51 ON A LONG FINAL APCH & INSTRUCTED THE P-63 PLT TO ROLL OUT TO THE END OF THE RWY AS ALL OTHER ACFT WERE DOING. ACCORDING TO THE P-51 PLT, THE P-63 LANDED ON THE L SIDE OF THE RWY & HE ASSUMED THE P-63 PLT WOULD STAY ON THE L SIDE PER THE PREFLT BRIEFING, BUT HE RADIOED TWICE FOR THE P-63 PLT NOT TO TURN RIGHT. THE P-63 PLT SAID HE LANDED ON THE RWY CENTERLINE & AT THE END OF HIS LANDING ROLL, HE TURNED RIGHT TOWARD A TAXI STRIP TO CLEAR THE RWY ASAP. ALSO HE SAID HE DID NOT HEAR THE RADIO CALLS ABOUT ROLLING TO THE END OF THE RWY OR NOT TO TURN RIGHT. AN AIRBORNE PLT SAID THE P-63 WAS ROLLING ON THE L SIDE WHEN THE P-51 LANDED WITH A SAFE INTERVAL, BUT THE P-63 MADE AN ABRUPT R TURN. THE P-51'S R WING TIP HIT THE P-63'S RUDDER.

File No 11	79 8/18/84	MADERA,CA	A/C Reg. No. N65206	Time (Lc1) - 1340 PDT	
Occurrence Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH OBJECT			
Finding(s) 1. INSTRUCTIONS,WR 2. SAFETY ADVISORY 3. MANEUVER - PREM. 4. OBJECT - AIRCRAN	- NOT IDENTIFIED - ATURE - PILOT OF OT	PILOT OF OTHER AI			
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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		t Damage		Injur	ies	
	DESTR		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 103	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information	· · · · · · · · · · · · · · · · · · ·					
Make/Mode1 - CALYPSO N/A	Eng Make/Model - Cl	JYUNA U1 11-02		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warnin	ng System	n - NO
Max Gross Wt - 500		ECIPROCATING-CARBURE	TOR			
No. of Seats - 1	Rated Power -	35 HP				
Environment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin SAME AS ACC/INC	t	ON AIR	PORT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		NICKOL	S FIELD		
Wind Dir/Speed- CALM					- 27	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid ·		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface ·		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certificat		MEDICAL -W		
Certificate(s)/Rating(s)	Biennial Flight Review		e - VALID It Time (H		AIVERS/L.	
PRIVATE		Total -	125	Last 2	4 Hrs ~ (
SE LAND	Current - YES Months Since - 4 Aircraft Type - 150	Make/Model- UN Instrument- UN	235 IK / ND	Last 24	1 Dave- I	
JE LAND	Aircraft Type - 150	Instrument- II		Last 9	Days (
	Andrait Type 100	Multi-Eng - UN	IK/NR	Rotorc	raft - l	JNK/NR
Instrument Rating(s) - NONE						
Nannativa						
Narrative ATOR/COMPANY PERSONNEL HAD BEEN FLYING TH					• •	
DACHED BY A PLT WHO WANTED TO FLY THE VEH						
ALIGHT. COMPANY PERSONNEL AGREED TO LET H						
HOPS 1ST. THE PLT STARTED THE CALVPSO, B						
HE 3RD X-WIND TO DOWNWIND TURN AT ABOUT 24						r
RDING TO A WITNESS, THE PLT APPLIED FULL						••
					, CCCING	
HIM TO KICK IN LEFT RUDDER. THE WINTESS N						

File No. - 1135 8/23/84 CHULA VISTA,CA A/C Reg. No. NONE Time (Lc1) - 1020 PDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 6. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

Brief of Accident

Type Operating Certificate-NONE (GENERA	AVIATION) Aircraf	t Damage		Inj	uries	
· · · · ·	SUBSTA		Fata	1 Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew O			0
Flight Conducted Under -14 CFR 91	NONE		Pass 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA T210M	Eng Make/Model - CC)-520-R E	LT Installed		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warn	ning System	i - YES
Max Gross Wt - 3800	Engine Type - RE		CTED			
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity	/	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	t	ON .	AIRPORT		
Method - N/A	ENGLEWOOD, CO					
Completeness - N/A	Destination		Airpor			
Basic Weather - VMC	SAME AS ACC/INC			MONT COUNTY		
Wind Dir/Speed- 315/013 KTS				way Ident		
Visibility - 50.0 SM	ATC/Airspace			way Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			way Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance			way Status	- DRY	
	Type Apch/Lndg	- TRAFFIC PATE	ERN			
Precipitation - NONE Condition of Light - DAYLIGHT						
						·
Personnel Information	A	Maddaal Canto				. /
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review	Medical Certi	Flight Time		NU WAIVERS	/
	Current - YES	Total	- 1/6	(nours)	24 Hrs -	1
SE LAND	Months Since - 3	Make/Mode	1- 60	Last lact		
SE CAND	Months Since - 3 Aircraft Type - UNK/NF		-t- 2	Last	90 Days C	52
				Luot	so baje	ŬĽ.
Instrument Rating(s) - NONE						
Narrative						

File No. - 1034 5/10/84 CANON CITY.CO A/C Reg. No. N761UK Time (Lc1) - 1115 MDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. OBJECT - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND з. 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - DITCH _____ ----Probable Cause- ---

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

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

Brief of Accident

File No 1032 6/30/84 AURORA	,CO A/C R	eg. No. N44222	Time (Lc1) - 1000 MDT						
Basic Information Type Operating Certificate-NONE (GENERAL		VIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0	0 0	0 0	1 0			
Aircraft Information Make/Model - JOHN R JONES PDQ2VW Landing Gear - TRICYCLE-FIXED Max Gross Wt - 370 No. of Seats - 1	Eng Make/Model - VO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnir					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/003 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D AURORA Runway Runway Runway	Ident - Lth/Wid - Surface -	- 32 - 4677/ - ASPHALT - DRY	40			
Certificate(s)/Rating(s)	Biennial Flight Review		e - VALID nt Time (H 140		·				
PRIVATE SE LAND	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-) Days-	0 0 1			

Instrument Rating(s) - NONE

----Narrative----

THE HOMEBUILT ACFT WAS BEING TESTED FOR FLT EVEN THOUGH PREVIOUS TESTS HAD PROVEN THAT THE ENGINE WOULD NOT SUPPORT FLT. THE PLT SAID THE CARBURETOR HAD BEEN IMPROVED PRIOR TO THIS TEST. THE ACFT TOOKOFF AND CLIMBED TO ABOUT 15 FT AGL AND STAYED AT THAT ALT FOR THE LENGTH OF THE RWY. WHEN THE ENGINE LOST POWER THE PLT SAID A LANDING WAS MADE OFF THE DEPARTURE END OF THE RWY. AFTER ABOUT 25 FT OF ROLL THE ACFT NOSED OVER. THE PLT SAID THAT THE LOSS OF POWER WAS DUE TO IMPROPER CARBURETOR NEEDLE VALVE SETTING. THE DENSITY ALT AT THE TIME OF THE ACCIDENT WAS ABOUT 8400 FT. THE ARPT IS 5680 FT MSL. THIS FLT WAS TO HAVE BEEN THE BASIS FOR APPLICATION FOR AN AIRWORTHINESS CERTIFICATE FOR THIS ACFT.

File No 10	32 6/30/84	AURORA,CO	A/C Reg. No. N44222	Time (Lc1) - 1000 MDT
Occurrence #1 Phase of Operation		L CLIMB		
4. AIRCRAFT PERFOR	DN - HIGH DENSITY NNING/PREPARATION MANCE,TAKEOFF CAPA	ALTITUDE - IMPROPER - PILOT		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent

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

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (GENERAL		craft Damage BSTANTIAL		Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL	Fir		Crew	0	0	1	0	
Flight Conducted Under -14 CFR 103 Accident Occurred During -LANDING	NO	NE	Pass	0	0	0	0	
Aircraft Information								
Make/Model - EIPPER QUICKSILVER MXL	Eng Make/Model				Installed/A			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR	Number Engines Engine Type				tall Warnin	ng System -	NU	
No. of Seats - 1		- 30 HP	-CARBURE	IUR				
Environment/Operations Information								
leather Data	Itinerary			Airport F	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	oint		ON AIRF	PORT			
Method - N/A	SAME AS ACC/IN	C						
Completeness - N/A	Destination		L L	Airport Da				
Basic Weather - VMC	LOCAL			TRI-COL				
Wind Dir/Speed- CALM						- 36		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface -		۲F	
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status -	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LA	ANDING		•			
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
	Age 38	Medical Ce	ertificate	- VALTD	MEDICAL-NO	WAIVERS/L	IMIT	
	Biennial Flight Review			t Time (Ho				
STUDENT	Current - N/	Δ Total		169	last 24	Hrs -	3	
	Months Since - N/	A Make/M	Model-	52	Last 30	Days- UNK	K/NR	
	Aircraft Type - N/	A Instru	Model- ument- UNM	<td>Last 90</td> <td>) Days-</td> <td></td>	Last 90) Days-		
		Multi	-Eng - UN	<td>Rotorcr</td> <td>raft - UNM</td> <td></td>	Rotorcr	raft - UNM		

----Narrative----

1

THE ULTRALIGHT WAS PROCEEDING IN A NORMAL TAKEOFF WHEN THE ENGINE LOST PARTIAL POWER AT ABOUT 100 FT AGL. THE PLT TURNED THE VEHICLE TO AVOID TREES AND A RIVER. DURING THE HARD FORCED LANDING, THE VEHICLE WAS DAMAGED AND THE PLT HURT HIS LEG. POST ACCIDENT INVESTIGATION REVEALED A SPARK PLUG SHORTED BY A METALLIC PARTICLE ACROSS THE FILAMENTS. ACCORDING TO THE PLT, THIS WAS THE FOURTH TIME THIS HAD OCCURRED.

File No 112	27 7/22/84	ERIE,CO	A/C Reg.	No. NONE	Time (Lc1) - 1900 MDT
Occurrence #1 Phase of Operation			LURE/MALF		
inding(s) 1. IGNITION SYSTEM	SPARK PLUG - CONT	MINATION			~ ~
Occurrence #2 Phase of Operation		rouchdown			
Phase of Operation	-				
Occurrence #3 Phase of Operation Probable Cause	LANDING - FLARE/1				

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

Brief of Accident

File No 1161 5/07/84 NO.STO	NINGTON,CT A/C Reg. No. N25369			Time (Lc1) - 1578 EDT				
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0 0	0	0 0	1 0	
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number E Engine T	/Model - LYCOMING D-2 ngines - i ype - RECIPROCATIN wer - 110 HP		S	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ALBANY, Destinatio NO.CENT ATC/Airspac Type of F Type of C	n RAL,RI		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A		
	Current	Review - N/A Tota e - N/A Make,	Fligh	t Time (H 77 60	Last 24 Last 30	Hrs - Days- H	4 JNK/NR	

Instrument Rating(s) - NONE

----Narrative----

WHILE ON A X-COUNTRY FLT, THE STUDENT PLT BECAME LOST & HIS FUEL SUPPLY BECAME LOW. HE HAD DIFFICULTY CONTACTING A GROUND STATION, BUT FINALLY DID SO AFTER RECEIVING ASSISTANCE FROM OTHER PLTS. HE WAS REQUESTED TO SQUAWK 7700 ON HIS TRANSPONDER, BUT THE GROUND STATION COULD NOT RECEIVE THE TRANSPONDER REPLY. THE PLT STATED THAT THE ENG BEGAN RUNNING ROUGH WHILE THE GAGES WERE INDICATING THE FUEL TANKS WERE 1/4 FULL. HE ELECTED TO MAKE A PRECAUTIONARY LANDING; HOWEVER, WHEN HE WAS ON A DOWNWIND TO LAND, THE ENG LOST POWER & HE WAS FORCED TO LAND IN A DIFFERENT FIELD. WHILE ON THE LANDING ROLL ON MUDDY TERRAIN, THE ACFT WAS HEADED TOWARD SOME FARM EQUIPMENT. THE PLT APPLIED BRAKES TO AVOID HITTING TRACTORS & THE ACFT NOSED OVER.

	5/07/84	NO.STONINGTON,CT	A/C Reg. No.	. N25369	Time (Lc1) - 1578 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TO APPROACH - CIRCL	TAL) – NON-MECHANICAL ING(IFR)			
2. IMPROPER USE 3. FLUID,FUEL - LOW 4. AIR/GROUND COM	OF PROCEDURE,LAC LEVEL MUNICATIONS - DEL ITS,FUEL QUANTITY NDING - INITIATED SJUDGED - PILOT I		PILOT IN COMMAND		
Occurrence #2 Phase of Operation		NCY			
	NOSE OVER				
Occurrence #3 Phase of Operation	LANDING - ROLL				

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) 1,2,3,5,9,10,11

Brief of Accident

File No 1138 12/22/84 ELLIN	GTON.CT A/O	C Reg. No. N84958	т	ime (Lcl) -	1650 EST	
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage		Injur		
		TROYED	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		GROUND Pass	1	0	0	0
Aircraft Information						
Make/Model - ROBINSON R-22-A		AVCO LYCOMING 0-320-B				
Landing Gear - SKID	Number Engines -			tall Warnir	ng System	- UNK/NR
Max Gross Wt - 1300	5 7	RECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	ON AIR	PORT		
Method - N/A	ELLINGTON, CT					
Completeness - N/A	Destination		Airport Da			
Basic Weather - IMC	LOCAL		ELLING			
Wind Dir/Speed- 03C/007 KTS					03	
Visibility060 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - PART OBS	Type of Flight Pla			Surface -		
Lowest Ceiling - OBSCURED	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- FOG	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certificat) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H	ours)		
COMMERCIAL	Current - YES	Total - UN	K/NR	Last 24	Hrs -	2
NONE	Months Since - UNK	/NR Make/Model-UN	K/NR	Last 30	2	9
HELICOPTER	Aircraft Type - R-2	ZA Instrument- UN	K/NR	Last 90) Days-	33
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
Noppotivo						
Narrative THE NON-INST RATED PLT CONTINUED FLT INTO IMO THERE IS NO RECORD OR WITNESSES OF THE PLT HA WAS INFORMED OF FOG MOVING TOWARD AND EVENTUA IN" CONDITION WAS "I HAVE THE ARPT IN SIGHT". FLYING TOWARD THE ARPT. THE ACFT WAS SEEN TO SIGHTING WAS SHORT (APROX 3 SECONDS) AND MADE CDUSY. INVESTIGATION DEVENTION DEVENTION	VING RECEIVED A FORMAL W LLY "SOCKING IN" THE ARP WITNESSES SAW THE ACFT DESCEND AT A STEEP ANGLE MORE DIFFICULT BY THE R	X BRIEFING BUT IT IS R T. THE PLTS REPLY TO T HEADING AWAY FROM THE TOWARD THE GROUND JUS EDUCED VISIBILITY DUE	EPORTED T HE LAST C ARPT AFTE T PRIOR T	HAT THE PLT ALL OF A "S R HAVING HE O IMPACT. T	GOCKED ARD IT HE	
(DUSK). INVESTIGATION REVEALED NO MECHANICAL	UR PHYSICAL REASONS OF A	CUNIRIBUTORY NATURE.				

File No. - 1138 12/22/84 ELLINGTON, CT <u>`</u> A/C Reg. No. N84958 Time (Lc1) - 1650 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 4. IMPROPER DECISION - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation MANEUVERING Finding(s) 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND 8. CLIMB - NOT PERFORMED - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,3,4,5,6,7,8

Brief of Accident

Make/Mode1- PIPER PA-38-112Eng Make/MoLanding Gear- TRICYCLE-FIXEDNumber Engi	Aircraft Dama DESTROYED Fire NONE 	Crew Pass	Fatal 1 1	Injur Serious O	Minor	None 0 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT -Aircraft Information Make/Model - PIPER PA-38-112 Eng Make/Mo Landing Gear - TRICYCLE-FIXED Number Engi	NONE	Pass				-
Make/Mode1 - PIPER PA-38-112 Eng Make/Mo Landing Gear - TRICYCLE-FIXED Number Engi	del - LYCOMING					
	nes - 1 - RECIPROC - 112 H	ATING-CARBURE	S	Installed/A tall Warnir		•
-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departu Method - N/A ST.PETERSB				Proximity RPORT/STRIF	· · · · · · · · · · · · · · · · · · ·	
Method- N/AST.PETERSBCompleteness- N/ADestinationBasic Weather- VMCLOCAL	URG,FL		Airport D	ata		
Wind Dir/Speed- 220/007 KTS Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 2500 FT SCATTERED Type of Flig Lowest Ceiling - 25000 FT BROKEN Type of Clea Obstructions to Vision- NONE Type Apch/Ln Precipitation - NONE Condition of Light - DAYLIGHT	rance - NONE		Runway Runway	Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command Age - 33 Certificate(s)/Rating(s) Biennial Flight Re	view	Fligh	t Time (H	ours)		LIMIT
PRIVATE Current SE LAND Months Since Aircraft Type	- UNK/NR M		K/NR	Last 30) Days-	1

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO WITNESSES, THE PLT DID AT LEAST ONE COMPLETE ROLL PRIOR TO THE ACCIDENT. THEY STATED THAT AFTER ROLLING AT ABOUT 100 FT ABOVE THE WATER & PARALLEL TO THE BEACH, THE ACFT APPEARED TO BANK VERY STEEPLY TO THE LEFT, THEN PITCH DOWN INTO THE WATER. THE WRECKAGE WAS RECOVERED ON 5/25/84. AN EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-EXISTING FAULTS OR FAILURES OF THE ENG, AIRFRAME, OR CONTROL SYSTEM.

File No 1036	5/23/84 ST.PETERSBURG,FL	A/C Reg. No. N2552A	Time (Lc1) - 1900 EDT
Occurrence #1 LO Phase of Operation MA	SS OF CONTROL - IN FLIGHT NEUVERING		
Finding(s) 1. LOW PASS - PERFORME 2. AEROBATICS - INITIA 3. ALTITUDE - INADEQUA 4. AIRSPEED - NOT MAIN 5. STALL - INADVERTENT	TED - PILOT IN COMMAND TE - PILOT IN COMMAND TAINED - PILOT IN COMMAND		
Occurrence #2 IN Phase of Operation DE	FLIGHT COLLISION WITH TERRAIN SCENT - UNCONTROLLED		
Finding(s) 6. TERRAIN CONDITION -	WATER, ROUGH		
Probable Cause			
The National Transportat is/are finding(s) 4,5	ion Safety Board determines that t	he Probable Cause(s) of this accid	lent

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

Brief of Accident

File No 1029 6/09/84 W	ILLISTON, FL	N,FL A/C Reg. No. N33916			ime (Lc1)	- 1428 ED	Т
-Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR S Accident Occurred During -DESCENT	SI F 1	ocraft Damage JBSTANTIAL Se DNE	Crew Pass	Fatal 1 0	Inju Serious O O		None O O
-Aircraft Information Make/Model - SCHWEIZER SGS 1-26E Landing Gear - UNK/NR Max Gross Wt - 700 No. of Seats - 1	Number Engines				Installed/ tall Warni		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 150/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 2500 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary	NC Plan - NONE ce - NONE		ON AIR Airport D WILIST Runway Runway Runway	ata ON Ident Lth/Wid Surface	- 04 - 7000/ - ASPHALT - DRY	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE NONE GLIDER	Age - 62 Biennial Flight Revie Current - Y Months Since - 23 Aircraft Type - Se	ES Total 2 Make/M	Fligh [.]	t Time (H 66 50	ours) Last 2 Last 3	AIVERS/LI 4 Hrs - 0 Days- 0 Days-	MIT 1 3

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS OBSERVED TO ENTER A LEFT BASE LEG FOR RWY 4. THE PLT CONTINUED TO FLY THE BASE LEG HEADING & FLEW THRU THE FINAL APCH LEG. THE ACFT THEN ENTERED A RIGHT BANK, & AFTER 180 DEG OF TURN, IT STALLED & WENT INTO A RIGHT SPIN AT AN ESTIMATED 600 TO 800 FEET. NO VISIBLE ATTEMPTS TO RECOVERED WERE NOTED. THE GLIDER CRASHED IN A FIELD ALONG THE FINAL APCH COURSE TO RWY 4. NO PREIMPACT STRUCTURAL FAILURE OR FLT CONTROL MALFUNCTION WAS FOUND.

CONTROL - IN FLIGHT		
) - PILOT IN COMMAND - PILOT IN COMMAND MENT/AIRCRAFT,LACK OF RECEN	IT EXPERIENCE - PILOT IN COMMAND	
T COLLISION WITH TERRAIN		
?))	ING - PILOT IN COMMAND - PILOT IN COMMAND MENT/AIRCRAFT,LACK OF RECEN	ING - PILOT IN COMMAND - PILOT IN COMMAND MENT/AIRCRAFT,LACK OF RECENT EXPERIENCE - PILOT IN COMMAND IT COLLISION WITH TERRAIN

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

Brief of Accident

Basic Information		_							
Type Operating Certificate	∋-NONE (GE	ENERAL AVIA		craft Damag STROYED	e	Fatal	Inju Serious		None
Type of Operation	-AFRIAL				Crew		0		1
Type of Operation Flight Conducted Under	-14 CFR 1	137	NO		Pass		ŏ	õ	Ó
Accident Occurred During									
-Aircraft Information									
Make/Model - PIPER PA-:		_	Eng Make/Model	- LYCOMING	0-540	ELT			
Landing Gear - TAILWHEEL	-ALL FIXED)	Number Engines				itall Warni	ng System	- UNK/NR
Max Gross Wt - 2900 No. of Seats - 1			Engine Type Rated Power			ETUR			
				235 11					
-Environment/Operations Info Weather Data	rmation		tinerary			Ainmont	Proximity		
Wx Briefing - NO RECO			Last Departure P	oint			RPORT/STRI	Þ	
Method - N/A	NO OI DRII	_1 114G	SAME AS ACC/IN			011 41		•	
Completeness - N/A			Destination	•		Airport D	Data		
Basic Weather - VMC			SAME AS ACC/IN	с			-		
Wind Dir/Speed- 180/010	KTS					Runway	/ Ident	- N/A	
Visibility - 7.0	SM	Α	TC/Airspace			Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds -	2400 FT	SCATTERED						- N/A	
Lowest Ceiling -	8000 FT	BROKEN	Type of Clearanc	e - NONE		Runway	/ Status	- N/A	
Obstructions to Vision-	NONE		Type Apch/Lndg	- NONE					
Precipitation -									
Condition of Light -	DAYLIGHT								
-Personnel Information				•• ••					
Pilot-In-Command		Age -	UNK/NR	Medica	1 Certifica			IU WAIVERS/	
Certificate(s)/Rating(s) COMMERCIAL		Bienn	ial Flight Review urrent - YE			ht Time (F		4 Hrs -	4
SE LAND, ME LAND		M	onthe Since - 1	ວ 10 Mia	tal - ke/Model- strument-	3000	Last 2	14 Hrs - 10 Days- UN	
SE LAND, ME LAND		- Δ	onths Since - 1 ircraft Type - C-	172 In	strument-	1000	last 9	0 Days on	
			indiane type o	Mu	lti-Eng -	1500		c , -	
Instrument Rating(s)	- AIRPLA	NE		· · · · · · · · · · · · · · · · · · ·					
LE TURNING AFTER A SWATH RUN	THE CONTI	ROL STICK C	AME LOOSE AND THE	ACET IMPAC	TED THE GRO	UND. INSPE	ECTION REVE	ALED THE	
T USED TO SECURE THE CONTROL					und				

File No. - 1050 7/20/84 BONIFAY, FL A/C Reg. No. N9860P Time (Lc1) - 1202 CDT _____ -----Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. FLT CONTROL SYST, AILERON CONTROL - INOPERATIVE 2. FLT CONTROL SYST, ELEVATOR CONTROL - INOPERATIVE 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2

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Factor(s) relating to this accident 1s/are finding(s) 3.4

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) A	ircraft Dama	aae		Injur	ries	
· · · · · · · · · · · · · · · · · · ·		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL	F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							•
Make/Model - PIPER PA-24-260	Eng Make/Mode		G IO-540-D4A5		installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine			St	all Warnir	ng System	- YES
Max Gross Wt - 3100	Engine Type						
No. of Seats - 6	Rated Power	- 260 ł	1P 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFI		e Point		OFF AIF	RPORT/STRIF)	
Method - N/A	UNKNOWN			A town and D			
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	ata		
Wind Dir/Speed- 200/006 KTS	UNK/NR			Dupues	Ident -	- N/A	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 10000 FT	Type of Elight	Plan - NONI	-		Surface -		
Lowest Ceiling - 10000 FT DV					Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					,	
Precipitation - NONE			STOP				
Condition of Light - NIGHT(DARK)	•						
 -Personnel Information							
Pilot-In-Command	Age - UNK/NR		cal Certificat	te – UNK/N	2		
Certificate(s)/Rating(s)	Biennial Flight Revi			nt Time (Ho			
UNK/NR			Fotal - ŪN			1 Hrs - UN	
	Months Since -		Make/Model- UN			Days- UN	
	Aircraft Type -	•	Instrument- UN	,) Days- UN	
		ľ	Aulti-Eng - UN	NK/NR	Rotorci	raft - UN	K/NR
Instrument Rating(s) - UNK/NR							
ACFT WITHOUT FLT PLAN AND NO FLT HISTOR							

File No 102	24 7/27/84	ESPANOLA, FL	A/C Reg. No. N56JG	Time (Lc1) - UNK/NR	
Occurrence Phase of Operation	IN FLIGHT COLLIS LANDING - FLARE/				
Finding(s) 1. TERRAIN CONDITIC 2. PLANNED APPRO/ 3. FLT WITH INADQT 4. DISPATCH PROCEDU Probable Cause	CH - MISJUDGED - ENROUTE/DESTN FAC RES - DISREGARDED	LITIES - PERFORMED	- PILOT IN COMMAND		

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Da	amage		Int	uries	
·) · · · · · · · · · · · · ·		SUBSTANTI		Fatal			n None
Type of Operation -PERSONAL		Fire	Cr	ew O	0	-	
Flight Conducted Under -14 CFR 91		NONE	Pa	ss O	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							_
Make/Model - HOME BUILT DRAGON FLY 29	4 Eng Make/Mod	del - VOLKSN	AGEN	EL			ed - YES/YE
Landing Gear - TAILWHEEL-ALL FIXED					Stall Warr	ning Syste	em – UNK/NR
Max Gross Wt - UNK/NR			ROCATING-CARB	URETOR			
No. of Seats - 2	Rated Power	- UNK/NF	۲ 				
-Environment/Operations Information							
Weather Data	Itinerary				t Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur			OFF	AIRPORT/STR	RIP	
Method - N/A Completeness - N/A	LA GRANGE,(Destination	Ā		Airport	Data		
Basic Weather - VMC	ROME, GA			Amport	Data		
Wind Dir/Speed- 020/010 KTS	ROME, GA			Pupu	ay Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace				ay Lth/Wid		
Lowest Sky/Clouds - 7000 FT	Type of Fligh	nt Plan - No	ONE		ay Surface		
Lowest Ceiling - 7000 FT BROKE	N Type of Clear	ance - N	DNE		ay Status	•	
Obstructions to Vision- NONE	Type Apch/Lnd					·	
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 33		dical Certifi			NO WAIVE	RS/LIMIT
	Biennial Flight Rev	view		ight Time			
PRIVATE	Current Months Since	- YES	Total - Make/Model-	700	Last	24 Hrs -	
SE LAND	Months Since	- 2	Make/Model-				
	Aircraft Type	- UNK/NR	Instrument-	U	Last	90 Days-	UNK/NR
Instrument Rating(s) - NONE							
-Narrative	1. N. 1997						
HOMEBUILT ACFT WITH 3 PERSONS ABOARD LOST							
EXECUTED ON A STATE HIGHWAY. THE PLT SAID CE POSTS. THE PLT HAS NOT FILED AN ACCIDENT		L CONTRUL A	I ABOUT 30 MP	H AND CONT	ACTED A DI	ICH AND I	WU
CE PUSIS, THE PLI HAS NUL ETTED AN ACCIDENT	REPURI.						

		Brief of	Accident (Continued)	
File No 10	28 3/16/84	FRANKLIN,GA	A/C Reg. No. N83WH	Time (Lc1) - 1405 EST
Occurrence #1 Phase of Operation		DTAL) - MECH FAILURE/	MALFUNCTION	
Finding(s) 1. ENGINE ASSEMBLY 2. PROPELLER SYSTE				
Occurrence #2 Phase of Operation		ENCY		
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - FENCE 4. TERRAIN CONDITI	ON - DITCH			
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

Brief of Accident

File No 1175 3/27/84 ATLANT	A,GA	A/C Reg. N	o. N3808N	т	ime (Lc1) -	- 1145 EST	
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ire ON GROUND	Crew Pass	1 1	1	0 0	0 0
Aircraft Information Make/Model - BEECH A36TC Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3650 No. of Seats - 6	Eng Make/Mode Number Engine Engine Type Rated Power	es - 1	NTAL TSID-520- UEL INJECTED HP		Installed/A tall Warnir		
Environment/Operations Information Weather Data W× Briefing - FSS Method - TELEPHONE	Itinerary Last Departury SAME AS ACC,			Airport ON AIR	Proximity PORT		
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 150/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 6000 FT Lowest Ceiling - 6000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lnd	ance - IFR 9 - NON		Runway Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	- ASPHALT	150
Personnel Information Pilot-In-Command	Age - 32		cal Certificat) WAIVERS/	LIMIT
	Biennial Flight Rev			nt Time (H			
PRIVATE SE LAND,ME LAND	Current - Months Since - Aircraft Type -	5 PA-34	Total - Make/Model- UN Instrument- UN Multi-Eng - UN	IK/NR IK/NR	Last 30 Last 90	4 Hrs - UN) Days- UN) Days- UN raft - UN	IK/NR IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative URING TAKEOFF, THE PLT RADIOED THAT A DOOR HA CFT HAD CLIMBED ABOVE TREETOP LEVEL WHEN IT S TARTED TO SINK, THEN THE NOSE CAME UP AGAIN, FTER GOING OVER THE EMBANKMENT, THE ACFT BECA ROUND WITNESS RECALLED THAT WHEN THE ACFT PAS OOKED LIKE A SEAT BELT WAS HANGING OUT THE TO HAT WOULD HAVE PREVENTED IT FROM CLOSING PROP HERE THE LANDING GEAR HAD TOUCHED DOWN HARD,	TARTED TO LOSE ALT. BUT THE ACFT SETTLE ME AIRBORNE AGAIN A SED HIS POSITION NE POF THE DOOR. AN E ERLY. IMPACT MARKS BEFORE THE ACFT WEN	ANOTHER WIT D BACK TO TH ND IMPACTED AR THE RWY, (AM OF THE D WERE FOUND O F OVER THE E	NESS SAID THE E GROUND & ROL IN A NOSE DOWN THE DOOR WAS C OOR REVEALED N N THE GROUND N MBANKMENT. ACC	ACFT LEVE LED OFF A ATTITUDE PEN & AN O PREIMPA EAR THE E CORDING TO	LED OFF & N EMBANKMEN JETHE OBJECT THAT CT PROBLEM ND OF THE F THE OPERAT	NT. F RWY	
ANUAL, AN UNLOCKED DOOR WOULD NOT AFFECT THE							

File No. - 1175 3/27/84 ATLANTA,GA A/C Reg. No. N3808N Time (Lcl) - 1145 EST _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) DOOR, EXTERIOR CREW - OPEN 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND _____ _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - DIRT BANK 7. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 1119 4/22/84 ATH	A/C Reg. No. N	5009T	Tíme (Lc1) - 1350 EST				
Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju		
Type of Openation DEDSONAL		DESTROYED	Crew	Fatal O	Serious 1		None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Pass	0	2	0	0
Accident Occurred During -APPROACH		NONE	F d S S	0	~	0	U
-Aircraft Information							
Make/Model - PIPER PA-28-180		odel - LYCOMING O-	360-H4A		nstalled/		
Landing Gear - TRICYCLE-FIXED	Number Eng			51	all Warniı	ng System	- YES
Max Gross Wt - 2400		e - RECIPROCATI	NG-CARBURE	TUR			
No. of Seats - 4	Rated Powe	r - 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Depart			ON AIRF	PORT		
Method - TELEPHONE	ORLANDO, F	L					
Completeness - FULL	Destination			Airport Da			
Basic Weather - IMC	SAME AS A	CC/INC			MUNICIPAL		
Wind Dir/Speed- 110/018 KTS						- 20	
Visibility750 SM	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds - UNK/NR	Type of Fli				Surface		
Lowest Ceiling - 300 FT OE			_	Runway	Status	- WET	
	Type Apch/L	ndg - VOR/TVO	IR				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 51 Biennial Flight R	Medica1	Certificat			D WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview		nt Time (Ho			
COMMERCIAL	Biennial Flight R Current Months Since	-YES Tota	1 <u> </u>	424	Last 2	4 Hrs -	
SE LAND, ME LAND	Months Since	~ 3 Make	/Model-	64	Last 3	Days- UN	•
	Aircraft Type	∘-UNK/NR Inst	rument- i-Eng -		Last 9) Days-	15
Instrument Rating(s) - AIRPLANE							

MINIMUMS FOR A STRAIGHT-IN VOR APCH TO RWY 2 WERE 400 FT MDA & 1 MI VISIBILITY; FOR A CIRCLING APCH, THE MINIMUMS WERE 433 FT & 1 MI. THE PLT TOLD ATLANTA CENTER THAT HE WOULD TRY THE APCH TO ATHENS 1 TIME. HE INITIATED THE APCH TO RWY 2. WITNESSES SAW THE ACFT CROSS THE ARPT FROM SOUTH TO NORTH, ENTER LOW CLOUDS, THEN HEARD WHAT THEY INTERPRETED TO BE A RIGHT TURN. THEY THEN SAW THE ACFT DESCENDING IN A RIGHT TURN & DISAPPEAR BEHIND BUILDINGS. IT CRASHED 57 FT EAST OF RWY 2/20. THE SERIOUSLY INJURED PLT COULD NOT RECALL THE ACCIDENT.

File No 111	9 4/22/84	ATHENS, GA	A/C Reg. No	D. N5009T	Time (Lc1) - 1350 EST
Occurrence Phase of Operation	IN FLIGHT COLLIS APPROACH	SION WITH TERRAIN			
Finding(s) 1. WEATHER CONDITIO 2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO	N - LOW CEILING N - FOG	CH MINIMUMS			
5. IFR PROCEDURE - 6. PROPER ALIGNMENT 7. MINIMUM DESCENT	IMPROPER - PILOT - NOT ATTAINED - ALTITUDE - NOT MA				

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) 1,2,3,4,6,8

Brief of Accident

Type Operating Certificate-AGRICUL	TURAL AIRCRAFT	Aircra	ft Damage				uries		
		DESTR	DYED		Fatal	Serious	Mind	or	None
Type of Operation -AERIAL	APPLICATION	Fire	DYED	Crew	0	0 0	C	2	i
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		ON GR	DUND	Pass	0	0	C	2	0
Aircraft Information									
Make/Model - ROCKWELL INTERNATI Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 6000	ONAL S2R E	ng Make/Model - Pa	&W 1340 ANI		ELT	Installed	/Activa	ted -	NO -N/
Landing Gear - TAILWHEEL-ALL FIXE	D N	umber Engines -	1		S	tall Warn	ing Syst	tem -	NO
Max Gross Wt - 6000	E	ngine Type - R	ECIPROCATING-CA	RBURET	FOR		-		
No. of Seats - 1	R	ated Power -	600 HP						
Environment/Operations Information									
Weather Data		erary				Proximity			
Wx Briefing - NO RECORD OF BRI		st Departure Poin	t		OFF AI	RPORT/STR	I P		
Method - N/A	_	LESLIE,GA							
Completeness - N/A		tination		,	Airport D	ata			
Basic Weather - VMC		LESLIE,GA				T -1 1			
Wind Dir/Speed- 280/006 KTS						Ident			
VISIDILITV - 7.0 SM	AIC/	Airspace	NONE			Lth/Wid			
Lowest Sky/Clouds - 4000 FT Lowest Ceiling - 25000 FT	SCATTERED TY	pe of Flight Plan	- NUNE			Surface			
		pe of Clearance pe Apch/Lndg			Runway	Status	- N/A		
Obstructions to Vision- NONE	iy	pe apcn/lnag	- FURCED LANDI	NG					
Precipitation - NONE Condition of Light - DAYLIGHT									
Personnel Information Pilot-In-Command		20	Medical Certi	ficate		MEDICAL-		FDS/1 T	MTT
Certificate(s)/Rating(s)	Riennial	39 Flight Review	Medical del el	Flight	t Time (F	lours)	10 11/11/1		
Certificate(s)/Rating(s) COMMERCIAL,CFI	Curr	ent - YES	Total	- 10	300	last	24 Hrs	-	10
SE LAND, ME LAND	Mont	hs Since - 17	Make/Mode	1- 10	0000	Last	30 Davs	-	35
SE EAD, HE EAD	Airc	ent - YES hs Since - 17 raft Type - S2R	Instrumen	it-	95	Last	90 Davs	- 1	00
			Multi-Eng	-	1015		,-		
Instrument Rating(s) - AIRPLA									

File No. - 1027 6/27/84 SMITHVILLE, GA A/C Reg. No. N4199X Time (Lc1) - 1400 EDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION CRUISE - NORMAL Phase of Operation Finding(s) 1. ENGINE ASSEMBLY - FIRE 2. ENGINE ASSEMBLY - UNDETERMINED _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - DIRT BANK 4. TERRAIN CONDITION - ROUGH/UNEVEN ----_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ ----Probable Cause----

Brief of Accident (Continued)

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

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -AERIAL A Flight Conducted Under -14 CFR 1	APPLICATION	Fire	Crew	0	0	0	1
		IN FLIGHT	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information			•				
Make/Model - PIPER PA-36		odel - CONTINENTAL					
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1		St	tall Warnir	ng System	- UNK/NR
Max Gross Wt - 3900		e - RECIP-FUEL	INJECTED				
No. of Seats - 1	Rated Powe	r - 285 HP					
-Environment/Operations Information							
Weather Data	Itinerary		٨		Proximity		
Wx Briefing - NO RECORD OF BRIE				OFF AIF	RPORT/STRIF)	
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		AI	rport Da	ata		
Wind Dir/Speed- 300/010 KTS	LUCAL			Dubway	Ident -	N/A	
	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3000 FT					Surface -		
Lowest Ceiling - NONE	Type of Cle	arance - NONE				N/A	
Obstructions to Vision- NONE	Type of Cle Type Apch/L	ndg - FORCED	LANDING	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 29	Medical eview	Certificate	- VALID	MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	leview	Flight	Time (Ho	ours)		
COMMERCIAL	Current	-YES Tota -4 Make e-UNK/NR Inst Mult	al - 30	000	Last 24	Hrs - UN	
SE LAND, ME LAND	Months Since		e/Model~ 20)78 (ND	Last 30	Days- UN	150
	Aircraft Type	e – UNK/NR Inst	trument- UNK/		Last 90) Days-	150
		Mart	LI-ENG - UNK/	INK	ROTOL	art or	
Instrument Rating(s) - NONE							
ACFT WAS DESTROYED BY FIRE AFTER IT (DEA JUST REVOND TH		TED TAKT			
AGET HAD DEDIKUTED DT FIKE AFTER IT V		OKE AND FLAMES COM					

File No 10	92 8/07/84	BAINBRIDGE, GA	A/C Reg. No. N9943P	Time (Lc1) - 1420 EDT
Occurrence #1 Phase of Operation	FIRE Takeoff - Initial	CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation	LOSS OF POWER Takeoff - initial	. CLIMB		
Finding(s) 2. UNDETERMINED				
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S)			
Occurrence #4 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI	ON - GROUND	· .		
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 (Continued)

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND AIF Name of Carrier -PETROLEUM HEL Type of Operation -NON SCHED,DOM		Aircraft Da DESTROYED Fire		Fatal w 1	Injur Serious O	Minor	None O
Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT		NONE	Fas		1	0	0
Aircraft Information Make/Model - BELL 206L-1 Landing Gear - EMERGENCY FLOAT Max Gross Wt - 4150 No. of Seats - 6	Eng Make/M Number Eng	odel - ALLISO ines - 1 e - TURBOS	N 250C-28 HAFT	ELT	Installed/A tall Warnir	ctivated	I - NO -N/
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 290/025 KTS Visibility500 SM Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT OBSCU Obstructions to Vision- BLOWING SPRAY Precipitation - RAIN Condition of Light - DAYLIGHT	Type of Flig IRED Type of Cle	CC/INC ght Plan - CO arance - NO	NE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER	Age - 34 Biennial Flight R Current Months Since Aircraft Type	eview -YES - 8	ical Certific Fli Total - Make/Model- Instrument- Multi-Eng -	ght Time (H 3045 879 583	ours) Last 24 Last 30 Last 90	Hrs -) Days- L	5 INK/NR 164
Instrument Rating(s) - UNK/NR							
-Narrative PILOT AND PASSENGERS BOARDED THE HELICOPT	D TN AN ATTEMPT T						

ACFT IMPACTED THE SEA 100 FT BELOW THE PLATFORM IN A TAIL FIRST ATTITUDE.

File No. - 1062 3/12/84 W CAMRN BLK 624,GM A/C Reg. No. N1076N Time (Lc1) - 1045 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation STANDING - STARTING ENGINE(S) Finding(s) 1. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH WIND 3. WEATHER CONDITION - GUSTS 4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Injuries Name of Carrier -PETROLEUM HELICOPTERS INC DESTROYED Fatal Serious Minor No Type of Operation -NON SCHED, DOMESTIC, PASSENGER Fire Crew 1 0 0 Flight Conducted Under -14 CFR 135 NONE Pass 3 0 0 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - AEROSPATIALE AS 355F Eng Make/Model - ALLISON 250-C20F ELT Installed/Activated - NO Landing Gear - HIGH SKID Number Engines - 2 Max Gross Wt - 5070 Engine Type - TURBOSHAFT No. of Seats - 6 Rated Power - 420 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mate/ Model - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LocaL Wind Dir/Speed- 300/010 KTS LCAL Wind Dir/Speed- 300/010 KTS LCAL CCAL Wind Dir/Speed- 300/010 KTS LCAL CCAL Wind Dir/Speed- 300/010 KTS LCAL CCAL Wind Dir/Speed- 300/010 KTS LCAL CCAL Wind Dir/Speed- 300/010	Basic Information						
Name of Carrier-PETROLEUM HELICOPTERS INCDESTROYEDFatalSeriousMinorNoType of Operation-NON SCHED.DOMESTIC.PASSENGERFireCrew100Accident Occurred During-TAKEOFFNONEPass300Accident Occurred During-TAKEOFFNONEPass300Accident Occurred During-TAKEOFFNONEPass300Accident Occurred During-TAKEOFFNumber Engines2Stall Warning SystemNOMake/Model- A EROSPATIALE AS 355FEng Make/Model - ALLISON 250-C20FELT Installed/Activated - NOLanding Gear- HIGH SKIDNumber Engines- 2Stall Warning System - NOMax Gross Wt- 5070Engine Type - TURROSHAFTStall Warning System - NONo. of Seats- 6Rated Power- 420 HPEnvironment/Operations InformationWeather DataOFF AIRPORT/STRIPWeather DataItineraryAirport ProximityOFF AIRPORT/STRIPWeather Sty/Clouds- CLEARLOCALRunway IdentN/AVisibility- 10.0SMATC/AirspaceRunway IdentN/AUowest Ceiling- NONEType of Flight PlanCOMPANY (VFR)Runway StatusN/ALowest Ceiling- NONEType of Flight PlanCOMPANY (VFR)Runway StatusN/ADostructions to VisionNONEType of ClearanceNONEPrecipitationN/AComdition of LightDAYLIGHT<	Type Operating Certificate-ON-DEMAND A	IR TAXI Airce	raft Damage			Iniuries	
Accident Occurred During -TAKEDFF Aircraft Information Make/Model - AEROSPATIALE AS 355F Eng Make/Model - ALLISON 250-C20F ELT Installed/Activated - ND Stall Warning System - ND Max Gross Wt - 5070 Max Gross Wt - 5070 Engline Type - TURBOSHAFT No. of Seats - 6 Environment/Operations Information Weather Data Wethod - N/A Easic Weather - VMC Data Destination Basic Weather - VMC Wind Dir/Speed - 300/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Use Celling - NONE Destructions to Vision- NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Commercial of Land Method - NA Same AS ACC/INC Method - N/A Destination Airport Data Basic Weather - VMC Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Lth/Wid - N/A Lowest Celling - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Command Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Co	Name of Carrier -PETROLEUM H	ELICOPTERS INC DEST		Fat			None
Accident Occurred During -TAKEDFF Aircraft Information Make/Model - AEROSPATIALE AS 355F Eng Make/Model - ALLISON 250-C20F ELT Installed/Activated - ND Stall Warning System - ND Max Gross Wt - 5070 Max Gross Wt - 5070 Engline Type - TURBOSHAFT No. of Seats - 6 Environment/Operations Information Weather Data Wethod - N/A Easic Weather - VMC Data Destination Basic Weather - VMC Wind Dir/Speed - 300/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Use Celling - NONE Destructions to Vision- NONE Precipitation - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Commercial of Land Method - NA Same AS ACC/INC Method - N/A Destination Airport Data Basic Weather - VMC Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Lth/Wid - N/A Lowest Celling - NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Command Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Commercial Co	Type of Operation -NON SCHED,D	OMESTIC, PASSENGER Fire	c	rew	1	0 0	0
Aircraft Information Make/Model - AEROSPATIALE AS 355F Landing Gear - HIGH SKID Max Gross Wt - 5070 No. of Seats - 6 Environment/Operations Information Weather Data Wethod - N/A Completeness - N/A Lowest Sky/Clouds - CLEAR Visibility - 10.0 SM Lowest Celling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot In-Command Certificate(s)/Rating(s) COMMERCIAL Completenes Phelot Lance Airport Proximity Last Departure Point Lowest Celling - NOR Completeness - N/A Lowest Celling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot In-Command Certificate(s)/Rating(s) Completenes Commencial Personnel LaND HELICOPTER Airport Proximity Last Departure Point Last Departure Point Last Departure Point Last Departure Point Last Departure Point Last Departure Point Last Departure Point Lowest Celling - NOR Completeness - N/A Destination Airport Data Lowest Celling - NONE Precipitation - NONE Commencial Personnel Information Pilot Tine-Command Certificate(s)/Rating(s) Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial Commencial C	Flight Conducted Under -14 CFR 135	NONE	E P	ass	3	0 0	0
Landing Gear - HIGH SKID Max Gross Wt - 5070 Max Gross Wt - 5070 Max Gross Wt - 5070 Engine Type - TURBOSHAFT No. of Seats - 6 Environment/Operations Information Weather Data Weather Data W R Friefing - NO RECORD OF BRIEFING Mathod - N/A Sall Warning System - NO Environment/Operations Information Weather Data W NO RECORD OF BRIEFING Basic Weather - VMC Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - CLEAR USAN Lowest Sky/Clouds - CLEAR Destination Destination - NONE Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Commercial SELAND, ME LAND HELICOPTER HELICOPTER Arcon a comment of the state of the sta	Accident Occurred During -TAKEOFF						
Landing Gear - HIGH SKID Max Gross Wt - 5070 Max Gross Wt - 5070 Max Gross Wt - 5070 Engine Type - TURBOSHAFT No. of Seats - 6 Environment/Operations Information Weather Data Weather Data W R Friefing - NO RECORD OF BRIEFING Mathod - N/A Sall Warning System - NO Environment/Operations Information Weather Data W NO RECORD OF BRIEFING Basic Weather - VMC Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - CLEAR USAN Lowest Sky/Clouds - CLEAR Destination Destination - NONE Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Commercial SELAND, ME LAND HELICOPTER HELICOPTER Arcon a comment of the state of the sta	Aircraft Information						
Max Gross Wt - 5070Engine Type- TURBOSHAFT Rated PowerNo. of Seats -6Rated Power- 420 HPEnvironment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIPWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCOFF AIRPORT/STRIP OFF AIRPORT/STRIPMethod- N/ADestination LOCALAirport DataBasic Weather - VMC Wind Dir/Speed- 300/010 KTSLOCAL LOCALRunway Ident - N/A Runway Lth/Wid - N/AWind Dir/Speed- 300/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Dbstructions to Vision- NONE Precipitation - NONE Condition of Light - NONE Precipitation - NONE Condition of Light - DAYLIGHTType of Flight Plan - COMPANY (VFR) Runway Surface - N/A Type Apch/Lndg - NONE Runway Status - N/APersonnel Information Pilot-In-Command COMMERCIAL Condition of Light - DAYLIGHTAge - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL COMMERCIAL COMMERCIAL COMMERCIAL CELAND, HELICOPTERAge - 51 Months Since - 10 Make/Model - 1326 Aircraft Type - AS 355F Instrument - 740 Multi-Eng - 871 Rotorcraft - 4041							
No. of Seats - 6 Rated Power - 420 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 OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed 300/010 KTS ATC/Airspace Runway Lth/Wid - N/A Usest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Status - N/A Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - N/A Dbstructions to Vision - NONE Type Apch/Lndg - NONE - N/A Precipitation - NONE Condition of Light - DAYLIGHT - DaYLIGHT -Prersonnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Commercial Gommercial Flight Time (Hours) - Cordition of Light - DAYLIGHT Certificate(Stall W	arning Syste	m - NO
Environment/Dperations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 300/010 KTS Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Commend Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND, ME LAND MOTHS Since - 10 Make/Model - 1326 Last 30 Days- 1487 Multi-Eng - 871 Rotorcaft - 4041							
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC Destination Airport Data Wind Dir/Speed 300/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Obstructions to Vision NONE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Condition of Light DAYLIGHT - - - Status - Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 4 COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND, ME LAND Month	No. of Seats - 6	Rated Power -	420 HP				
Wx Briefing - NO RECORD OF BRIEFING Method Last Departure Point SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Dasic Weather - VMC Destination Airport Data Wind Dir/Speed-300/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Status - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - NONE - N/A Condition of Light - DAYLIGHT - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 7207 Last 24 Hrs - 4 Months Since 10 Make/Model- 1326 Last 30 Days- UNK/NR Multi-Eng - 871 Multi-Eng - 871 Rotorcraft - 4041	-Environment/Operations Information			,			
Method- N/ASAME AS ACC/INCCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AWind Dir/Speed-300/010 KTSATC/AirspaceRunway Lth/Wid- N/AVisibility- 10.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- COMPANY (VFR)Runway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONE- N/APrecipitation- NONEType Apch/Lndg- NONE- N/ACondition of Light- DAYLIGHT- 51Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)- 4COMMERCIALCurrent- YESTotal- 7207Last 24 Hrs - 4Months Since- 10Make/Model-1326Last 30 Days- UNK/NRHELICOPTERAircraft Type- AS 355FInstrument-740Last 90 Days-187Multi-Eng- 871Rotorcraft- 4041							
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALRunway Ident - N/AWind Dir/Speed- 300/010 KTSLOCALRunway Ident - N/AVisibility - 10.0 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds - CLEARType of Flight Plan - COMPANY (VFR)Runway Surface - N/ALowest Ceiling - NONEType of Clearance - NONERunway Status - N/ADbstructions to Vision- NONEType Apch/Lndg - NONENONEPrecipitation - NONECondition of Light - DAYLIGHTAge - 51-Personnel InformationMedical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent - YESTotal - 7207Last 24 Hrs - 4SE LAND, ME LANDMonths Since - 10Make/Model- 1326Last 30 Days- UNK/NRHELICOPTERAircraft Type - AS 355FInstrument- 740Last 90 Days- 187Multi-Eng - 871Rotorcraft - 4041	5			OF	F AIRPORT/	STRIP	
Basic Weather - VMC LOCAL Wind Dir/Speed-300/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - NONE -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND, ME LAND Months Since - 10 Make/Model- 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187				• •			
Wind Dir/Speed- 300/010 KTSRunway Ident- N/AVisibility- 10.0 SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- CLEARType of Flight Plan- COMPANY (VFR)Runway Surface- N/ALowest Ceiling- NONEType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONE- NONEPrecipitation- NONE- NONE- NONE- NONECondition of Light- DAYLIGHT				Airpo	ort Data		
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Lowest Sky/Clouds - CLEAR Type of Flight Plan - COMPANY (VFR) Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 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- 1326 Last 24 Hrs - 4 SE LAND, ME LAND Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041		ATC /Aincreas					
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 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 - 1326 Last 24 Hrs - 4 SE LAND, ME LAND Months Since - 10 Make/Model - 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041							
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE - NONE Condition of Light - DAYLIGHT - DAYLIGHT -Personnel Information Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 10 Make/Model- 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 10 Make/Model- 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041	· · · · · · · · · · · · · · · · · · ·				inway State	13 N/A	
Condition of Light- DAYLIGHT-Personnel Information Pilot-In-CommandAge - 51Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Gertificate(s)/Rating(s)Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours) CurrentCOMMERCIALCurrent- YESTotalSE LAND,ME LANDMonths Since - 10Make/Model-1326HELICOPTERAircraft Type - AS 355FInstrument-740Last 90 Days-Multi-Eng -871Rotorcraft -4041		Type Aperly Endg	NONE				
-Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 7207 Last 24 Hrs - 4 SE LAND,ME LAND Months Since - 10 Make/Model- 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041							
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIALAge - 51Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Current - YESCOMMERCIAL SE LAND,ME LAND HELICOPTERAge - 51Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Biennial Flight Review Current - YESAircraft Type - AS 355FInstrument- Multi-Eng - 871Autorcraft - 4041							
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 7207Last 24 Hrs - 4SE LAND,ME LANDMonths Since - 10Make/Model-1326Last 30 Days-UNK/NRHELICOPTERAircraft Type - AS 355FInstrument-740Last 90 Days-187Multi-Eng -871Rotorcraft -4041		Age - 51	Medical Certif	icate - N	ALID MEDIC	AL-WAIVERS/L	IMIT
SE LAND,ME LAND Months Since - 10 Make/Model- 1326 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041	Certificate(s)/Rating(s)	Biennial Flight Review	F				
HELICOPTER Aircraft Type - AS 355F Instrument- 740 Last 90 Days- 187 Multi-Eng - 871 Rotorcraft - 4041	COMMERCIAL	Current - YES	Total	- 7207	La	ıst 24 Hrs -	4
Multi-Eng - 871 Rotorcraft - 4041		Months Since - 10	Make/Mode1				
	HELICOPTER	Aircraft Type - AS		- 740	La	st 90 Days-	187
Instrument Rating(s) - AIRPLANE			Multi-Eng	- 871	Ro	otorcraft -	4041
	Instrument Rating(s) - AIRPLANE						
	Mennetive						

PAD. THE HELICOPTER THEN CRASHED INTO THE SURROUNDING WATER.

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File No 10	76 4/04/84 W CAMERON 540,G	M A/C Reg. No. N5791Z	Time (Lc1) - 1810 CST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT Takeoff		
Finding(s) 1. CLEARANCE - NOT 2. OBJECT - AIRPOR			
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT TAKEOFF		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 3. TERRAIN CONDITI	DN - 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

Brief of Accident

File No 1144 7/17/84	HONOLULU,HI	A/C Reg. No. N	215	т	ime (Lcl) -	0600 HS	т
Basic Information Type Operating Certificate-ON-DE Name of Carrier -PACIF Type of Operation -NON S Flight Conducted Under -14 CF Accident Occurred During -LAND	IC AIR EXPRESS, INC. CHED,DOMESTIC,CARGO R 135	Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - BEECH H18S Landing Gear - TRICYCLE-RETRACI Max Gross Wt - 10100 No. of Seats - 2	ABLE Number En	Model - P&W R985AN1 gines - 2 pe - RECIPROCATI er - 450 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PE Basic Weather - VMC Wind Dir/Speed- 270/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 1500 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Depar SAME AS RTINENT Destination LIHUE,HI ATC/Airspace FT SCATTERED Type of F1	ACC/INC ight Plan - COMPANY earance - NONE	(VFR)	OFF AI Airport D HONOLU Runway Runway Runway	LU INTL Ident - Lth/Wid - Surface -	O4R 9000/ ASPHALT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND		Review -YES Tota -3 Make e-BE-H18S Inst	Flight 1 - 4 /Model- rument-	t Time (H 4772 99	Last 24 Last 30	IVERS/LI Hrs - U Days- U Days-	NK/NR NK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING TAKEOFF AT ABOUT 50 FT AGL & 4,000 FT DOWN RWY 4R, THE RIGHT ENG LOST POWER. ACCORDING TO THE PLT, HIS AIRSPEED WAS 105 MPH & THE RIGHT ENG "POPPED" BEFORE IT LOST POWER. HE ALSO STATED THAT POWER ON THE LEFT ENG DETERIORATED AFTER THE THE RIGHT PROP WAS FEATHERED. THE ACFT WENT INTO A RIGHT BANK & THE PLT MAINTAINED CONTROL OF THE ACFT UNTIL IMPACT WITH THE WATER. EXAMINATION OF THE RIGHT ENG REVEALED THAT THE RIGHT MAGNETO, AMERICAN BOSCH SB9RU-3, SER #B88470, WAS NOT TIMED CORRECTLY. DISASSEMBLY OF THE MAGNETO REVEALED THAT ALL EXCEPT 11 DISTRIBUTOR GEAR TEETH WERE STRIPPED OFF. AT THE TIME OF THE POWER LOSS OF THE RIGHT ENG, ABOUT 5,000 FT OF RWY WAS REMAINING.

		Brief of	Accident (Continued)	
File No 11	44 7/17/84	HONOLULU, HI	A/C Reg. No. N21S	Time (Lc1) - 0600 HST
Occurrence #1 Phase of Operation		FOTAL) - MECH FAILURE/ IAL CLIMB	MALFUNCTION	
Finding(s) 1. IGNITION SYSTEM	,MAGNETO - FAILU	RE,TOTAL	· · · · · · · · · · · · · · · · · · ·	n an
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLAR	E/TOUCHDOWN		
Occurrence #3 Phase of Operation		E/TOUCHDOWN		
EMERGENCY PROCE	DURE - IMPROPER	MPROPER - PILOT IN COM - PILOT IN COMMAND - PILOT IN COMMAND	MAND	
Probable Cause				<u>.</u>

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

Brief of Accident

File No 1169 4/20/84 BLOOMF	IELD, IA A/	C Reg. No. N6	715W	т	ime (Lc1) -	1230 CST	
Basic Information					T. 1		
Type Operating Certificate-ON-DEMAND AIR		raft Damage STANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		STANTIAL	Crew			1 MINOR	0
Flight Conducted Under -14 CFR 91		E	Pass	0	0	0	0
Accident Occurred During -LANDING	NON	_	1233	0	Ŭ		Ū
Aircraft Information							
Make/Mode1 - BEECH C23	Eng Make/Model -	LYCOMING 0-3	60-A4K	ELT	Installed/A	ctivated -	YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		S	tall Warnin	ig System -	YES
Max Gross Wt - 2450	Engine Type -	RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 4	Rated Power -	180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	int		ON AIR			
Method - TELEPHONE	MOLINE, IL						
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC				FIELD MUNI		
Wind Dir/Speed- 070/014 KTS				Runway	Ident -	36	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	3400/	50
Lowest Sky/Clouds - UNK/NR	Type of Flight Pl	an - NONE		Runway	Surface -	CONCRETE	
Lowest Ceiling - 3500 FT BROKE	N Type of Clearance	- NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31				MEDICAL-WA	IVERS/LIMI	. 1
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (H	ours)		
STUDENT	Current - N/A	Total		65	Last 24	Hrs -	1
	Months Since - N/A	Make/	Model-	55	Last 30	Days- UNK	
	Aircraft Type - N/A	Instr	ument-	0	Last 90) Days-	16

Instrument Rating(s) - NONE

----Narrative----

ACCORDING TO FAA RECORDS, THE STUDENT PLT RECIEVED A WX BRIEFING AT 1000 CST. AT THAT TIME, THE LATEST WX OBSERVATION AT OTTUMUA, IA, (CLOSEST WX STATION TO BROOMFIELD, IA) SHOWED THE WIND WAS FROM 110 DEGS AT 11 KTS. ABOUT 25 MINS AFTER THE BRIEFING, THE FORECAST WAS AMENDED TO EXPECT WINDS FROM 090 DEGS AT 15 KTS. ARRIVING AT BROOMFIELD THE PLT MADE A GO-AROUND AFTER ENCOUNTERING A STRONG X-WIND ON THE 1ST APCH. HE LANDED AFTER THE 2ND APCH BUT THE ACFT DRIFTED OFF THE LEFT SIDE OF THE RWY & HIT A DITCH. THE UNICOM WAS NOT OPERATIONAL AT THE TIME OF THE ACCIDENT, BUT THERE WAS AN OPERATIONAL WIND SOCK. AN AG OPERATOR ON THE ARPT ESTIMATED THE WIND WAS FROM THE EAST AT 20 TO 30 KTS. THE STUDENT DID NOT CONTACT THE FSS AT OTTUMUA TO UPDATE THE WIND WX INFO.

File No 1169	4/20/84 BLOOMFIELD,IA	A/C Reg. No. N6715W	Time (Lc1) - 1230 CST
Occurrence #1 LOS Phase of Operation LAN			
2. IN FLIGHT WEATHER AD 3. IMPROPER USE OF 4. WEATHER CONDITION - (5. COMPENSATION FOR WIN 6. IMPROPER DECISION 7. DIRECTIONAL CONTROL	IMPROPER - PILOT IN COMMAND VISORIES - NOT USED - PILOT IN (FACILITY,LACK OF TOTAL EXPERIENC CROSSWIND D CONDITIONS - NOT POSSIBLE - PI N,OVER CONFIDENCE IN AIRCRAFT'S - NOT POSSIBLE - PILOT IN COMMAN UNCONTROLLED - PILOT IN COMMAN	CE - PILOT IN COMMAND ILOT IN COMMAND ABILITY - PILOT IN COMMAND ND	
Occurrence #2 ON O Phase of Operation LAN	GROUND COLLISION WITH TERRAIN DING - ROLL		
Finding(s) 9. TERRAIN CONDITION -	DITCH		
Probable Cause			
The National Transportations in the second structure is the second second structure is the second seco	on Safety Board determines that	the Probable Cause(s) of this accid	lent

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

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Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraft SUBSTANT		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	1
Aircraft Information						
Make/Model - CESSNA 120 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - CONT Number Engines - 1	INENIAL C-85-12		[nstalled/A tall Warnir		
Max Gross Wt - 1450	Engine Type - RECI			tali warnin	ig system .	
No. of Seats - 2		85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	LARCHWOOD, IA					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da			
Basic Weather - VMC	LOCAL		ZANGGEI			
Wind Dir/Speed- 100/008 KTS Visibility - 15.0 SM					17	<u></u>
Lowest Sky/Clouds -	ATC/Airspace Type of Flight Plan -	NONE		Lth/Wid - Surface -		23
Lowest Ceiling - 7000 FT BROKEN	Type of Clearance -					
Obstructions to Vision- NONE	Type Apch/Lndg -		Kullway	Jialus	UNK/ NK	
Precipitation - NONE	Type Apony Lindy	INALI IO FALLENN				
Condition of Light - DUSK						
Personnel Information						
		edical Certificat			IVERS/LIM	[T
	ennial Flight Review		t Time (Ho			
PRIVATE	Current - YES	Total -	109	Last 24		2
SE LAND	Months Since - 8 Aircraft Type - UNK/NR	Make/Model-	23	Last 30) Days- UN	
	Aircraft Type - UNK/NR	Instrument-	4	Last 90) Days-	4

Instrument Rating(s) - NONE

----Narrative----

THE ACFT NOSED OVER AFTER BOUNCING OFF THE RWY DURING LANDING. THE PLT SAID HE LANDED LONG AND FAST AND WAS FEELING APPREHENSIVE; WHEN THE ACFT BOUNCED HE RELEASED BACK PRESSURE ON THE STICK WHICH CAUSED A GREATER BOUNCE AND AN EXCURSION OFF THE RWY. THE PLT USED BRAKES AND THE ACFT NOSED OVER. THE PLT RECOMMENDS DUAL TRAINING FOR INEXPERIENCED PLTS WHO HAD LITTLE RECENT FLYING EXPERIENCE.

File No 104	2 5/14/84	LARCHWOOD, IA	A/C Reg. No. N76450	Time (Lc1) - 2040 CDT
Occurrence #1 Phase of Operation				
2. AIRSPEED - EXCES 3. PROPER TOUCHDOWN 4. GO-AROUND - NOT 5. RECOVERY FROM BO 6. DIRECTIONAL CONT	SIVE - PILOT IN C POINT - NOT ATTA PERFORMED - PILOT UNCED LANDING - I ROL - NOT MAINTAI	INED - PILOT IN COMM	AND OMMAND ND	
Occurrence #2 Phase of Operation				
Finding(s) 8. REMEDIAL ACTION 9. BRAKES(NORMAL) -				

is/are finding(s) 1,2,3,4,5,6,7,8,9

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	raft Damage		Injur	ries	
		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	IE Pa	ss O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-22-135		LYCOMING D-290-D2	ELT	Installed/#	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines			itall Warnir	ng System	- NO
Max Gross Wt - 1850		RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power	· 135 HP				
Environment/Operations Information						
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		pint	OFF AI	RPORT/STRI	2	
Method - N/A	CHICAGD, IL					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	DUBUQUE, IA		Dumuna	/Ident	- N/A	
Wind Dir/Speed- 280/012 KTS Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid ·		
Lowest Sky/Clouds -	Type of Flight P	lan - NONE		/ Surface		
Lowest Ceiling - 5000 FT BROK				Status		
Obstructions to Vision- NONE		- FORCED LANDING		0.0.00	,	
Precipitation - NONE	·)popo, 2g					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41		cate - VALI	MEDICAL-NO	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Bjennial Flight Review Current - YE	F1	ight Time (H			
PRIVATE	Current - YE	5 Total -			4 Hrs -	
SE LAND	Months Since - 21	Make/Model-		Last 30) Days- UN	
	Aircraft Type - PA	-22 Instrument-	12	Last 90) Days-	25
		Multi-Eng -	12			
Instrument Rating(s) - NONE						
Narrative						
E MANUEVERING OVER A UNIVERSITY A TTL LOS	S OF PWR WAS EXPERIENCE	D. ATTEMPTS TO RESTA	RT THE ENGIN	NE FAILED.	THE PLT	
A HARD FORCED LANDING WHICH RESULTED IN						

File No 104	47 5/18/84 DUBUQUE,IA	A/C Reg. No. N2390A	Time (Lc1) - 1140 CDT
Occurrence #1 Phase of Operation			
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. EMERGENCY PROCE	DURE - ATTEMPTED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s)			

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

Brief of Accident (Continued)

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Brief of Accident

Type Operating Certificate-AGR	ICULTURAL A		ircraft Damage			Inju		
Type of Openation -AED			SUBSTANTIAL	Chav		Serious		None
Type of Operation -AER Flight Conducted Under -14	CFR 137		NONE	Pass	• O O	0	0	0
Accident Occurred During -MAN	EUVERING			1 400	Ũ	Ŭ	Ũ	Ŭ
Aircraft Information								
Make/Model - PIPER PA-36-37		Eng Make/Mode	1 - LYCOMING IO	-720				
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 3900	FIXED	Engine Type	s - 1 - RECIP-FUEL	INJECTED	51	all warni	ng System	- YES
No. of Seats - 1			- 375 HP	INCECTED				
Invironment/Operations Informati	on							
Weather Data		Itinerary	.		Airport P		_	
Wx Briefing - NO RECORD OF Method - N/A	BRIEFING	Last Departure STORM LAKE.I			UFF AIR	PORT/STRI	5	
Completeness - N/A		Destination	A		Airport Da	ta		
Basic Weather - VMC		SAME AS ACC/	INC					
Wind Dir/Speed- 120/007 KTS						Ident		
Visibility - 30.0 SM	0 FT 004TTF	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 1000 Lowest Ceiling - NONE		Type of Cleara				Surface Status	- N/A - N/A	
Obstructions to Vision- NONE			FORCED	LANDING	Kullway	Status	N/ A	
Precipitation - NONE		.,						
Condition of Light - DAYL	IGHT							
Personnel Information Pilot-In-Command	٨	ao - 39	Medical	Certificat				τ⊤
Certificate(s)/Rating(s)	B	ge - 39 iennial Flight Revi	ew	Fligh	t Time (Ho	urs)	AIVERS/EIM	
COMMERCIAL		Current -	YES Tota	1 -	4200	Last 2	4 Hrs - UN	K/NR
SE LAND		Months Since -	5 Make	/Model-	570	Last 3) Days- UN	K/NR
		Months Since - Aircraft Type -	PA-28 Inst Mult	i-Epg - UN	K/NR K/ND	Last 9) Days- naft - UN	14 k/ND
			Mart			Rotore		
Instrument Rating(s) - AI								
Narrative								
E ON THE 2ND SWATH RUN, THE PLT	MANEUVEDED	THE ACET TO CROSS I				OF THE		

File No 11	66 6/19/84	STORM LAKE,IA	A/C Reg. No. N3953E	Time (Lc1) - 0700 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. OBJECT - WIRE,T 2. CLEARANCE - M 3. VERTICAL STABIL 4. VERTICAL STABIL	ISJUDGED - PILOT I IZER SURFACE - OVE	RLOAD		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accide	ent

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

Brief of Accident

		A/C Reg. No. N1700W			Time (Lc1) - 1500 CDT			
-Basic Information Type Operating Certificate-ON-DEMAND AI		t Damage	F . 1 . 1	Injur		News		
	SUBSTAI		Fatal V O	Serious	Minor	None 1		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass	• •	0	0	0		
Accident Occurred During -MANEUVERING		Pas:		-	_			
-Aircraft Information								
Make/Model - PIPER PA-23-160	Eng Make/Model - LY			Installed//				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnir	ng System	- YES		
Max Gross Wt - 3800	Engine Type - RE		RETOR					
No. of Seats - 5	Rated Power -							
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT				
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination		Airport D					
Basic Weather - VMC	LOCAL		KANKAE		~ 1			
Wind Dir/Speed- 170/018 KTS				Ident ·				
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid				
Lowest Sky/Clouds -	Type of Flight Plan			Surface				
Lowest Ceiling - 20000 FT BROK	51	- NUNE - FORCED LANDING	Runway	Status				
Obstructions to Vision- NONE	Type Apch/Lndg	- FURCED LANDING						
Precipitation - NONE Condition of Light - DAYLIGHT								
 -Personnel Information								
Pilot-In-Command	Age - 21	Medical Certifica	ate - VALIC	MEDICAL-NO		/ITMTT		
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F		5 WAIVERS	/ 21/12 /		
COMMERCIAL	Current - YES	Total -	3300		4 Hrs -	4		
SE LAND	Current - YES Months Since - 3	Make/Model- (JNK/NR	Last 3				
	Aircraft Type - UNK/NR	Instrument-	338	Last 90	D Days-	214		
		Multi-Eng -			-			
Instrument Rating(s) - AIRPLANE								
ER DEPARTING THE ARPT, THE PLT ELECTED TO	DRACTICE ENERGENCY PROCEDUR							
I SOUTH OF THE ARPT AT 4000 FT MSL. HE THE								
UGH PWR TO TURN THE ENG OVER FAST ENOUGH T								
ARPT TO LAND WITH THE LEFT ENG FEATHERED.								
VEN BY THE LEFT ENG. WITH THE LEFT ENG FEATHERED.								
P. DURING AN APCH TO RWY 22, HE DID NOT AL	UD NOT MAINTAIN HIS ALTITUD	F SO HE "TIGHTEN	FD UP THE P	ATTERN " T	HE PLT			
P. DURING AN APCH TO RWY 22, HE DID NUT AL APPLIED FULL PWR TO THE RIGHT ENG, BUT COU D HE DID NOT HAVE ENOUGH ALT TO GET THE AC								

File No 11	70 6/04/84	KANKAKEE,IL	A/C Reg. No. N1700W	Time (Lc1) - 1500 CDT	
Occurrence #1 Phase of Operation		RŤIAL) – NON-MECHANIC	AL		
3. MISCELLANEOUS - 4. EMERGENCY PRO 5. ELECTRICAL SYST 6. MISCELLANEOUS -	CISION, - PILOT IN DISABLED CEDURE - INTENTION EM,BATTERY - OUTPU INOPERATIVE FHERING - PERFORMED	COMMAND AL - PILOT IN COMMAND T LOW D - PILOT IN COMMAND			
Occurrence #2 Phase of Operation		NCY			
inding(s) 9. PRECAUTIONARY L 10. PLANNING-DECISI 11. GEAR EXTENSION 12. GEAR EXTENSION 13. GO-AROUND - IMP	DN - IMPROPER - PI - DELAYED - PILOT - NOT OBTAINED - P	IN COMMAND ILOT IN COMMAND			
Jccurrence #3		ION WITH TERRAIN RN TO LANDING AREA (E	MEDGENCY)		

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da				uries	
		SUBSTANTIA		Fatal	Serious	Mino	
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							
Make/Mode1 - CESSNA 172N			NG 0-320-H2AD	ELT	Installed,	Activat	ed – YES/N
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warn	ing Syst	em,-YES
Max Gross Wt - 2150			OCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 160) HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departu	ure Point		ON AIR			
Method - TELEPHONE	DELAVAN.WI						
Completeness - UNK/NR	Destination	•		Airport D	ata		
Basic Weather - VMC	LANSING, IL			LANSIN			
Wind Dir/Speed- 130/005 KTS		-			Ident	- 09	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		/ 75
Lowest Sky/Clouds - CLEAR	Type of Flig	nt Plan - NC	DNE		Surface		
Lowest Ceiling - NONE	Type of Clea				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lr	ndig - TR	RAFFIC PATTERN				
Precipitation - NONE		FL	JLL STOP				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Mec	dical Certifica	te - VALID	MEDICAL-	MAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (H		,	
PRIVATE	5		Total -			24 Hrs -	4
SE LAND	Months Since	- 9	Make/Model-	8	Last 3	30 Days-	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	0	Last 9	90 Days-	11

----Narrative----

THE ACFT RAN OFF THE END OF THE RWY INTO A DITCH DURING LANDING. THE PLT SAID THAT HIS LANDING SPEED WAS "WELL ABOVE NORMAL TOUCHDOWN SPEED." HE HAD MADE ONE APPROACH BEFORE THE ACCIDENT AND WENT AROUND BECAUSE HE WAS "LANDING LONG." THERE WERE NO REPORTED MALFUNCTIONS IN EQUIPMENT.

File No 103	8 7/08/84	LANSING,IL	A/C Reg. No. N75915	Time (Lc1) - 0745 CDT	
Occurrence Phase of Operation	OVERRUN LANDING - ROLL				
3. GO-AROUND - NOT	OF EQUIPMENT/AIR PERFORMED - PILOT POINT - NOT ATTA	CRAFT, TOTAL - PILOT			
5. TERRAIN CONDITIC					

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

Brief of Accident

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Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operation -PERSONAL Fire Damage Injuries Type of Operation -PERSONAL Fire Crew 0 0 0 1 Accident Occurred During -LANDING 0 0 1 Accident Occurred During -LANDING 0 0 0 0 2 Aircraft Information Make/Model - BUGINA A7SN1 Eng Make/Model - LYCOMING R-680-E38 ELT Installed/Activated - YES/I Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/I Max Gross Wt - 2 T17 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 300 HP Environment/Operations Information Weather Data I Itinerary Airport Proximity Use The Stall Warning System - UNK/I Method - N/A Destination Airport Data Basic Weather - N/A Destination Airport Data Basic Wather - Soo SM ATC/Airspace NUME Type of Flight Plan - NONE Runway Ith/Wig - 3150/ 50 Lowest Sky/Jouds - CEGR Type of Flight Plan - NONE Runway Uth/Wig - 3150/ 50 Lowest Sky/Jouds - CEGR Type of Flight Plan - NONE Runway Strace - ASPHALT Runway Strace - ASPHALT Runway Strace - ASPHALT Bienila Flight Review Flight Time (Hours) Precipitation Pioteintetion of Light - DAVLIGHT Condition of Light - DAVLIGHT Personnel Information Pioteintation Pioteintation Pioteintation Pioteint Runway Strace - 10 Make/Model - 272 Last 30 Days - MK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - Rotoraft - 3 Multi-En	File No 1198 7/22/84 HUNTL	_EY,IL A/C	Reg. No. N55070		Fime (Lc1)	- 1815 CD)T
Type of DeerationERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING 0 0 0 2 Aircraft Information Make/Model - BEING ATSN1 Eng Make/Model - LVCOMING R-680-E38 ELT Installed/Activated - YES/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - 2717 Rated Power - 300 HP Thomas from at ion Weather Data N/A Destination Weather Data N/A Destination Weather Data N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC SAM Destination Airport Data Basic Weather - SOO KTS AIR JUNE OF Clear Airport Data Basic Weather - SOO FIGHT Proximity Unit - 31 Visibility - 5.0 SM ATC/Airspace NONE Runway Luf/Wid - 3150/ 50 Lowest Ceiling - 25000 FT BROKEN Type of Flight Plan - NONE Runway Luf/Wid - 3150/ 50 Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Destructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Destructions to Vision NONE Type of Clearance - 10 Make/Model - 22 Last 30 Days- UNK/N Aircraft Type - WK/NR Instrument - 17 Last 90 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - B Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PICS OF A BOEING A75, NS5070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER BEFORE LANDING, BOTH FLIS FLEW	Basic Information Type Operating Certificate-NONE (GENERA			[ata]			Nono
flight Conducted Under -14 CFR G1 NONE Pass 0 0 1 Accident Occurred During -LANDING Other 0 0 2 Aircraft Information Make/Model - BOEING A75N1 Eng Make/Model - LYCOMING R-680-E3B ELT Installed/Activated - YES/I Landing Gear - TAILWHEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/I Max Gross Wt - 2/17 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 300 HP Environment/Operations Information Weather Data On AIRPORT Wather Data Itinerary Airport Proximity Wasther - N/A Destination Airport Data Basic Weather - SM Completeness - N/A Destination Airport Data Basic Weather - SM ATC/Airspace Runway Lif/Wid - 3150/ 50 Visibility - S.0 SM C/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Cornel Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	Type of Operation -PEPSONAL						1
Accident Occurred During -LANDING Other 0 0 0 2 Aircraft Information Make/Model - BOEING A75N1 Eng Make/Model - LYCOMING R-680-E3B ELT Installed/Activated - YES/ Stall Warning System - UNK/1 Max Gross Wt - 2717 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - UNK/1 Mox Gross Wt - 2717 Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Environment/Operations Information Weather Data Itinerary Airport Proximity Ws Briefing - NO RECORD OF BRIEFING Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed - 180/006 KTS SAME AS ACC/INC Runway Lth/Wid - 3150/ 50 Visibility - 5.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation ASP Precipitation - Commad Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Precipitation - 1805 Precipitation - Commad Age - 54 Medical Certificate - VALID MED		–			-	-	1
Aircraft Information Make/Model - BOEING A75N1 Eng Make/Model - LYCOMING R-680-E38 ELT Installed/Activated - YES/ Max Gross Wt - 2717 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed - 180/006 KTS Runway Lth/Wid - 3150/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAVLIGHT Personnel Information Pilot In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Christing - 2 Course - 10 Make/Model - 272 Last 30 Days UNK/NR Aircraft Type - UNK/NR AITCRAFT Type - 10 Make/Model - 272 Last 30 Days UNK/NR Aircraft Type - UNK/NR AITCRAFT - 3 Multi-Eng - 2 Rotorcraft - 3 Months Since - 10 Make/Model - 272 Last 30 Days UNK/NR Aircraft Type - UNK/NR Review Flight Time (Hours) Contaition of Light - NONE Contificate(s)/Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	Accident Occurred During -LANDING				-	-	-
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - UNK/f Max Gross Wt - 2717 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed 180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3150/ 50 Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Precipitation - NONE Presonnel Information Pilot Information Pilot Information PRIST OF ABOLING ATS, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	Aircraft Information						
Max Gröss Wt - 2171 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power 300 HP Environment/Operations Information Weather Data Airport Proximity Wx Briefing - N0 RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed-180/006 KTS ATC/Airspace Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY DRY Obstructions to Vision NNE Type of Clearance - NONE Runway Status - DRY DRY Personnel Information Precipitation - NONE Flight Time (Hours) Flight Time (Hours) Prilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Flight Time (Hours) PRIVATE Current - YES Total - 1805 <td>•</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•						
No. of Seats - 2 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed- 180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3150/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Dobstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Personnel Information Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 20 Days - 8 Months Since - 10 Make/Model - 272 Last 30 Days - UNK/NR Multi-Eng - 2 SE LAND Months Since - 10 Make/Model - 272					Stall Warni	ng System	n - UNK/NF
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed-180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE 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 - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 Months Since - 10 Make/Model 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PITS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW				ETOR			
Weather Data It inerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed- 180/006 KTS ATC/Airspace Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 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 - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 Months Since - 10 Make/Model - 272 Last 30 Days - 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PILS OF A BDEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	No. of Seats - 2	Rated Power -	300 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A HARVARD IL ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed-180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3150/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN - DRY Personnel Information Age - 54 Medical Certificate - VALID MEDICAL-ND WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 SE LAND Months Since - 10 Make/Model - 272 Last 24 Hrs - 1<							
Method - N/A HARVARD,IL Completeness N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed-180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Ldent - 31 Lowest Sky/Clouds CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - TRAFFIC PATTEN <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
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Basic Weather - VMC SAME AS ACC/INC LANDINGS Wind Dir/Speed 180/006 KTS Runway Ident - 31 Wind Dir/Speed 180/006 KTS Runway Lth/Wid - 3150/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Precipitation - NONE NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - 2 Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN		-					
Wind Dir/Speed- 180/006 KTS Runway Ident - 31 Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3150/ 50 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Surface - ASPHALT Dostructions to Vision- NONE Type of Clearance - NONE Runway Surface - ASPHALT Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Percipitation - NONE Personnel Information Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW				•			
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - 3150/50 Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - TRAFFIC PATTERN - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN - DRY Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- 8 Multi-Eng - 2 Rotorcraft - 3 3 Instrument Rating(s) - NONE - 3 Narrative PILS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW <td></td> <td>SAME AS ACC/INC</td> <td></td> <td></td> <td></td> <td></td> <td></td>		SAME AS ACC/INC					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 25000 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 - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE							
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 Prilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 Months Since - 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE							
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information - Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	•						
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW				Runwa	y Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model - 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 17 Last 90 Days - 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW		Type Apch/Lhag	- TRAFFIC PATTERN				
Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since - 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	Condition of Light - DAVLICHT						
Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1805 Last 24 Hrs - 1 SE LAND Months Since 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW							
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SE LAND Months Since - 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW		Age - 54 Riemmiel Flight Deview				U WAIVER:	S/LIMI:
SE LAND Months Since - 10 Make/Model- 272 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 17 Last 90 Days- 8 Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW		Cuppopt - VES	Total -			/ ∐ng -	4
Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW		Months Since - 10	Make /Model =	1805	Last 2		
Multi-Eng - 2 Rotorcraft - 3 Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW	JE LAND	Ainchaft Type - UNK/		17	Last S	-	•
Instrument Rating(s) - NONE Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW		All chart type UNK/I	Multi-Eng -	2		-	-
Narrative PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW			Marti Lig	2	KO LOT C	i ai c	U
PLTS OF A BOEING A75, N55070, & A VULTEE BT-13, N176VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH FLTS FLEW							
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THE ARPT & NOTED THE WIND WAS NEARLY A 90 DEG X-WIND. THERE WS NO UNICOM AT THE PVT STRIP. THE BT-13 PLT MADE							
D CALLS IN THE PATTERN ON 122.9, BUT THE RADIO IN THE A75 WAS INOP. SUBSEQUENTLY, THE PLTS LANDED IN OPPOSITE							
CTIONS. THE BT-13 PLT LANDED ON RWY 13. HE SAW THE A75 IN A LEFT PATTERN FOR RWY 31, BUT AT 1ST, HE THOUGHT THE							
PLT WAS GOING TO MAKE A LOW PASS. WHEN THE A75 CONTINUED & DROPPED BELOW HIS LINE OF VISION. HE REALIZED IT WAS							
G TO LAND. HE TURNED RIGHT TO DEPART THE RWY, BUT THE LEFT WING OF EACH ACFT HIT THE OTHER. THE A75 PLT SAID THAT	G TO LAND. HE TURNED RIGHT TO DEPART THE	RWY, BUT THE LEFT WING OF	EACH ACFT HIT THE O	THER. THE	A75 PLT SA	ID THAT	
USE HE WAS LANDING TOWARD THE SUN & WAS LOOKING AT THE WIND SOCK, HE DID NOT SEE THE BT-13 UNTIL APRX 1 SECOND	USE HE WAS LANDING TOWARD THE SUN & WAS	LOOKING AT THE WIND SOCK, H	HE DID NOT SEE THE B	T-13 UNTI	L APRX 1 SE	COND	
RE THE IMPACT. THE SEGMENTED CIRCLE ON THE ARPT INDICATED THAT A RIGHT PATTERN SHOULD BE USED FOR RWY 31.	RE THE IMPACE THE SEGMENTED CIRCLE ON T	HE ARPT INDICATED THAT A R?	IGHT PATTERN SHOULD	BE USED F	OR RWY 31.		

hase of Operation				
inding(s)				
	ENT, TRANSMITTER - INOPERATIVE	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -	2	
	ENT,RECEIVER - INOPERATIVE			
	TIONS - NOT POSSIBLE - PILOT IN COMMAND			
 WEATHER CONDITION LIGHT CONDITION 				
	- INADEQUATE - PILOT IN COMMAND			
	- INADEQUATE - PILOT OF OTHER AIRCRAFT			
8. REMEDIAL ACTION	- DELAYED - PILOT OF OTHER AIRCRAFT			
	T MOVING ON GROUND			

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

is/are finding(s) 6,8

Brief of Accident

Basic Information				. .	• _	
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra SUBST	ft Damage	Fatal		ries Minor	None
Type of Operation -PERSONAL	SUBSI Fire	ANIIAL Crew		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	ŏ	1
Accident Occurred During -LANDING		Othe	-	õ	õ	2
Aircraft Information						
Make/Mode1 - VULTEE BT-13	Eng Make/Model - P				Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warni	ng System	- UNK/NR
Max Gross Wt - 4350		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	450 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	HARVARD, IL			- 4 -		
Completeness - N/A	Destination		Airport D LANDIN			
Basic Weather - VMC	SAME AS ACC/INC				- 13	
Wind Dir/Speed- 180/006 KTS Visibility - 5.0 SM	ATC/Airspace		,		- 3150/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		50
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance					
Obstructions to Vision- NONE	Type Apch/Lndg		Kunway	512105	DINT	
Precipitation - NONE	Type Apen, Endg	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command //	lge - 39	Medical Certifica			ATVERS/IT	ATT
	Riennial Flight Review	Flic	nt Time (F			
COMMERCIAL	Current - YES	Total -			4 Hrs -	1
SE LAND, ME LAND	Months Since - 11	Make/Model-			BO Days- UN	
••• - •• -	Aircraft Type - UNK/N	R Instrument-			0 Days-	
		Multi-Eng –	60		-	
Instrument Rating(s) - AIRPLANE						

THE PLTS OF A BUEING A75, N55070, & A VOITEE BITS, N778VR, WHERE IN FORMATION AS THEY APCHD THEIR DESTINATION. WHEN THE SAW THE ARPT, THEY SEPARATED FOR SEPARATE LANDINGS & LOST SIGHT OF EACH OTHER. BEFORE LANDING, BOTH PLTS FLEW OVER THE ARPT & NOTED THE WIND WAS NEARLY A 90 DEG X-WIND. THERE WAS NO UNICOM AT THE PVT STRIP. THE BT-13 PLT MADE RADIO CALLS IN THE PATTERN ON 122.9, BUT THE RADIO IN THE A75 WAS INOP. SUBSEQUENTLY, THE PLTS LANDED IN OPPOSITE DIRECTIONS. THE BT-13 PLT LANDED ON RWY 13. HE SAW THE A75 IN A LEFT PATTERN FOR RWY 31, BUT AT 1ST, HE THOUGHT THE A75 PLT WAS GOING TO MAKE A LOW PASS. WHEN THE A75 CONTINUED & DROPPED BELOW HIS LINE OF VISION, HE REALIZED IT WAS GOING TO LAND. HE TURNED RIGHT TO DEPART THE RWY, BUT THE LEFT WING OF EACH ACFT HIT THE OTHER. THE A75 PLT SAID THAT BECAUSE HE WAS LANDING TOWARD THE SUN & WAS LOOKING AT THE WIND SOCK, HE DID NOT SEE THE BT-13 UNTIL APRX 1 SECOND BEFORE THE IMPACT. THE SEGMENTED CIRCLE ON THE ARPT INDICATED THAT A RIGHT PATTERN SHOULD BE USED FOR RWY 31.

File No. - 1198 7/22/84 A/C Reg. No. N176VR HUNTLEY, IL Time (Lc1) - 1815 CDT _____ ON GROUND COLLISION WITH OBJECT Occurrence Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. RADIO COMMUNICATIONS - PERFORMED - PILOT IN COMMAND 3. LIGHT CONDITION - SUNGLARE 4. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 7. OBJECT - AIRCRAFT MOVING ON GROUND _____ ----Probable Cause----

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

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

Brief of Accident

AVIATION) Aircraft SUBSTANT SUBSTANT Fire NONE			Serious O O	Minor O O	None 1 1
NONE		-			
	Pass	0	0	0	1
FOG MAKE/MODEL ~ LYCO	MING 0-360	ELT 1	[nstalled/A	Activated	- YES/N
Number Engines - 1		S1	tall Warnir		
				0	
Rated Power - 1	80 HP				
		OFF AIR	PORT/STRIF	,	
		Airport Da	ita		
ATLANTA, GA		Bunway	Ident .	- NI/A	
ATC/Airspace				•	
Type of Flight Plan -	NONE			,	
V Type of Clearance -	VFR			•	
		-		·	
Age - 35 M Rieppiel Elight Boview	edical Certifica			J WAIVERS/	LIMII
Current - VES	Total -	850	last 2/	1 Hrs -	5
Months Since - 13	Make/Model-	750	Last 30) Davs- UN	K/NR
Aircraft Type - UNK/NR	Instrument-	0	Last 90) Days- UN	K/NR
	Engine Type - RECI Rated Power - 1 Last Departure Point MADISON,WI Destination ATLANTA,GA ATC/Airspace Type of Flight Plan - Type Apch/Lndg - Type Apch/Lndg -	Engine Type - RECIPROCATING-CARBURE Rated Power - 180 HP Last Departure Point MADISON,WI Destination ATLANTA,GA ATC/Airspace Type of Flight Plan - NONE Type of Clearance - VFR Type of Clearance - VFR Type Apch/Lndg - FORCED LANDING	Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Last Departure Point OFF AIR MADISON,WI Destination Airport Da ATLANTA,GA Runway Type of Flight Plan - NONE Runway Type of Clearance - VFR Runway Type Apch/Lndg - FORCED LANDING age - 35 Medical Certificate - VALID biennial Flight Review Flight Time (Ho	Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP MADISON, WI Destination Airport Data ATLANTA, GA ATC/Airspace Runway Ident - Type of Flight Plan - NONE Runway Surface - Type of Clearance - VFR Runway Surface - Type Apch/Lndg - FORCED LANDING age - 35 Medical Certificate - VALID MEDICAL-NO	Engine Type - RECIPROCATING-CARBURETOR Rated Power - 180 HP

File No 10	93 8/02/84	EVANSVILE, IN	A/C Reg	. No.	N469JH	Time (Lc1) - 1342 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TO CRUISE - NORMAL	TAL) - MECH FAILURE,	MALFUNCTION			
Finding(s) 1. FUEL SYSTEM,CAR 2. MAINTENANCE,I		TOTAL) EQUATE - PILOT IN CO	OMMAND			
Dccurrence #2 Phase of Operation		NCY				
Occurrence #3 Phase of Operation		TOUCHDOWN				
Finding(s) 3. 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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/		Aircraft Dam	220		Injur	ioc	
Type operating certificate none (dener	AL AVIATION)	SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information	•						
Make/Model - AERONCA 65-LA		odel - LYCOMIN	G NOT REPORTED				
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warnir	ig System	- YES
Max Gross Wt - 1150 No. of Seats - 2		e - RECIPRO r - UNK/NR	CATING-CARBURI				
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIF	•	
Method - N/A	SAME AS A	CC/INC			• -		
Completeness - N/A Basic Weather - VMC	Destination SAME AS A			Airport Da	ATA D MEMORIAL		
Wind Dir/Speed- 190/007 KTS	SAME AS A					N/A	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -	,	
Lowest Sky/Clouds - 2500 FT		ght Plan - NON	E		Surface -		
Lowest Ceiling - 2500 FT BRO	KEN Type of Cle	arance - NON	E	Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/L	ndg - FOR	CED LANDING	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	1.55	Madi					/
Pilot-In-Command Certificate(s)/Rating(s)	Age – 31 Biennial Flight R	Mean	Cal Centifica Flig	te - VALID ht Time (H	MEDICAL-NU	WAIVERS	
PRIVATE	Current	- UNK/NR	Total -	179	Last 24	Hrs -	2
SELAND							
	Aircraft Type	- UNK/NR - UNK/NR	Instrument-	0	Last 90) Days-	22
Instrument Rating(s) - NONE							
Instrument Rating(s) - Nume							
Narrative							

File No 11	57 8/05/84 MONON,IN	A/C Reg. No. N23958	Time (Lc1) - 1555 EST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECH TAKEOFF - INITIAL CLIMB	ANICAL	
2. FLUID,FUEL - ST	GHT - IMPROPER - PILOT IN COMMAND ARVATION ECTOR POSITION - IMPROPER USE OF		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAI LANDING	N	
Finding(s) 4. TERRAIN CONDITI	ON - CROP		
Probable Cause			
The National Transpo is/are finding(s) 1,		hat the Probable Cause(s) of this accio	lent

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

Brief of Accident

File No 1096 6/13/84 LAW	RENCE,KS	A/C Reg.	No. N4GB	т	ime (Lc1) -	0730 CD1	-
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da			Injur		
Type of Operation -PERSONAL		SUBSTANTI Fire	AL Crew	Fatal 1 O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	0
Accident Occurred During -TAKEOFF		NONE	1 233	, 0	0	Ŭ	Ŭ
-Aircraft Information							
Make/Model - STOLP STARDUSTER II			ING 0-360-A1A	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		ngines – 1			tall Warnin	g System	- YES
Max Gross Wt - 1100			ROCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Pov	wer - 180) HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFI		rture Point		ON AIR	STRIP		
Method - N/A Completeness - N/A	LAWRENCI Destination	· -		Airport D	- + -		
Basic Weather - VMC	LOCAL			PRIVAT			
Wind Dir/Speed- 120/005 KTS	LOOAL				-	04	
Visibility - 10.0 SM	ATC/Airspace	е				- 1800 -L	JNK/NR
Lowest Sky/Clouds - 20000 FT		light Plan - N	DNE	Runway	Surface -	GRASS/TL	JRF
Lowest Ceiling - 20000 FT BR		learance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch,	/Lndg - N	ONE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 65	Me	dical Certifica			IVERS/LIM	AIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
PRIVATE SE LAND	Current Months Since	- YES e - 16	Total - Make/Model-			Hrs - UN Davs- UN	
JE LAND		pe - UNK/NR	•			Days- Ur Days-	
			2173 Cr uniorre	Ŭ		24,0	
Instrument Rating(s) - NONE							
3 , ,							

DURING TAKEOFF ROLL FROM A GRASS COVERED RUNWAY THE PLT ABORTED THE TAKEOFF. THE ACFT NOSED OVER AS THE PLT ATTEMPTED TO BRING IT TO A STOP. THE PLT STATED THAT THE ACFT DID NOT APPEAR TO BE ACCELERATING AS IT SHOULD & SO HE ABORTED THE TAKEOFF. HE SAID THAT AS HE APPLIED THE BRAKES THE ACFT FLIPPED OVER.

File No 1096	6/13/84 LAWRENCE,KS	A/C Reg. No. N4GB	Time (Lc1) - 0730 CDT	
	SE OVER KEOFF - GROUND RUN			
Finding(s) 1. PREFLIGHT PLANNING/F 2. ABORT - DELAYED - PJ	PREPARATION - INADEQUATE - PIL	DT IN COMMAND		
3 ATROPACT HANDLING ~	IMPRODER - DILOT IN COMMAND			

3. AIRCRAFT HANDLING - IMPROPER - 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

Brief of Accident

Type of Operation-INSTRUCTIONAL Fight Conducted Under Accident Occurred During -LANDINGFine NONECrew PassO O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O O <br< th=""><th>File No 1087 6/17/84 BENTO</th><th>N,KS A</th><th>/C Reg. No. N67711</th><th>T</th><th>ime (Lcl) -</th><th>1050 CDT</th><th></th></br<>	File No 1087 6/17/84 BENTO	N,KS A	/C Reg. No. N67711	T	ime (Lcl) -	1050 CDT	
Type of Operation -INSTRUCTIONAL Fire Crew O O O Flight Conducted Under -14 CFR 91 NDNE Pass O O O Accident Occurred During -LANDING NDNE Pass O O O -Aircraft Information Max Gross Wt - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activated - YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP							None
Make/Model- CESSNA 152Eng Make/Model- LYCOMING 0-235-L2CELT Installed/Activated - YESLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Stall Warning System - YESMax Gross Wt- 1670Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 2Rated Power- 110 HP-Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport DroximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ABENTON,KSBestinationCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AWind Dir/Speed-200/014 KTSType of Flight Plan - NONERunway Status- N/ALowest Sky/Clouds- 25000 FTType of Clearance- NONERunway Status- N/ADestructions to Vision-NONEType of Clearance- NONERunway Status- N/AObstructions to Vision-NONEType Apch/Lndg- FORCED LANDING- N/APrecipitation- NONEType Apch/Lndg- FORCED LANDING-Personnel InformationPrecipitation- Age - 35Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	Flight Conducted Under -14 CFR 91	L Fir	e C	rew O	0	0	2
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BENTON,KS Off Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 200/014 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines Engine Type	- 1 - RECIPROCATING-CAR	S			
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BENTON,KS Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-200/014 KTS Runway Ident - N/A Runway Lth/Wid - N/A Visibility - 15.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - 25000 FT 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 - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information - NONE Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT							
Method- N/ABENTON,KSCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AWind Dir/Speed-200/014 KTSRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- 25000 FTType of Flight Plan- NONERunway Surface- N/ALowest Ceiling- 25000 FT BROKENType of Clearance- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- FORCED LANDINGPrecipitation- NONECondition of Light- DAYLIGHT-Personnel InformationAge - 35Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT							
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 200/014 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Oayleft Condition of Light - DAYLIGHT Age - 35			oint	OFF AI	RPORT/STRIP		
Basic Weather - VMC LOCAL Wind Dir/Speed- 200/014 KTS Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING - N/A Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information - DAYLIGHT - Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT				timment D			
Wind Dir/Speed- 200/014 KTS Runway Ident N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid N/A Lowest Sky/Clouds - 25000 FT Type of Flight Plan NONE Runway Surface N/A Lowest Ceiling - 25000 FT Type of Clearance NONE Runway Status N/A Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING -Personnel Information - Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT				Airport D	ata		
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE 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 - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI		EUCAL		Dunway	Ident -	N/A	
Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE 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 - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		ATC / Airspace					
Lowest Ceiling - 25000 FT BROKEN Type of Clearance - NONE 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 - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			lan - NONF			,	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI						•	
-Personnel Information Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI	Obstructions to Vision- NONE Precipitation - NONE	21	- FORCED LANDIN	G			
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)) WAIVERS/	LIMIT
COMMERCIAL, CFI Current - YES Total - 4762 Last 24 Hrs - 1							
SE LAND, ME LAND Months Since - 12 Make/Model - 69 Last 30 Days- UNK/NR	SE LAND, ME LAND		Make/Model	- 69	Last 30		
Aircraft Type - B-58 Instrument- 375 Last 90 Days- 132 Multi-Eng - 4196		Aircraft Type - B-			Last 90) Days-	132

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE PERFORMING PRACTICE ENGINE OUT PROCEDURES THE STUDENT PLT POSITIONED THE ACFT FOR A SIMULATED LANDING TO A WHEAT FIELD. AT PRACTICE ALT THE ENG WAS SHUT DOWN TO SIMULATE ENG OUT FLT CHARACTERISTICS. THE ENG WAS RE-STARTED & LEFT IN IDLE POSITION. AT ABOUT 100 FT AGL THE STUDENT PLT ADDED POWER, BUT THE ENG SPUTTERED SEVERAL TIMES DURING THE GO-AROUND. THE CFI TOOK CONTROL OF THE ACFT & BEGAN PUMPING THE THROTTLE BUT THE ENGINE DID NOT RESPOND. HE PUSHED THE THROTTLE FORWARD SLOWLY & THE ENG QUIT. A LANDING WAS MADE IN A WHEAT FIELD & DURING THE LANDING ROLL THE ACFT NOSED OVER INVERTED. THE ENG WAS LATER TEST RUN & NO DISCREPANCIES WERE NOTED.

Brief of Accident (Continued) 6/17/84 BENTON, KS A/C Reg. No. N67711 Time (Lc1) - 1050 CDT File No. - 1087 _____ LOSS OF POWER Occurrence #1 Phase of Operation APPROACH - GO-AROUND (VFR) Findina(s) 1. UNDETERMINED 2. PRECAUTIONARY LANDING - SIMULATED - PILOT IN COMMAND(CFI) _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI) 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI) ______ _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - GROUND 6. TERRAIN CONDITION - HIGH VEGETATION _____ Occurrence #4 NOSE OVER Phase of Operation OTHER Finding(s) 7. TERRAIN CONDITION - SOFT _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s)

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

Brief of Accident

File No 1086 6/23/84 OVERL	AND PARK,KS	A/C Reg.	No. N4070₩	т	ime (Lcl)	- 1930 CD	т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -SIGHT-SEEING Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	,	Aircraft Da SUBSTANTIA Fire ON GROUND	L Crev	-	Inju Serious O O		None O O
Aircraft Information Make/Model - BALLOON WORKS FIREFLY 7 Landing Gear - UNK/NR Max Gross Wt - 900 No. of Seats - UNK/NR	Number Eng	Model - N/A gines - N/A de - N/A er - N/A			Installed/ tall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILOT Basic Weather - VMC Wind Dir/Speed- VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 8000 FT SCAT Lowest Sky/Clouds - 8000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace TERED Type of F1	ACC/INC ight Plan - NO earance - NO	NE	OFF AI Airport D Runway Runway Runway	/ Ident / Lth/Wid / Surface	P - N/A - N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL NONE		Review	Total -	ght Time (F 200 200	lours) Last 2 Last 3	4 Hrs - 0 Days- U 0 Days-	1 NK/NR 3

Instrument Rating(s) - NONE

----Narrative----

PRIOR TO A SIGHT-SEEING FLT, THE PLT ORBAINED A WX BRIEFING & RELEASED TEST BALLOONS TO CHECK THE WIND SPD & DRCTN. THE PREVAILING WIND WAS IN A SOUTHERLY DIRECTION AT ABOUT 8 KTS. THE PLT OF N4070W INITIATED HIS DEPARTURE FROM A SCHOOL YARD AFTER ANOTHER BALLOON TOOK OFF WITH NO DIFFICULTY. ACCORDING TO THE PLT, THE BALLOON LIFTED OFF & WAS PROCEEDING IN A SOUTHERLY DIRECTION WHEN IT ENCOUNTERED AN UNEXPECTED, UNFORCAST WIND GUST FROM THE WEST. HE STATED THAT THE WIND BLEW THE BALLOON TO THE ENE TOWARD AN ELECTRICAL POLE ABOUT 180 FT AWAY. HE WAS UNABLE TO CLEAR OVER THE POLE & VENTED THE BALLOON PRIOR TO IMPACT. THERE WAS CONSIDERABLE ELECTRICAL ARCING, THE SKIRT OF THE BALLOON IGNITED & THE OCCUPANTS RECEIVED MINOR BURNS FROM A SHOWER OF SPARKS. ONE BALLOON ATTACH CABLE WAS BURNED THRU.

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File No 1086	6/23/84	OVERLAND PARK,KS	A/C Reg. No. N4070W	Time (Lc1) - 1930 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. TERRAIN CONDITION 2. PLANNING-DECISI 3. WEATHER CONDITION 4. WEATHER CONDITION	ON - IMPROPER - - UNFAVORABLE W	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 5. ABORTED TAKEOFF - 6. OBJECT - UTILITY 7. OBJECT - WIRE,TRA	POLE	OT 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) 1,3,4,6,7

Brief of Accident

asic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraf	t Damage		Inju	ries	
		SUBSTA	NTIAL		Serious	Minor	None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR	TIONAL	Fire NONE	Cre	ew O	0 0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pa	ss O	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA 152			COMING 0-235-L2C	ELT	Installed/	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED					Stall Warni	ng System	- YES
Max Gross Wt - 1670			CIPROCATING-CARB	URETOR			
No. of Seats - 2	Rated Pow	er -	115 HP				
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depar	ture Point		ON AI	RPORT		
Method - N/A	OLATHE,K	S					
Completeness - N/A	Destination			Airport			
Basic Weather - VMC	LOCAL			JOHNS	ON COUNTY E	XECUTIVE	
Wind Dir/Speed- CALM				Runwa	y Ident	- 17	
Visibility - 4.000 SM	ATC/Airspace				y Lth/Wid		75
Visibility - 4.000 SM Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE	SCATTERED Type of F1	ight Plan	- NONE		y Surface		
					y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 25		Medical Certific	cate - VALI	D MEDICAL-N	O WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Current	Review	F1	ight Time (Hours)		
STUDENT	Current	- N/A	Total -	47	Last 2	4 Hrs - UN	IK/NR
	Months Since	- N/A	Make/Model-	47	Last 3	0 Days- UN	IK/NR
	Aircraft Typ	e - N/A	Make/Model- Instrument-	2	Last 9	0 Days-	13
Instrument Rating(s) - NONE							
arrative				THE 4057 5			
TUDENT PLT ELECTED TO PRACTICE TOUC TO PORPOISE. SHE STARTED TO APPLY						THE	
		UN THE 3RD	BUUNCE, BUI THE	NUSE CAME	UUWN HARD &	THE	

File No 11	68 8/14/84	OLATHE,KS	A/C Reg. No. N69048	Time (Lc1) - 1740 CDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPE 2. RECOVERY FROM B 3. IMPROPER US	DUNCED LANDING - I	MPROPER - PILOT IN	COMMAND L EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD			
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. - 1009 2/09/84 Time (Lcl) - 1240 CST THIBODAUX.LA A/C Reg. No. N2103E _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None -AERIAL OBSERVATION Type of Operation Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----ELT Installed/Activated - YES/YES Make/Model - CESSNA 172N Eng Make/Model - LYCOMING 0-320-H2AD Landing Gear - TRICYCLE-FIXED Stall Warning System - YES Number Engines - 1 Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP No. of Seats - 4 _____ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity OFF AIRPORT/STRIP Wx Briefing - NO RECORD OF BRIEFING Last Departure Point - N/A AUBURN, AL Method Airport Data Completeness - N/A Destination Basic Weather - VMC SLIDELL, LA Wind Dir/Speed- 135/008 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -Runway Surface - N/A 3500 FT SCATTERED Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling NONE Type of Clearance - NONE **Obstructions to Vision- NONE** Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Age -38 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 6000 Last 24 Hrs -11 SE LAND.ME LAND Months Since - 13 Make/Model- 4000 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Last 90 Days-Instrument- UNK/NR 300 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - AIRPLANE ----Narrative----THE ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE QUIT. A FBO VISUALLY INSPECTED THE WRECKAGE ACFT AND FOUND LITTLE GAS AND A LACK OF FUEL ODOR AROUND THE ACFT. LATER THE ENGINE WAS REFUELED AND RAN NORMALLY. THE 3 ACFT FUEL TANKS WERE FOUND EMPTY PRIOR TO THE REFUELING FOR THE ENGINE TEST.

File No 10	09 2/09/84	THIBODAUX,LA	A/C Reg. No. N2103E	Time (Lc1) - 1240 CST
Occurrence #1 Phase of Operation		ITAL) - NON-MECHANICAL		
3. FUEL SUPPLY - I	NNING/DECISION - F NADEQUATE - PILOT	OOR - PILOT IN COMMAN IN COMMAND NACCURATE - PILOT IN		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/	TOUCHDOWN		
Finding(s) 5. TERRAIN CONDITI	DN - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 2,		ard determines that th	ne Probable Cause(s) of this accide	ent

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

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Brief of Accident

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D			Injuri		
Type of Operation -PERSONAL		SUBSTANTI Fire		Fatal Yew 1	Serious O	Minor O	None O
Flight Conducted Under -14 CFR 103		NONE		iss O	ŏ	ŏ	ŏ
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - ULTRACLASSICS BEARCAT Landing Gear - TAILWHEEL-ALL FIXED		e/Model - KAWAS Ingines - 1			Installed/Ac tall Warning		
Max Gross Wt - UNK/NR		vpe - RECIP			tari warning	System	
No. of Seats - 1	Rated Po		10 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		arture Point 5 ACC/INC		UFF AI	RPORT/STRIP		
Completeness - N/A	Destinatio			Airport D	ata		
Basic Weather - VMC	LOCAL				MMARY PARISH	1	
Wind Dir/Speed- UNK/NR				Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of I	light Plan - N	NONE		Surface -		
Lowest Ceiling - NONE		learance - N	NONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apc	n/Lhag -					
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command			edical Certifi				
Certificate(s)/Rating(s)	Biennial Flight Current	Review	- F1	ight Time (F	lours)		
PRIVATE SE LAND		- UNK/NR ce - UNK/NR	Total -		Last 24	Hrs - UN	K/NR
SE LAND		/pe - UNK/NR	Instrument-		Last 90	Days- UN	K/NR
	Andratti		Multi-Eng -	UNK/NR	Last 30 Last 90 Rotorcra	ft - UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
IE AIRMAN TOOKOFF FOR A PERSONAL FLT, AND AI ILLED THE VEHICLE INTO A CLIMB AND BEGAN A I							

File No 1131	2/19/84	ABITA SPRINGS,LA	A/C Reg. No	D. NONE	Time (Lcl) - 1615 CST
Occurrence #1 L Phase of Operation C	OSS OF CONTROL	- IN FLIGHT			
Finding(s) 1. AEROBATICS - ATTEM 2. ALTITUDE - INADEQU 3. JUDGEMENT - IMPROP	ATE - PILOT IN	COMMAND			
Occurrence #2 I Phase of Operation D					
Probable Cause					

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

Brief of Accident

Type Operating Certificate-AGRICULTURAL		ft Damage ANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSI. Fire NONE	Cre Pas	w O	0 0	0 0	1 0
Aircraft Information Make/Model - AIR TRACTOR INC AT-400A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6000 No. of Seats - 1	Eng Make/Model - Pa Number Engines - Engine Type - T Rated Power -		S	Installed/A tall Warnir	ng System -	NO
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin MONROE,LA Destination MONROE,LA ATC/Airspace TERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - FORCED LANDING	Airport OFF AI Airport D Runway Runway Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface - Status -	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND Instrument Rating(s) - AIRPLANE Narrative AIRCRAFT SUFFERED A LOSS OF POWER WHILE R CE FIELD. THE ENGINE WAS TEST RUN WITH NO EXHAUSTION.	ETURNING FROM AN AG FLIGHT	Total - Make/Model- R Instrument- Multi-Eng - AND MADE AN EMERG	ate - VALID ght Time (H 7000 550 1000 1500 ENCY LANDIN	MEDICAL-NC ours) Last 24 Last 30 Last 90) WAIVERS/L 4 Hrs -) Days- UNM) Days- CH NEXT TO	8

File No 10	71 2/21/84	MONROE,LA	A/C Reg. No. N3159C	Time (Lc1) - 1434 CST
Dccurrence #1 Phase of Operation		AL) - NON-MECHANICAL		
Finding(s) 1. PREFLIGHT PLANN 2. FLUID,FUEL - EX	-	NADEQUATE - PILOT IN CO	MMAND	
Occurrence #2 Phase of Operation		сү 		
Occurrence #3 Phase of Operation		DN WITH TERRAIN		
Finding(s)	ON - DITCH			

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

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Brief of Accident

Basic Information					T	•	
Type Operating Certificate-AGRICULTURAL		raft Damage STROYED		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL			Crew	1	0	0	0
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91	NON	, IE	Pass	ò	õ	ŏ	ŏ
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Make/Model -			ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			S	tall Warnin	g System	- NO
Max Gross Wt - 6075	Engine Type -		JECTED				
No. of Seats - 1	Rated Power -						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po			OFF AI	RPORT/STRIP		
Completeness - N/A	SAME AS ACC/INC Destination	,		Airport Da	. . .		
Basic Weather - VMC	LOCAL			Ampont Da	ala		
Wind Dir/Speed- 280/006 KTS	LUCAL			Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pi	an - NONE				N/A	
Lowest Ceiling - NONE	Type of Clearance					N/A	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE	· · · · · ·						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 35	Medical Ce	rtificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (He	ours)		
	Current - UNK	K/NR Total	- UNI	K/NR	Last 24	Hrs - UN	K/NR
SE LAND	Biennial Flight Review Current - UNK Months Since - UNK Aircraft Type - UNK	(/NR Make/M	oael- UNI mant- UNI		Last 30	Days- UN	K/NR 12/ND
	All'Craft Type - UNK	Multi-	Eng - UN	K/NR K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							

THE PLT WAS EMPLOYED AS A PROFESSIONAL CORPORATE & CHARTER PLT; HOWEVER, HE HAD NOT FLOWN AGRICULTURAL ACFT IN SEVERAL YEARS. HE HAD RECEENTLY PURCHASED HALF INTEREST IN THE AIR SEVICE & WAS ON HIS 1ST REFRESHER FLT SINCE THEN. WHILE THE PLT WAS PRACTICING A TURN-AROUND, THE ACFT STALLED AT THE TOP OF A TURN, ENTERED A SPIN & CRASHED.

File No. - 1108 2/22/84 ABBEVILLE, LA A/C Reg. No. N9728 Time (Lc1) - 0945 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. MANEUVER - INITIATED - PILOT IN COMMAND 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - 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) 4

Brief of Accident

Basic Information Type Operating Certificate-NONE (G		Admonaft Domage	_		Inju	nioc	
Type operating centricate-none (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	5	Fatal			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 - CESSNA 172D		/Model - CONTINENT/				Activated -	
Landing Gear - TRICYCLE-FIXED					all Warni	ng System –	- YES
Max Gross Wt - 2150		ype - RECIPROCA	ING-CARBURE	TOR			
No. of Seats - 4	Rated Po	wer - 145 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRI				ON AIRS	STRIP		
Method - N/A	BELLE C						
Completeness - N/A	Destinatio	n		Airport Da			
Basic Weather - VMC	LOCAL			ANCHOR			
Wind Dir/Speed- 360/004 KTS							
	ATC/Airspac					- 2000 -UN	
Lowest Sky/Clouds - 2500 FT Lowest Ceiling - NONE		learance - NONE			Status	- GRASS/TUP	K F
Obstructions to Vision- NONE		/Lndg - TRAFF:		Kunway	512105	***	
Precipitation - NONE	Type Apen	FULL					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 49	Medica	l Certificat	te - VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES To	Fligh	nt Time (He	ours)		
PRIVATE	Current	- YES To	tal -	220	Last 2	4 Hrs -	
SE LAND	Months Sinc	e - 23 Mai	ke/Model-	183	Last 3		
	Aircraft Ty	pe-UNK/NR In:	strument-	4	Last 9	0 Days-	5
Instrument Rating(s) - NONE							

File No 1055	3/14/84	BELLE CHASSE,LA	A/C Reg. No. N2882U	Time (Lcl) - 1210 CST

Occurrence NOSE OVER Phase of Operation LANDING - ROLL

Finding(s)

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

2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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

Brief of Accident

File No 1011 4/01/84 LAKE CH	A/C Reg.	No. N7383N	Time (Lc1) - 1717 CST				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI	5	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	1 2	0 3
Aircraft Information Make/Model - CESSNA U206G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Number I	Engines - 1 Type - RECIP			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/O10 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3800 FT SCATTE Lowest Ceiling - 5500 FT OVERCA Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	CORPUS Destinatio LAFAYE ATC/Airspa RED Type of I ST Type of 0	TTE,LA ce Flight Plan - I	FR	OFF AI Airport D Runway Runway Runway	/Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
		t Review	dical Certifica Fligh Total - Make/Model- Instrument-	nt Time (H 1242 422	lours)	Hrs -) Days- UN	2

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT HIT A TREE AND A DITCH DURING A FORCED LANDING ON A ROAD AFTER THE ENGINE LOST POWER. EXAMINATION OF THE ENGINE AFTER THE ACCIDENT REVEALED THAT THE THROTTLE ROD HAD DISCONNECTED FROM THE THROTTLE CONTROL ARM AT THE BOLT HOLE. THE HOLE HAD WORN THROUGH AND THE ROD HAD VIBRATED LOOSE. THE ACFT HAD A 100 HOUR INSPECTION ONLY 22 HOURS PRIOR TO THE ACCIDENT. THE WORN SURFACES HAD TAKEN LONGER THAN 22 HOURS TO REACH THEIR DEGREE OF WEAR. ALSO, THE THROTTLE CABLE HAD BEEN REPLACED AT 850 HOURS. THE ACFT NOW HAD 1188 HOURS TOTAL TIME. THE C-206 SERVICE MANUAL INDICATES THAT THE ENGINE CONTROLS AND LINKAGE ARE TO BE INSPECTED EVERY 100 HOURS. THE ENGINE WAS SUCCESSFULLY RUN AFTER INSTALLING A NEW THROTTLE ARM AND REPAIRING IMPACT DAMAGE.

4/01/84 LAKE CHARLES, LA File No. - 1011 A/C Reg. No. N7383N Time (Lc1) - 1717 CST Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. THROTTLE/POWER LEVER, TORQUE BOX - DISCONNECTED 2. THROTTLE/POWER CONTROL - NOT MAINTAINED - OTHER MAINTENANCE PSNL 3. THROTTLE/POWER LEVER, BELLCRANK - WORN 4. MAINTENANCE, REPLACEMENT - NOT PERFORMED - OTHER MAINTENANCE PSNL 5. THROTTLE/POWER LEVER, BELLCRANK - FAILURE, TOTAL 6. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 7. OBJECT - TREE(S) _____ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 8. TERRAIN CONDITION - DITCH _____ ----Probable Cause----

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENE	Aircraft D	-	Injuries				
Type of Operation -AERIAL OBS Flight Conducted Under -14 CFR 91	ERVATION	SUBSTANTI Fire NONE	AL Cre Pa:		Serious O O	Minor O O	None 1 O
Accident Occurred During -LANDING							
Nircraft Information Make/Mode1 - MAULE M-6-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engine	ke/Model - LYCOM Engines - 1 Type - RECIP Power - 23	-FUEL INJECTE	S D	Installed/A tall Warnir	ng System	- YES
Environment/Operations Information Veather Data Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 5000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary NG Last De SAME Destinat LOCAL ATC/Airsp ATTERED Type of Type of	parture Point AS ACC/INC ion ace Flight Plan - N Clearance - N ch/Lndg - T	DNE ONE	Airport ON AIR Airport D LAKEFR Runway Runway Runway Runway N	Proximity PORT ONT Ident - Lth/Wid - Surface - Status -	- 18 - 5800/ - ASPHALT - DRY	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flig		dical Certifi		MEDICAL-NO		
COMMERCIAL SE LAND	Current Months Si	- YES nce - O Type - M-6-235	Total - Make/Model-	5000 20 10	Last 24		5 50 150
Instrument Rating(s) - NONE							
Varrative LY AFTER TOUCHDOWN ON A X-WIND LANDING THE WIND. THE PLT LOST DIRECTIONAL CON WING DRAGGED ON THE GROUND. THE PLT R PPED ACFT. HOWEVER, HE HAD JUST RECENTL	, THE TAILWHEEL TROL & THE ACFT EPORTED THAT HE	EQUIPPED ACFT BE GROUND LOOPED TO HAD ABOUT 3500 H	GAN TO WEATHE THE LEFT. TH RS IN A PIPER	RVANED TO TH E RIGHT GEAR PA-18, A TA	E LEFT COLLAPSED ILWHEEL	& THE	

File No. - 1104 4/11/84 NEW ORLEANS, LA A/C Reg. No. N71MS Time (Lc1) - 0903 CST _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - UNCONTROLLED - 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

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

is/are finding(s) 2.4

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Brief of Accident

File No 1002 5/07/84 FENT	ON, LA A	/C Reg. No. N48377		Time (Lc1) - 1230 CDT				
Basic Information								
Type Operating Certificate-NONE (GENER		craft Damage			Injur			
		STROYED	_	Fatal	Serious			
Type of Operation -AERIAL APPL		-	Crew	0	0	0		1
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		NE	Pass	0	0	0	(0
Accident occurred but hig MANEOVERING								
Aircraft Information								
Make/Model - GRUMAN G164A	Eng Make/Model				Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnin	ıg Syst	em – YES	
Max Gross Wt - 6075	8 51	- RECIPROCATING-CA	RBURET	DR				
No. of Seats - 1	Rated Power	- 600 HP						
Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFIN		oint			RPORT/STRIP)		
Method - N/A	KINDER, LA							
Completeness - N/A	Destination		A	irport D	ata			
Basic Weather - VMC	LOCAL							
Wind Dir/Speed- 225/025 KTS				Runway		N/A		
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight P					N/A		
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - UNK/NR	Medical Cert	ificate	- VALID	MEDICAL-NO	WAIVE	RS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (⊦	lours)			
COMMERCIAL		K/NR Total			Last 24	Hrs -	5	
SE LAND, ME LAND	Months Since - UN	K/NR Make/Mode	el- 80	000	Last 30) Days-	UNK/NR	
	Aircraft Type - UN				Last 90			
		Multi-Eng	g - UNK,	/NR	Rotorcr	aft -	UNK/NR	
Instrument Dating(a) _ NONE								
Instrument Rating(s) - NONE								

----Narrative----

THE ACFT, WHILE MANEUVERING AT LOW ALT, HIT THE GROUND AND FLIPPED INVERTED. THE PLT REPORTED ENCOUNTERING A STRONG DOWNDRAFT OVER A WOODED AREA AND IN MANEUVERING TO AVOID THE TREES, THE ACFT SETTLED TO THE GROUND. THE PLT REPORTED WINDS FROM 225 DEGREES AT 25 KTS GUSTING TO 33 KTS.

	5/07/84 FENTON,LA	A/C Reg. No. N48377	Time (Lc1) - 1230 CDT
	LIGHT COLLISION WITH TERRAIN UVERING - AERIAL APPLICATION		
4. CLEARANCE - NOT MAINT		OT IN COMMAND	

----Probable Cause----

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

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

Brief of Accident

File No 1023 5/13/84 MANY,	_A	A/C Reg. No. Na	2434L	т	ime (Lc1) -	1250 CDT	
Basic Information Type Operating Certificate-NONE (GENERAN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O	Injur Serious O		None 1 4
Accident Occurred During -TAKEOFF	ſ	NUME	Pass	0	1	0	4
Aircraft Information Make/Model - CESSNA 172H Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engine	- RECIPROCATIN		S	Installed/A tall Warnin		
 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 2500 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	SAME AS ACC/ Destination LOCAL ATC/Airspace	INC Plan - NONE nce - NONE		OFF AII Airport Da HART Runway Runway Runway	Ident - Lth/Wid - Surface -	12 4000/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 56 Biennial Flight Revi Current - Months Since - Aircraft Type - 1	ew YES Tota 15 Make	Fligh 1 - /Model-	t Time (H 554 59	Last 24 Last 30		1 K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DAMAGED WHEN IT FAILED TO CLIMB DURING TAKEOFF AND WENT PAST THE DEPARTURE END OF THE RWY FOR 1400 FT BEFORE STOPPING. THERE WAS A WITNESS WHO OBSERVED SIX PERSONS ON BOARD THE 4 PLACE ACFT. THE PLT STATED THAT HIS SON IN THE RT FRONT SEAT DEPLANED BEFORE TAKEOFF. IF HE DID NOT THE ACFT WOULD HAVE BEEN OVER MAX GROSS WEIGHT BY 49 POUNDS. THE PLT DID STATE HE HAD 2 CHILDREN ON THE REAR PASSENGERS LAPS. THE PLT DID NOT FILE AN ACCIDENT REPORT. FAA OBSERVERS ON THE SCENE SAID THEY FOUND NO EVIDENCE OF AN ENGINE MALFUNCTION EVEN THOUGH THE PLT STATED THAT THE ENGINE WAS LOSING POWER.

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File No 1023	3 5/13/84	MANY,LA	A/C Reg. No. N2434L	Time (Lc1) - 1250 CDT
	OVERRUN			
Phase of Operation	TAKEOFF - INITIAL	_ CLIMB		
Finding(s)			-	
1. TERRAIN CONDITION	J - ROUGH/UNEVEN			
2. PREFLIGHT PLAN		- POOR - PILOT IN C	OMMAND	
3. JUDGEMENT - POOR	-			
4. CLIMB - NOT ATTA				
5. ABORT - NOT PERFO				
6. AIRCRAFT WEIGHT				
7. PROCEDURES/DIRECT 8. SEAT BELT - INAD			AND	
S. SLAT BELL - INADI				
Probable Cause	-			

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEMAND AIR		ft Damage			Injur		
	DESTR	OYED		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	1	0		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE		Pass	3	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28R-200	Eng Make/Model - L		60-C1G		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		FOTED	S	tall Warnir	ng System	- YES
Max Gross Wt - 2650 No. of Seats - 4	Engine Type - R Rated Power -		JECTED				
	Rated Power -	200 пр					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin MANSFIELD,MA	t		OFF AI	RPORT/STRIP)	
Completeness - N/A	Destination			Airport D			
Basic Weather ~ VMC	MANCHESTER, NH			GARDNE			
Wind Dir/Speed- 070/004 KTS						· 18	
Visibility - 20.0 SM	ATC/Airspace				•	3000/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			•		N/A	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR					
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
	Age - 54	Medical Cer	tificat	e - VALID	MEDICAL-WA	IVERS/LIN	IT
	Biennial Flight Review			nt Time (H			
PRIVATE		Total				Hrs -	1
SE LAND, ME LAND	Months Since - 18	Make/Mc	del-UN	IK/NR	Last 30) Days- UN	IK/NR
	Aircraft Type - C-310) Instrum	nent-	0	1ast 90) Days-	8

Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH TREES ON UNLGTD TERRAIN AT NGT AFTER MAKING A LOW PASS AT APRX 60 FT AGL WITH THE GEAR EXTENDED. WITNESSES REPORTED THAT THE ACFT'S CLEARANCE LIGHTS WERE NOT OPERATING UNTIL THE RWY LIGHTS WERE TURNED ON, THEN THEY OBSERVED THE ACFT'S STROBE LIGHT. THE RWY LIGHTS COULD HAVE BEEN TURNED ON BY KEYING THE RADIO MIKE ON 123.45 MHZ. THE WITNESSES HEARD THE SOUND OF THE CRASH WHICH WAS FOLLOWED BY SILENCE. DURING IMPACT IN A WOODED AREA, THE ACFT COLLIDED WITH SEVERAL TREES OVER AN AREA OF ABOUT 175 FT. THE ACFT'S LIGHT & ALTERNATOR SWITCHES WERE FOUND IN THE "OFF" POSITION; THE BATTERY SWITCH WAS ON. THE ALTERNATOR PULLEY HAD A FRACTURE SEPARATION; HOWEVER, THE MODE OF SEPARATION WAS NOT DETERMINED. THE ACFT HAD DEPARTED MANSFIELD, MASSACHUSETS FOR MANSFIELD, NEW HAMPSHIRE AT 1845 EST. THE PLT HAD PLANNED TO RETURN IN 4 HRS.

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File No. - 1019 1/28/84 TEMPLETON, MA A/C Reg. No. N55495 Time (Lc1) - 1910 EST -----_____ Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - PERFORMED - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 5. OBJECT - TREE(S) 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -TAKEOFF	MINOR L Fire NONE	Crew Pass	Fatal 1 0	Serious O O	Minor O O	None 0 0
Aircraft Information Make/Model - PANAPLANE PAPPILLON Landing Gear - TRICYCLE-FIXED Max Gross Wt - 350 No. of Seats - 1	3 71		STOR	Installed/A Stall Warnin	g System	- NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport OFF AI Airport D PEPPER Runway Runway Runway	Proximity RPORT/STRIP Data RELL / Ident - / Lth/Wid - / Surface -		35
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE Instrument Rating(s) - NONE	Age - 62 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - U Make/Model- U Instrument- U Multi-Eng - U	nt Time (H NK/NR NK/NR NK/NR	lours) Last 24 Last 30 Last 90	Hrs - UI Days- UI Days- UI aft - UI	NK/NR NK/NR

File No 112	9 2/19/84	PEPPERELL,MA	A/C Reg. No. NONE	Time (Lc1) - 1155 EST	
Occurrence Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA				
3. FLIGHT CONTROLS	E - NOT MAINTAINE - IMPROPER USE OF ONTROL - IMPROPER	D - PILOT IN COMMAND - PILOT IN COMMAND USE OF - PILOT IN C			

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

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

Brief of Accident

File No 1162 4/	30/84	BOSTON, MA	A/C Reg.	No. N3913W	т	Time (Lc1) - 1533 EDT				
-Basic Information										
Type Operating Certificat	e-ON-DEM		Aircraft D			Injur				
Name of Carrier	-T.M.A.	HELICOPTERS	SUBSTANTI		Fatal	Serious				
Type of Operation Flight Conducted Under	-NON SCI	HED,DOMESTIC,PASSENGER	Fire	Cre		0	0			
			NONE	Pas	s O	0	0	2		
Accident Occurred During	-LANDIN	G								
-Aircraft Information										
Make/Model - BELL 206		Eng Make/M	del - ALLIS	ON 250-C28B	ELT	Installed/A	ctivate	∋d - YES/NO		
Landing Gear - SKID		Number Eng	ines - 1		S	tall Warnir	ng Syste	≘m – UNK/N⊧		
Max Gross Wt - 4150			e - TURBO							
No. of Seats - UNK/NR		Rated Power	- 43	5 HP						
-Environment/Operations Info	rmation-									
Weather Data		Itinerary			Airport	Proximity				
Wx Briefing - FSS		Last Departs	ure Point		OFF AI	RPORT/STRIP				
Method - UNK/NR		SOUTH BOS	ΓΟΝ, MA							
Completeness - UNK/NR		Destination			Airport D	ata				
Basic Weather - VMC		QUINCY, MA								
Wind Dir/Speed- 230/018	KTS				Runway		· N/A			
Visibility - 12.0	SM	ATC/Airspace					N/A			
Lowest Sky/Clouds -	CLEAR	Type of Flig					N/A			
Lowest Ceiling -		Type of Cle			Runway	Status -	N/A			
Obstructions to Vision-		Type Apch/L	ndg - F	ORCED LANDING						
	NONE									
Condition of Light -	DAYLIGH	Τ								
-Personnel Information										
Pilot-In-Command		Age - 35	Me	dical Certific	ate - VALID	MEDICAL-WA	IVERS/I	LIMIT		
Certificate(s)/Rating(s)		Biennial Flight R	eview		ght Time (H					
COMMERCIAL, ATP, CFI		Current	- YES	Total -		Last 24		5		
SE LAND, ME LAND		Months Since				Last 30				
HELICOPTER		Aircraft Type	- UNK/NR	Instrument-						
				Multi-Eng -	21	Rotorcr	aft -	2953		
<pre>Instrument Rating(s)</pre>	- AIRPL	ANE								

AFTER TAKEOFF, THE HELICOPTER WAS CLIMBING THRU 200 TO 300 FT AGL, AT 50 TO 60 KTS, WHEN A PARTIAL LOSS OF POWER OCCURRED. THIS WAS FOLLOWED IMMEDIATELY BY A COMPLETE LOSS OF POWER. THE PLT INITIATED AN AUTOROTATION & LANDED IN A RAILROAD SWITCHING AREA WHERE THE MAIN ROTOR BLADES & TAIL BOOM SKIDS WERE DAMAGED. AN EXAM & GROUND RUN-UP OF THE ENG REVEALED NO REASON FOR THE LOSS OF POWER.

File No 116	52 4/30/84 BOSTON,MA	A/C Reg. No. N3913W	Time (Lc1) - 1533 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER Takeoff - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 2. AUTOROTATION - F	PERFORMED - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING Landing - Flare/Touchdown		
Finding(s) 3. FLARE - MISJUDGE	ED - 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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage	2		Inju	ries	
		BSTANTIAL		Fatal			None
Type of Operation -PERSONAL	Fir	-	Crew	0	0	-	1
Flight Conducted Under -14 CFR 91	NC	INE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - STINSON 108-3	Eng Make/Model				Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warni	ng System	- NO
Max Gross Wt - 2200	Engine Type		FING-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 165 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	PLUM ISLAND, MA	l l			- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D PLUM I			
Wind Dir/Speed- 310/010 KTS	EUCAL					- 28	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		60
Lowest Sky/Clouds - CLEAR	Type of Flight F	lan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clearance	e - NONE				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			-			
Precipitation - NONE		FULL S	STOP				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 56	Medica	l Certificat			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	nt Time (H			
PRIVATE	Current - NC		tal - UN ke/Model- UN	IK/NR	Last 2	4 Hrs - Ul O Davs- Ul	
SE LAND	Months Since - UN Aircraft Type - UN	NK/NR Mai NK/NR Ins	strument- UN	IK/NR IK/NR	Last 3	0 Days- U 0 Days- U	
	Afficiant type - of		lti-Eng - UN	IK/NR	Rotorc	raft - U	
Instrument Rating(s) - NONE							
-							
-Narrative LE LANDING ON RWY 28, THE ACFT ENCOUNTERED							

File No 11	63 5/06/84	NEWBURYPORT, MA	A/C Reg. No. N6499M	Time (Lcl) - 0945 EDT	
Occurrence Phase of Operation	NOSE OVER LANDING - ROLL				

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND 2. WEATHER CONDITION - GUSTS 3. COMPENSATION FOR WIND CONDITIONS - INITIATED - PILOT IN COMMAND 4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag	ge		Injur	ies	
		DESTROYED		Fatal			None
Type of Operation -INSTRUCTION	ιL.	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	0	0	0	0
Aircraft Information			Po -				
Make/Model - CESSNA 172P	U .	lode1 - LYCOMING	0-320-020		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400	Number Eng	jines - 1 De - RECIPROCA			tall Warnin	g System	- YES
No. of Seats - 4	Rated Powe			IUR			
Environment/Operations Information	• · ·			_			
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			UFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	LAWRENCE, Destination	МА		Airport D			
Basic Weather - VMC	LOCAL			•	CE MUNICIPA		
Wind Dir/Speed- CALM	LUCAL					05	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		150
	Type of Fli	oht Plan - NONE			Surface -		100
	RCAST Type of Cle					DRY	
Obstructions to Vision- HAZE		.ndg - GO Al			otatao	2	
Precipitation - NONE		ue n					
Condition of Light - DAYLIGHT							
Personnel Information					WESTON		
Pilot-In-Command	Age - 54		al Certificat			IVERS/LI	41 I
Certificate(s)/Rating(s)	Biennial Flight R			t Time (H	ours) Last 24	Une -	0
STUDENT	Current		otal -				0 7
	Aircraft Type	- N/A Ma e - N/A II	ake/model- nstrument-	40 _.	Last 30	Days-	12
	All chart Type	: = IN/A 1	ns truillent-	U	Last 90	Jays	12

----Narrative----

WITNESSES OBSERVED THE ACFT ON A HIGH FINAL APCH TO RWY 05 WHEN A GO-AROUND WAS INITIATED OVER THE RWY AT APRX 50 FT AGL WITH THE FLAPS FULLY EXTENDED. THE ACFT CLIMBED TO APRX 100 FT AGL & THEN SUDDENLY ENTERED A STALL, DESCENDED TO THE GROUND & CRASHED. THE FLAP ACTUATOR WAS FOUND IN THE "UP" POSITION.

File No 10	83 6/06/84 HAVERHILL,MA	A/C Reg. No. N65491	Time (Lc1) - 1204 EDT
	LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR)		
2. DISTANCE - MISJ 3. GO-AROUND - INI 4. ABORTED LANDING 5. RAISING OF FLAP 6. AIRSPEED - INAD	UDGED - PILOT IN COMMAND UDGED - PILOT IN COMMAND TIATED - PILOT IN COMMAND - PERFORMED - PILOT IN COMMAND S - PREMATURE - PILOT IN COMMAND EQUATE - PILOT IN COMMAND TENT - PILOT IN COMMAND		
)ccurrence #2	IN FLIGHT COLLISION WITH TERRAIN		

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

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

Brief of Accident

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft	Damage			. Inj	uries	
			SUBSTANT			ital	Serious		None
Type of Operation Flight Conducted Under	-INSTRUCTIONAL		Fire ON GROUN		Crew Pass	0	0	0	1
Accident Occurred During	-LANDING		UN GROUN		'ass	0	0	0	0
Aircraft Information									
Make/Model - CESSNA 152				MING 0-235				Activated	
Landing Gear - TRICYCLE-F Max Gross Wt - 1670	IXED	Number Eng		PROCATING-CAR		S	tall Warn	ing System	- YES
No. of Seats - 2		Engine Type Rated Powe							
Environment/Operations Infor	mation								
Weather Data		Itinerary				•	Proximity		
Wx Briefing - UNK/NR		Last Depart			(DN AIR	STRIP		
Method - UNK/NR		FRASER, MI				oort D			
Completeness - UNK/NR Basic Weather - VMC		Destination SOUTH BRA					ata S SKY CAM	D	
Wind Dir/Speed- CALM		SUUTH BRA	NCH, MI				Ident		
Visibility - 10.0	SM	ATC/Airspace						- 2100/	150
Lowest Sky/Clouds -		Type of Fli	aht Plan -	NONE				- GRASS/TL	
Lowest Ceiling -							Status		
Obstructions to Vision-				TRAFFIC PATTE	ERN			SNOW - D	DRY
Precipitation -	NONE	3 1 1 1	5						
Condition of Light -	DAYLIGHT								
Personnel Information Pilot-In-Command		Age - 46		ledical Certi	ficate -		MEDICAL -	WATVEDS / I TA	AT T
Certificate(s)/Rating(s)		Biennial Flight R			ight T			WAIVERS/EI	11 1
STUDENT		Current		Total	- 21	3		24 Hrs -	2
		Months Since				3	Last	30 Days- UN	IK/NR
		Aircraft Type	- N/A	Make/Mode Instrument	t- (D	Last	90 Days-	21
Instrument Rating(s)	- NONE								
Narrative STUDENT PLT WAS ON A SOLO X-		E DEDODTEN THAT W				TWICE	AFTED T	HE	
BOUNCE, THE NOSE GEAR COLLAR									
MAINTAINED & THAT THE GROUN									

File No. - 1110 2/22/84 SOUTH BRANCH, MI A/C Reg. No. N757TH Time (Lc1) - 1000 EDT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. FLARE - IMPROPER - PILOT IN COMMAND 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 5. ------Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 7. LANDING GEAR, NOSE GEAR - OVERLOAD _____ Occurrence #3 NOSE OVER Phase of Operation LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Brief of Accident

File No 1171 6/04/84 MT	. PLEASANT,MI A	/C Reg. No. N9801V		Гіте (Lcl) -	1215 EDT	
Basic Information Type Operating Certificate-NONE (GEN		craft Damage SSTANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir NO			0 0	0 0	1 0
-Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines Engine Type	- LYCOMING 0-320-E2D - 1 - RECIPROCATING-CARBL 150 HP	ç	Installed/A Stall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BL Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P SAME AS ACC/IN Destination LOCAL ATC/Airspace Type of Flight P ROKEN Type of Clearanc Type Apch/Lndg	C 1an - NONE	OFF A Airport [MT. Pl Runway Runway Runway	LEASANT MUNI	N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 27 Biennial Flight Review Current - N/ Months Since - N/ Aircraft Type - N/	A Total - A Make/Model-	ght Time (H 68 51	Hours) Last 24	Hrs - Days- UN	0
Instrument Rating(s) - NONE						
Narrative E STUDENT PLT WAS IN THE TRAFFIC PATTERN CARBURETOR PROBLEM BECAUSE OF RECENT PROI MENTARILY. SUBSEQUENT, THE PLT MADE A FO ER. PREVIOUSLY, THE CARBURETOR HAD BEEN AT HE WAS INFORMED THAT THE CARBURETOR F SPECTION WHICH WAS DUE IN THE FOLLOWING I	PRACTICING TOUCH-&-GO LAN BLEMS. HE USED THE PRIMER, RCED LANDING ON SOFT TERRA LEAKING & WAS REPAIRED; HO LOAT WAS STICKING & THE RE	DINGS WHEN THE ENG LO AT WHICH TIME THE EN IN WHERE THE NOSE GEA WEVER, IT BEGAN LEAKI	DST POWER. H IGINE RESPON R COLLAPSEN NG AGAIN.	HE SUSPECTED NDED D & THE ACFT THE PLT STAT	NOSED ED	
n na serie de la serie de l Norte de la serie	PAGE 210	i i i i i i i i i i i i i i i i i i i		n a ser a Ser a ser		

File No 11	71 6/04/84 MT.	PLEASANT,MI	A/C Reg. No. N9801V	Time (Lc1) - 1215 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) APPROACH	- MECH FAILURE/MALF	UNCTION	
3. OPERATION WITH	IMPROPER - OTHER MAINT	QUIPMENT - INTENTIC AL	DNAL - PILOT IN COMMAND	
ccurrence #2 nase of Operation	FORCED LANDING DESCENT - EMERGENCY			
ccurrence #3 hase of Operation	NOSE GEAR COLLAPSED LANDING			
inding(s) 5. TERRAIN CONDITIO 6. LANDING GEAR,NO				
ccurrence #4 hase of Operation	NOSE OVER		na serie de la completación de la c En esta de la completación de la comp Esta de la completación de la completación de la completación de	
Probable Cause				
he National Transpo s/are finding(s) 3,4		termines that the F	Probable Cause(s) of this acc	ident
actor(s) relating to	o this accident is/are	finding(s) ⁰ 1,2,5		

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Brief of Accident

File No 1064 7			/C Reg. No. N349				- 1630 EDT	
Basic Information Type Operating Certifica		AL AVIATION) Air	craft Damage			Inju	uries	
		SU	BSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under		NO	NE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF							
Aircraft Information								
Make/Model - CESSNA 1	50G	Eng Make/Model	- CONTINENTAL O	-200A	ELT	Installed/	'Activated	- YES/YES
Landing Gear - TRICYCLE	-FIXED	Number Engines	- 1				ng System ·	
Max Gross Wt - 1670			- RECIPROCATING				0 ,	
No. of Seats - 2		Rated Power	- 100 HP					
Environment/Operations Inf								
Weather Data	of filla e roff	Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Departure P	oint			RPORT/STRI	D	
Method - TELEPH		SAME AS ACC/IN			UTT AT	KPORT/ STR	. 1	
Completeness - FULL		Destination	0	,	Airport Da	ata		
Basic Weather - VMC		EAST LANSING,M	т	•		ata		
Wind Dir/Speed- 360/00	5 KTS	LAST LANSING,	1		Dunway	Ident	- N/A	
Visibility - 15.0		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -		Type of Flight P	lan - NONE			Surface		
	- 4000 FT BRC					Status	- N/A	
Obstructions to Vision		Type Apch/Lndg			Kunway	Status	- N/A	
Precipitation		Type Apch/ Lhug	_					
Condition of Light								
Personnel Information			•					
Pilot-In-Command		Age - 32	Medical Ce	rtificate			NO WAIVERS/	LIMIT
Certificate(s)/Rating(s	;)	Biennial Flight Review Current - YE		Flight	t Time (H			
PRIVATE		Current - YE	S Total	-			24 Hrs -	
SE LAND		Months Since - 7 Aircraft Type - C-	Make/M	odel-	99	Last 3	30 Days- UNI	
		Aircraft Type - C-	150 Instru	ment-	5	Last 9	90 Days-	16
-								
Instrument Rating(s)	- NONE							
Narrative								
DME COWS RAN INTO THE PATH OF	THE ACET DURI	NG TAKFOFF. THE PLT TURN	FD AS SOON AS A	IRBORNE 1	DIOVA OT	THE ANTMA	S AND HAD	
D TURN AGAIN TO AVOID POWERLI								
						•		
	1							

File No 106	4 7/01/84	WILLIAMSTON, MI	A/C Reg. No. N3495J	Time (Lc1) - 1630 EDT	
Occurrence #1 Phase of Operation					
3. IMPROPER USE 4. OBJECT - WIRE,TR	NING/PREPARATION OF PROCEDURE,TOT ANSMISSION(MARKED FORMED - PILOT IN	COMMAND	IN COMMAND		
Occurrence #2 Phase of Operation	and the second				
Probable Cause				· · · · · · · · · · · · · · · · · · ·	

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

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

Brief of Accident

Basic Information		Admonatch Domono			T d		
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONA		Fire	Crew		0		
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - JORDAN HENRY J ACE	Y DEUCY P70 Eng Make	e/Model - LYCOMING O	-290	ELT 1	installed/A	ctivate	d - NO -N/
Landing Gear - TAILWHEEL-ALL FIXE	D Number E	Ingines - 1			tall Warnir	ng Syste	m - NO
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - UNK/NR No. of Seats - 2	Engine Pated Pr	Type - RECIPROCAT ower - 135 HP	ING-CARBURE	IUR			
nvironment/Operations Information							
/eather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depa	ntuna Point		Airport F	PORT/STRIF		
Method - N/A	PONTIA			OFF AIR			
Completeness - N/A	Destinatio			Airport Da	ata		
Basic Weather - VMC	DETROIT	Γ, MI					
Wind Dir/Speed- 210/006 KTS					Ident -		
Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspac	Ce Eliabt Diam - NONE			Lth/Wid - Surface -		
Lowest Ceiling - 4000 FT	BROKEN Type of (learance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch	n/Lndg - FORCED	LANDING	,			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 60	Medical t Review	Certificat	e - VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight	t Review	Flight	t lime (Ho	ours)	Hre -	٨
SE LAND	Months Sing	ce - 4 Mak	e/Model-	200	Last 30) Davs-	
	Aircraft Ty	- YES Tot ce - 4 Mak /pe - UNK/NR Ins	strument-	1	Last 90) Days-	10
Instrument Rating(s) - NONE							
larrative							
FLYING OVER A WOODED TERRAIN, THE						S FOR	
RCED LANDING. DURING THE LANDING, TH	E RIGHT WING TIP HIT	A TREE & PLANE CRAS	SHED. AN EXA	M OF THE I	-NG		

	Brief o	f Accident (Continued)	
File No 11	76 7/05/84 HOLLY,MI	A/C Reg. No. N597HJ	Time (Lc1) - 1600 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILURE, CRUISE - NORMAL	/MALFUNCTION	
Finding(s) 1. ELECTRICAL SYST 2. ENGINE ASSEMBLY			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	· · · · · · · · · · · · · · · · · · ·	·
	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 2	the Probable Cause(s) of this accid	ent

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

Brief of Accident

File No 1152 7/14/84 SOUT	HGATE,MI	A/C Reg. No	D. N2O218	т	ime (Lcl) -	1645 ED1	
Basic Information Type Operating Certificate-NONE (GENER,	AL AVIATION)	Aircraft Dama SUBSTANTIAL	•	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engine	e/Model - LYCOMING Engines - 1 Type - RECIPROG ower - 150 H	CATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/011 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4500 FT SCA Lowest Sky/Clouds - 4500 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinati SAME A ATC/Airspa TTERED Type of Type of	on S ACC/INC ce	E .	OFF AI Airport D DETROI Runway Runway Runway	T METRO Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 64 Biennial Fligh Current Months Sin Aircraft T	t Review - YES	Total - Make/Model-	t Time (H 545 171	ours) Last 24 Last 30	IVERS/LIN Hrs - UN Days- UN Days-	NK/NR NK/NR

Instrument Rating(s) - NONE

----Narrative----

AFTER TAKEOFF, THE PLT CLIMBED TO 8500 FT MSL TO PRACTICE MANEUVERS. HE THEN MADE A DESCENT TO 4500 FT & BEGAN HEADING BACK TO THE ARPT, THEN CONTINUED DESCENDING TO 1800 FT & ENTERED THE TCA. THE ENG LOST POWER APRX 7 MILES FROM THE AIRPORT. LATER, DURING AN INTERVIEW, THE PLT STATED THAT HE ONLY MOMENTARILY USED THE CARBURETOR HEAT WHEN HE BEGAN HIS DESCENT FROM 8000 TO 1800 FT MSL. DURING AN EMERGENCY LANDING, THE PLT LANDED IN AN AREA WITH WEEDS ABOUT 1 FT TALL. HE WAS NOT AWARE OF A DITCH THAT CROSSED THE AREA UNTIL AFTER TOUCHDOWN. SUBSEQUENTLY, THE ACFT HIT THE FAR SIDE OF THE DITCH & NOSED OVER. THE TEMP & DEW POINT WERE 90 & 60 DEG. ACCORDING TO ICING PROBABILITY CHARTS, VISIBLE ICING WAS POSSIBLE IN FLOAT TYPE CARBURETORS.

File No 11	52 7/14/84 SOUTHGATE,MI	A/C Reg. No. N2O218	Time (Lc1) - 1645 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH		
	ON - CARBURETOR ICING CONDITIONS AT - IMPROPER USE OF - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
ccurrence #3 hase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
	ON - HIGH VEGETATION ON - HIDDEN OBSTRUCTION(S) ON - DITCH		
Occurrence #4 Phase of Operation	NOSE OVER LANDING - ROLL		
Probable Cause			

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

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

Brief of Accident

	7/22/84	HARRISON, M	I A/	C Reg. No. N32	97V	Т	ime (Lc1)	- 1250 E	DT
-Basic Information Type Operating Cert	ificate-NONE (G	ENERAL AVI		raft Damage			Inju		
				STANTIAL		Fatal		Minor	
Type of Operation			Fire				0		· 1
Flight Conducted Und			NON	E	Pass	0	0	0	0
Accident Occurred Du	Jring -LANDING								
-Aircraft Information-									
Make/Model - BEE	CH B-35		Eng Make/Model -	CONTINENTAL E	- 185 - 1	ELT	Installed/	Activated	d - YES/NO
Landing Gear - TRI	CYCLE-RETRACTAB	LE	Number Engines -			S	tall Warni	na Svster	m - YES
Max Gross Wt - 2	250		Engine Type -	RECIPROCATING	-CARBURE	TOR			
No. of Seats -	4		Rated Power -						
-Environment/Operations									
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing - T	J WX		Last Departure Po	int		ON AIR			
Method - T			OWOSSO,MI			ON AIN			
Completeness - Wi		INFNT	Destination			Airport D	ata		
Basic Weather - VM			HARRISON, MI				COMMUNITY	r.	
Wind Dir/Speed- 18	30/005 KTS						Ident		
Visibility -			ATC/Airspace				Lth/Wid		75
			Type of Flight Pl	an - NONE		Runway	Surface	- ASPHAL	т
			Type of Clearance				Status		•
Obstructions to V		012110401	Type Apch/Lndg	- FULL STOP	,	y	010100	5	
Precipitation			Type Apony Endg	1022 510					
Condition of Light									
-Personnel Information									
Pilot-In-Command		Age	- 51	Medical Ce	ertificat	e - VALID	MEDICAL-W	AIVERS/L	IMII
Certificate(s)/Rat	ing(s)	Bien	nial Flight Review	* - + - 1	Fligh	t lime (H	ours		
PRIVALE		1	Current - YES	lotal		238	Last 2	4 Hrs - 1	
SE LAND		1	Months Since - 15	Make/N	iode i -	6	Last 3	O Days- t	
e de la companya de l			Aircraft Type - UNK	/NR Instru	iment-	4	Last 9	io Days- l	JNK/NR
Certificate(s)/Rat PRIVATE SE LAND				Multi-	Eng -	.6			
Instrument Ratin		A	and the second	1 1 m 2 m					
				· · · · · · · · · · · · · · · · · · ·					
-Narrative									
PLT INADVERTENTLY LAND	OFD THE ACET WT	TH THE LAN	NING GEAP PETPACTED	HE SATD HE E	OPCOT TO	IOWER TH	E GEAD		
T OF HIS 200+ HOURS OF				. HE SAID HE I		LOWER III	L GLAN.		
1 01 1113 2001 110083 01	CIGHT TIME HAD	DELIN IN	THE GEAR ACT .						
	Sec. 2. 19								
					-	· - •	- 62.34		

File No 1004 7/	22/84 HARRISON,MI	A/C Reg. No. N3297V	Time (Lcl) - 1250 EDT
	GEAR COLLAPSED FLARE/TOUCHDOWN		• • • • • • • • • • • • • • • • • •
IMPROPER USE OF EQUIPM	URE,INATTENTIVE - PILOT IN CO OT IN COMMAND	MMAND PERIENCE IN TYPE OF AIRCRAFT	
Probable Cause			
The National Transportation Saf is/are finding(s) 1,3		Probable Cause(s) of this ac	ccident
Factor(s) relating to this acci	dent is/are finding(s) 2 4 5		
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Brief of Accident

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File No 1172 5/12/	84 MINNEAP	OLIS,MN	A/C Reg.	No. N758CC	т	ime (Lc1) -	1623 CDT	
Basic Information Type Operating Certificate-N	IONE (GENERAL	AVIATION)	Aircraft Da DESTROYED	mage	Fatal	Injur Serious		None
Type of Operation -F Flight Conducted Under -1 Accident Occurred During -A	4 CFR 91		Fire NONE	Crew Pass	0	0		0
Aircraft Information Make/Model - CESSNA R172k Landing Gear - TRICYCLE-FIX Max Gross Wt - 2550 No. of Seats - 4		Number E	ype - RECIPR	DCATING-CARBURE	S	Installed/A tall Warnir		
Environment/Operations Informa Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NC Basic Weather - VMC Wind Dir/Speed- 270/007 KI Visibility - 20.0 S Lowest Sky/Clouds - 10 Lowest Ceiling - NC Obstructions to Vision- NC Precipitation - NC Condition of Light - DA	DT PERTINENT SM DOOO FT SCATTE DNE DNE DNE DNE	MINNEAF Destinatio LOCAL ATC/Airspac RED Type of F Type of C	e	AFFIC ADVISORY	ON AIR Airport D FLYING Runway Runway Runway	ata CLOUD Ident - Lth/Wid - Surface -	27L 3909/ ASPHALT DRY	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		iennial Flight Current Months Sinc	: Review	Total - Make/Model-	nt Time (H 6000 5800	ours) Last 24 Last 30	Hrs -	1 √K∕NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS IN THE PROCESS OF BUYING THE CESSNA 172. HE TOOK OFF ON A LOCAL FLT AND AFTER DOING SOME AIRWORK, HE RETURNED TO THE ARPT. ON FINAL APCH TO RWY 27L, THE ACFT WAS OBSERVED AT A LOW ALT. IT CONTINUED DESCENDING AND COLLIDED WITH MICROWAVE LANDING EQUIPMENT SHORT OF THE RWY. THE PLT HAD MADE ONLY 3 LANDING SINCE 10/7/83.

File No. - 1172 5/12/84 MINNEAPOLIS, MN A/C Reg. No. N758CC Time (Lc1) - 1623 CDT _____ Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. DISTANCE - MISJUDGED - PILOT IN COMMAND 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF RECENT EXPERIENCE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. OBJECT - APPROACH LIGHT/NAVAID --------------------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Brief of Accident

File No 1098 7/25/84 LAKE	/ILLE,MN	A/C Reg. No. N64	1985	т	ime (Lc1)	- 0730 CDT	
Basic Information					T !		
Type Operating Certificate-NONE (GENER)		rcraft Damage SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTION		re	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		IONE	Pass	õ	õ	ò	ŏ
Accident Occurred During -LANDING				-	-	-	-
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model	- LYCOMING 0-23	35-L2C	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warni	ng System	- YES
Max Gross Wt - 1670	- J - J - J	- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIR	PORT		
Method - N/A	SAME AS ACC/I	INC .					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				DUSTRIAL		
Wind Dir/Speed- 045/007 KTS						- 29	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		NK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight					- ASPHALT	
Lowest Ceiling - NONE	Type of Clearar			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC P					
Precipitation - NONE		TOUCH AND	JGU				
Condition of Light - DAYLIGHT							
Personnel Information					NEDIAL		
Pilot-In-Command	Age - 50				MEDICAL-W	AIVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (H		4 11	
STUDENT	Current - N	N/A IOTAI	~	13	Last 2	4 Hrs -	1 //ND
	Months Since - N Aircraft Type - N	N/A Make/i	model-	13	Last 3 Last 9	O Days- UN	NK 10
	Aircratt lype - N	N/A INSTRU	ument-	0	Last 9	U Days-	13

Instrument Rating(s) - NONE ----Narrative----

----Narrative----

DURING A TOUCH & GO LANDING THE ACFT VEERED TO THE RIGHT, EXITING THE RUNWAY. THE NOSE WHEEL STRUCK A MANHOLE COVER WHICH PROTRUDED 12 TO 18 INCHES ABOVE THE GROUND. THE ACFT NOSED OVER UPON CONTACTING THE COVER. THE STUDENT PILOT STATED THAT HE HAD ALLOWED THE NOSEWHEEL TO CONTACT THE RWY PREMATURELY ON LANDING & REACHING FOR THE CARBURETOR HEAT CONTROL TO SHUT IT OFF FOR THE TAKEOFF HE ALLOWED THE ACFT TO DEPART THE RIGHT SIDE OF THE RWY.

- PILOT IN COMMAND	
- PILOT IN COMMAND	

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 1017 4/28/84 SHAW,MS		A/C Reg. No. N3	3882Y	T	ime (Lcl) -	1040 CST	
Basic Information Type Operating Certificate-AGRICULTURAL A		rcraft Damage UBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL OBSERVA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	TION Fi	re IONE	Crew Pass	0	0	1	0 2
-Aircraft Information Make/Model - CESSNA 210D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Number Engines	- RECIP-FUEL I			[nstalled/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure SHAW.MS				Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/005 KTS	Destination LOCAL		Α	irport Da		N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 1500 FT SCATTE Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RED Type of Flight	nce - NONE		Runway Runway Runway	Lth/Wid - Surface -	N/A N/A N/A	
	ge - 56 iennial Flight Revie Current - Y	ew.	Flight	e - VALID Time (He 2250		IVERS/LIM	 IT 0
SE LAND, ME LAND	Months Since - Aircraft Type - L	5 Make/ INK/NR Instr	/Model- rument-	300 168 250) Days- UN) Days-	K/NR 30

Instrument Rating(s) - AIRPLANE

----Narrative----

.

THE ACFT WAS LANDED GEAR UP IN A PRECAUTIONARY LANDING AFTER A CONTROL DIFFICULTY IN FLT. ON BASE LEG A LOUD BANG WAS HEARD AND THE ACFT STARTED TO ROLL RIGHT. CONTROL FORCES WERE HEAVY SO THE OTHER PLT IN THE FRONT SEAT TRIED TO HELP ON THE CONTROLS. THEY THOUGHT THE AILERONS HAD FAILED, THEN THE PLT NOTICED RIGHT FLAP WAS UP SO HE STARTED TO RAISE THE FLAPS. HE SAID THE OTHER PLTS INPUTS CONFUSED AND ALARMED HIM SO HE GAVE IN TO THE PLEAS OF THE PASSENGERS TO "PUT IT ON THE GROUND". HE RAISED THE GEAR AND TOUCHED DOWN BEFORE THE GEAR WAS FULLY UP ON PLOWED GROUND. THE ACFT SLID 200 FT AND NOSED OVER. INVESTIGATION REVEALED THAT THE ONLY CONTROL PROBLEM WAS THE FAILED PUSH-PULL ROD (CESSNA P/N 120058-2) ON THE RIGHT FLAP. THEY FAILED IN OVERLOAD WITH A RUSTED FRACTURE SURFACE ON ONE WHICH INDICATED SOME PREVIOUS DAMAGE. THESE RODS WERE IN SERVICE 2040 HOURS. THE MOST RECENT INSPECTION WAS AN ANNUAL 19 TACH HOURS PRIOR TO THE ACCIDENT.

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	017 4/28/84 SHAW,MS	A/C Reg. No. N3882Y	Time (Lc1) - 1040 CST
	AIRFRAME/COMPONENT/SYSTEM FAILURE/ APPROACH - VFR PATTERN - BASE TO F		
2. FLIGHT CONTROL,	FLAP ATTACHMENT - PREVIOUS DAMAGE FLAP ATTACHMENT - OVERLOAD FLAP SURFACE - ASYMMETRICAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
5. IMPROPER DE 6. IN-FLIGHT PLANN	ERENCE - INADVERTENT - PASSENGER ECISION, ANXIETY/APPRENHENSION - PILOT VING/DECISION - IMPROPER - PILOT IN CO ECISION, PRESSURE INDUCED BY OTHERS - 0	OMMAND	
	ANDING - PREMATURE - PILOT IN COMMAN		
8. PRECAUTIONARY L	ANDING - PREMATURE - PILOT IN COMMAN	D	
8. PRECAUTIONARY L Decurrence #3 Phase of Operation Finding(s)	ANDING - PREMATURE - PILOT IN COMMAN	D	
8. PRECAUTIONARY L Occurrence #3 Phase of Operation Finding(s) 9. WHEELS UP LAND Occurrence #4	ANDING - PREMATURE - PILOT IN COMMANN IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN ING - INTENTIONAL - PILOT IN COMMAND NOSE OVER	D	
8. PRECAUTIONARY L Occurrence #3 Phase of Operation Finding(s)	ANDING - PREMATURE - PILOT IN COMMANN IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN ING - INTENTIONAL - PILOT IN COMMAND NOSE OVER LANDING - ROLL	D	

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,10

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Damage		Iniu	ries	
Type operating centricate-none (General	AVIATION)	SUBSTANTIAL	Fa		Minor	None
Type of Operation -PERSONAL		Fire	Crew	0 1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	õ o	ŏ	õ
Accident Occurred During -DESCENT				-	_	
Aircraft Information						
Make/Model - BELLANCA 7GCBC		del - LYCOMING O	320-A2D	ELT Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi			Stall Warni	ng System	- NO
Max Gross Wt - 1650	Engine Type		ING-CARBURETOR			
No. of Seats - 2	Rated Power	- 160 HP				
Environment/Operations Information	•		•			
Weather Data	Itinerary			port Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	ire Point	0	FF AIRPORT/STRI	P	
Method - N/A	TUNICA, MS			· · · ·		
Completeness - N/A	Destination		Airp	ort Data		
Basic Weather - VMC	LOCAL			.		
Wind Dir/Speed- 210/010 KTS				unway Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			unway Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flig			unway Surface		
Lowest Ceiling - NONE		arance - NONE		unway Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FORCED	LANDING			
Precipitation - NONE				÷		-
Condition of Light - DAYLIGHT						
Personnel Information	A	M	O	NON VALID MEDIC	A.F	
Pilot-In-Command	Age - 28			NON-VALID MEDIC me (Hours)	AL	
Certificate(s)/Rating(s)	Biennial Flight Re	eview Tat		me (Hours)	4 Hrs - U	
STUDENT	Current	- N/A Tota	e/Model - 75 trument - UNK/NR		0 Davs- U	
	Months Since		e/MOUEI- /J	Last a	0 Days- U	
	Aircraft Type	- N/A 105	ti-Eng - UNK/NR	Last s	raft - U	
た。	All states and the	Mar	LI-ENG - UNK/NK	ROTOL	inanc of	
Instrument Rating(s) - NONE	an 1 An an 1					
Narrative	in a tang ing panghas					
E NON-RATED PLT STATED THAT DURING A LOCAL						
EA. HE REPORTED THAT HE CIRCLED AT 500 FT "						
IG LOST POWER. SHORTLY AFTER THAT, THE ACFT					'EL THE	
NGS; HOWEVER, THE ACFT IMPACTED THE GROUND.						
REED WITH THE PLT'S ACCOUNT OF THE OCCURREN						
ABOUT 50 FT AGL & THE ENG LOST POWER AFTER						
	DE IN THE MIXTURE (CONTROL CARLE HAD	BEEN CRACKED A	BOUT 3/4 OF THE	- WAY	
) PREIMPACT FAILURE WAS FOUND, EXCEPT THE WI						
) PREIMPACT FAILURE WAS FOUND, EXCEPT THE WI IRU. AT MEMPHIS, TN, THE 1551 CDT TEMP & DEW NRB ICING COULD HAVE OCCURRED AT OR BELOW RA	POINT WERE 86 & 59					

ccurrence #1 LOSS OF POWER(TOTAL) - NON-MECH hase of Operation MANEUVERING	HANICAL		т. 1971 — 197 ^{2 г.} 1971 — Алтан		
inding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN 2. IMPROPER USE OF PROCEDURE,QUALIFICATION - PI 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 5. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN (COMMAND Ilot in command				
6. FUEL SYSTEM, CARBURETOR - ICE					
ccurrence #2 LOSS OF CONTROL - IN FLIGHT nase of Operation DESCENT - EMERGENCY			n an	• • • •	- -
nding(s) 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND				• • •	
ccurrence #3 IN FLIGHT COLLISION WITH TERRA mase of Operation DESCENT - UNCONTROLLED	IN	,			
Probable Cause					

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

Brief of Accident

Type Operating Certificate-AGRICULTURAL		Aircraft Damage		Injuries			
Type of Operation -AEDIAL ADDLT		NTIAL	Fatal Crew O	Serious O	Minor 1	None 0	
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE		Crew O Pass O	ŏ	ò	ŏ	
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - CESSNA A188B	Eng Make/Model - CC		20-D EL1				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300	Number Engines - 1 Engine Type - RE			Stall Warnin	g System	- YES	
No. of Seats - 1	Rated Power -						
Environment/Operations Information							
Veather Data	Itinerary			: Proximity			
Wx Briefing - NO RECORD OF BRIEFING			OFF /	IRPORT/STRIP			
Method - N/A	SAME AS ACC/INC		Ainmont	Data			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport	Data			
Wind Dir/Speed- CALM	EGGAE		Runwa	ay Ident -	N/A		
Visibility - 10.0 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runwa	y Surface -	N/A		
Lowest Ceiling - NONE	Type of Clearance			ay Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDI	NG				
Precipitation - NONE Condition of Light - DAYLIGHT							
^o ersonnel Information Pilot-In-Command	Age - 59 Biennial Flight Review Current - YES	Medical Certi			WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time			-	
COMMERCIAL, CFI	Current - YES Months Since - 5	Total Noko/Nodo	- 8000 1- 4000	Last 24 Last 30			
SE LAND, ME LAND	Months Since - 5 Aircraft Type - UNK/NE	Make/Mode	1- 4000 +- 60	Last 30			
	Aircraft Type - UNK/NF	Multi-Eng	- 20	Rotorcr	aft - U	NK/NR	
Instrument Rating(s) - AIRPLANE							
· · · · · · · · · · · · · · · · · · ·							
Narrative PLT REPORTED THAT DURING A PULL-UP, THE P	DOD WENT TO A LOW DITCH AND	NE & THE ENO W	AS NOT DEVEL				
R. HE NOTED THAT THE TACHOMETER WAS NEAR							

THAT THE #6 CONNECTING ROD HAD FAILED ABOUT 1 INCH FROM THE ROD CAP. THERE WAS EVIDENCE OF LOCALIZED OVERHEATING. THE #6 ROD RECEIVED SPLASH & SPRAY OIL FROM AN OIL PORT IN THE MAIN JOURNAL. THE MAIN JOURNAL BEARING APPEARED TO HAVE SPUN & CLOSED OFF THE OIL PORT, REDUCING COOLING OIL TO THE #6 ROD. THE PROP GOVERNOR RECEIVED OIL FROM THE SAME PORT. OBSTRUCTION OF OIL TO THE GOVERNOR WOULD ALLOW THE PROP TO DRIVE TO A LOW PITCH/HI RPM POSITION.

ccurrence #1 base of Operation	LOSS OF POWER(TOTAL) - MEC MANEUVERING - AERIAL APPLI	H FAILURE/MALFUNCTION	in in the second se		
	MANEOVERING ALRIAL AFFEI	CATION			
nding(s) 1 ENGINE ASSEMBLY	BEARING - FAILURE, TOTAL	n an	الار <u>نان</u> الم		
	EM - BLOCKED(PARTIAL)	 A state of the sta			
3. FLUID, OIL - STAR	VATION CONNECTING ROD - OVERTEMPER				
5. ENGINE ASSEMBLY,	CONNECTING ROD - OVERTEMPER	TAL			
ccurrence #2 hase of Operation					
			a the grant of the second s		
inding(s)	DELAYED - PILOT IN COMMAND			5	
ccurrence #3	IN FLIGHT COLLISION WITH O	PLECT			
hase of Operation					
inding(s)					
7. OBJECT - TREE(S)					
Probable Cause					
he National Transpor	tation Safety Board determi	nes that the Probable	Cause(s) of this acciden	t	
s/are finding(s) 1,3	3			- A 1	
actor(s) relating to	this accident is/are findi	ng(s) 6,7			
n an an Thursday (1997) Thursday (1997)				e de l'anne a chaire ann an Arrainne ann an Arr	
· ·					
11 - 11 - 11 - 11 - 11 - 11 - 11 - 11					

Brief of Accident

File No 1115 3/28/8	No 1115 3/28/84 HARDIN,MT A/C Reg. No. N92593		Т	ime (Lc1) -	1015 MS	ſ 	
Basic Information							
Type Operating Certificate-AG	RICULTURAL AIRCRA				Injur		••
Tune of Openation		SUBSTAN		Fatal	Serious	Minor	None
Type of Operation -AE Flight Conducted Under -14	RIAL APPLICATION	Fire NONE	Crei Pas		0	0	1
Accident Occurred During -LA		NONE	Fas	5 0	0	0	0
Aircraft Information							
Make/Model - CESSNA A188B		Eng Make/Model - CON	TINENTAL IO-520-		Installed/A		
Landing Gear - TAILWHEEL-ALL	FIXED	Number Engines - 1		S	tall Warnir	g System	- YES
Max Gross Wt - 4200		Engine Type - REC					
No. of Seats - 1		Rated Power -	300 HP				
Environment/Operations Informat	ion						
Weather Data		inerary			Proximity		
Wx Briefing - NO RECORD O	F BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A	E	lestination		Airport D			
Basic Weather - VMC		LOCAL		FAIRGR			
Wind Dir/Speed- 170/008 KTS		0/1				04	C O
Visibility - 50.0 SM		C/Airspace	NONE			3500/	60
Lowest Sky/Clouds - 20 Lowest Ceiling - NON		Type of Flight Plan - Type of Clearance -				ASPHALT DRY	
Obstructions to Vision- NON		Type Apch/Lndg -			status -	DRT	
Precipitation - NON		Type Apen/Endg -	IRAFFIC FALLERN				
Condition of Light - DAY							
-Personnel Information							
Pilot-In-Command	Age -		Medical Certific			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)		al Flight Review		ght Time (H			
COMMERCIAL		irrent - YES	Total -			Hrs - U	
SE LAND	Mo	onths Since - 11 rcraft Type - PA-18	Make/Model- Instrument-			Days- UI Days- UI	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT RETURNED TO THE ARPT WITH ABOUT A 100 GAL LOAD OF SPRAY SOLUTION ON BOARD WHEN THE FLAGGER WOULD NOT WORK. DURING THE LANDING, THE ACFT SWERVED TO THE LEFT & THE RIGHT GEAR COLLAPSED. NO MECHANICAL MALFUNCTION OR FAILURE OF THE GEAR OR BRAKES WAS FOUND. THE PLT REPORTED THAT THE WIND WAS CALM.

File No 1115 3/28/84 HARDIN,MT	A/C Reg. No. N92593	Time (Lc1) - 1015 MST
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		
Occurrence.#2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL		
Finding(s) 3. LANDING GEAR,MAIN GEAR - OVERLOAD		
Probable Cause		
The National Transportation Safety Board determines that the Pro is/are finding(s) 1	bable Cause(s) of this accide	nt

Brief of Accident

Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ft Damage		Injur	ies	
	SUBST	ANTIAL	Fatal	Serious	Mino	r None
Type of Operation -AERIAL APPLIC	CATION Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	Pas	ss O	0	0	0
ircraft Information Make/Model - CESSNA A188B	Fra Noka (Model C		D EIT	Installed/A		od - NO -N
Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - C Number Engines -			Installed/A Stall Warnin		
Max Gross Wt - 4200	Engine Type - R			itani wannin	ig byst	125
No. of Seats - 1	Rated Power ~	310 HP	-			
nvironment/Operations Information leather Data	Ttipenen		Ainment	Decyimite		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary	*		Proximity RPORT/STRIP		
Method - N/A	Last Departure Poin SAME AS ACC/INC	it	UFF AI	RPURI/SIRIP		
Completeness - N/A	Destination		Airport [10+0		
Basic Weather - VMC	LOCAL		Airport	ata		
Wind Dir/Speed- 295/002 KTS	LUCAL		Burburb	/Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriwaj	514145	14/ 5	
Precipitation - NONE	Type Apen/ Endg	I BROED EANDING				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	A	Nadiool Contifi				
	Age - 59 Riempiel Elight Deview	Medical Certific	cate – VALIL ight Time (H		WAIVE	KO/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Total -		Last 24	Une -	10
	Months Since - 8					-
	Aircraft Type - UNK/N					
	ATCHAIL Type - UNK/N	at The Coment	Ū	Lasist	, Juy3	50

----Narrative----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT. THE PLT SAID THAT SEVERAL WEEKS PRIOR TO THE ACCIDENT HE DISCOVERED THE FUEL CROSSOVER QUICK DRAIN WAS "FROZEN" SHUT AND WOULD NOT DRAIN. HE REMOVED THE DRAIN TO LUBRICATE IT AND UPON REINSTALLATION HE COULD NOT PROPERLY SAFETY WIRE IT DUE LACK OF ACCESS. HE WIRED IT TO AN ADJACENT SCREW. AFTER THE ACCIDENT THE SCREW, WIRE AND DRAIN WERE MISSING. HE STATED THAT IT WAS "POSSIBLE" THAT HE DID NOT RETIGHTEN THE SCREW. THE PLT SAID THE ACFT HAD 21 GALLONS OF FUEL FOR THIS FLT WHICH LASTED 45 MINUTES. THE ACFT, ACCORDING TO THE PLT, BURNS ABOUT 15.5 GALS/HR.

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File No 10	33 6/19/84 OPHEIM,MT	A/C Reg. No. N731GL	Time (Lc1) - 1000 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILUR CRUISE - NORMAL	E/MALFUNCTION	
3. FLUID, FUEL - EXI	NSTALLATION - INADEQUATE - PILOT IN		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Couppence #2	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		

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

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

Brief of Accident

-Basic Information Type Operating Type of Operati			LLON, MT	A/C Reg. No	. N88399	ا 	ime (Lc1) -	2015 MDT	
Type of Operati		-NONE (GEN	ERAL AVIATION)	Aircraft Dama SUBSTANTIAL	ige	Fatal	Injur Serious	ies Minor	None
Flight Conducte Accident Occurr	d Under ed During	-BUSINESS -14 CFR 91 -DESCENT		Fire NONE	Crew Pass	0	0 0	0 0	1 1
-Aircraft Informat Make/Model - Landing Gear - Max Gross Wt - No. of Seats -	ion BELLANCA 7 TAILWHEEL- 1650		Eng Make/Ma Number Eng Engine Type Rated Power	e - RECIPROC	ATING-CARBURE	TOR	Installed/A tall Warnin	g System [,]	- YES
Environment/Opera Weather Data Wx Briefing Method Completeness Basic Weather Wind Dir/Spee Visibility Lowest Sky/Cl Lowest Ceilin Obstructions Precipitation Condition of	- NO RECOR - N/A - N/A - VMC d- CALM - 60.0 ouds - g - to Vision-	SM CLEAR NONE NONE NONE	Itinerary ING Last Departo SAME AS AC Destination SAME AS AC ATC/Airspace Type of Flig Type of Clea Type Apch/Lu	CC/INC CC/INC ght Plan - arance - NONE ndg - TRAF TOUC	FIC PATTERN CH AND GO	Airport ON AIR Airport D DILLON Runway Runway Runway Runway	Proximity PORT ata Ident - Lth/Wid - Surface - Status -	34 4000/ ASPHALT DRY	75
Personnel Informa Pilot-In-Command Certificate(s) PRIVATE SE LAND	tion		Age - 40 Biennial Flight Re Current Months Since Aircraft Type	Medic eview -YES T -14 M -UNK/NR I	cal Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng -	e - VALID ht Time (H 3462 70 K/NR	MEDICAL-NO ours) Last 24 Last 30 Last 90		LIMIT 2 IK/NR 70
Instrument	Rating(s)	- AIRPLANE			Ū				,

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File No 118	82 6/25/84 DIL	LON,MT	A/C Reg.	No. N88399	Time (Lc1) - 2015 MDT	• • • • • • • • • • • • • • • •
ccurrence #1 hase of Operation	LOSS OF CONTROL - IN Approach - VFR Patter		Н			
2. AIRSPEED - NO	DN - HIGH DENSITY ALTIT T MAINTAINED - PILOT IN TENT - PILOT IN COMMAND	I COMMAND	la de la seconda d	e La constanta de la constanta La constanta de la constanta La constanta de la constanta La constanta de la constanta de la constanta		
ccurrence #2	IN FLIGHT COLLISION W DESCENT - UNCONTROLLE					
Occurrence #2 Phase of Operation						

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

Brief of Accident

Basic Information	•					
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircrat	ft Damage		Injur	ries	
	•	ANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONAL	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 - PIPER PA-38-112	Eng Make/Model - L	COMING 0-235-L2C	ELT	Installed/#	ctivated	- YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -	1 .	S	tall Warnir	ng System	- YES
Max Gross Wt - 1700	Engine Type - R	ECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	BOZEMAN, MT					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	BOZEMAN, MT		TOWSSE			
Wind Dir/Speed- 300/015 KTS					- 35	
Visibility - 60.0 SM	ATC/Airspace				- 4100/	72
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					
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
Personnel Information						
	lge - 25	Medical Certificat) WAIVERS/	LIMIT
	Biennial Flight Review		nt Time (H			
STUDENT	Current - N/A	Total -	40	Last 24	4 Hrs -	5
	Months Since - N/A	Make/Model-	40	Last 30) Davs- UN	K/NR

Instrument Rating(s) - NONE

34

----Narrative----

THE ACFT WEATHERVANED DURING LANDING IN A CROSSWIND AND COLLIDED WITH A FENCE AND IRRIGATION PIPE OFF THE LEFT SIDE OF THE RWY. THE STUDENT PLT HAD THOUGHT THE LANDING IN A X-WIND WOULD BE GOOD PRACTICE SO HE CONTINUED THE APPROACH BUT AT THE LAST MOMEMT ADDED POWER TO GO AROUND. THE ACFT STALLED AND WEATHERVANED OFF THE RWY. REPORTED WINDS AT TIME OF THE ACCIDENT WERE FROM 300 DEG AT 15 KTS GUSTING TO 20 KTS.

File No. - 1035 7/02/84 TOWNSEND, MT Time (Lc1) - 1630 MDT A/C Reg. No. N9826T ------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 9. STALL - INADVERTENT - PILOT IN COMMAND _____ _____ ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 10. OBJECT - FENCE 11. OBJECT - OBJECT ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3,4,5,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1, 10, 11

Brief of Accident

-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	Damage		Iniu	iries	
·///	DESTROY	2	Fatal	Serious		None
Type of Operation -AERIAL APPLI		Crew		0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -CRUISE	ON GROU	ND Pass	0	0	0	0
-Aircraft Information						
Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W	R-985	ELT	[nstalled/	Activated	- NO -N/A
\ Landing Gear \ - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3750		IP-FUEL INJECTED				
No. of Seats - 1	Rated Power -	450 HP				
-Environment/Operations Information	······································					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRI	Р	
Method - N/A	RICHEY, MT					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- VARIABLE					- N/A	
Visibility - 50.0 SM	ATC/Airspace	NONE		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 Precipitation - NONE	Type Apch/Lndg -	FURCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36 Biennial Flight Review Current - YES	Medical Certifica			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
COMMERCIAL					4 Hrs -	12
ME LAND	Months Since - 3	Make/Model-			10 Days- UN	•
HELICOPTER	Aircraft Type - UNK/NR			Last 9	10 Days-	205
		Multi-Eng -	1150			
Instrument Rating(s) - NONE						
-Narrative PLT HAD∵FINISHED SPRAYING & WAS PROCEEDIN			DOD DEOAN			
ERE VIBRATION WHICH REQUIRED THE ENG TO BE						
T THE LEFT WING IMPACTED A HILL WHICH SPUN					EL 0. THE	
ER & LOWER RIGHT WINGS FAILED. A POST IMPA						
1 PROP BLADE, P/N 6101A-13, HAD FAILED. A					ULL 2	
ICATED THE HAMILTON STANDARD (PROP HUB 2-D					IED	
TORIED THE HAMITETON STANDARD (FROF HOD Z-D	JU ZUTT THE BELIN UVERTAULED	C INTOICD DEADED	THE DELIN	STRATOIN EN		

Brief of Accident (Continued) Time (Lcl) - 1100 MDT File No. - 1112 7/15/84 RICHEY.MT A/C Reg. No. N6589 ------Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE 2. MAINTENANCE, MAJOR REPAIR - PERFORMED - OTHER MAINTENANCE PSNL 3. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL 4. ENGINE ASSEMBLY - VIBRATION 5. ENGINE ASSEMBLY, MOUNT - OVERLOAD Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY •7. TERRAIN CONDITION - DIRT BANK ----------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) 6,7

Brief of Accident

File No 1060 5/18/84 THOMA	SVILLE, NC	A/C Reg.	No. N35LP	т	ime (Lc1) -	1345 E	EDT
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Injur	ies	
	-	SUBSTANTI		Fatal	Serious	Minor	n None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s O	0	0	0
-Aircraft Information							
Make/Model - EIRE AVION PIK 20E		lodel - ROTEX			Installed/A		
Landing Gear - UNK/NR		gines - 1			tall Warnin	g Syste	em – UNK/NR
Max Gross Wt - UNK/NR			ROCATING-CARBU	RETOR			
No. of Seats - 1	Rated Powe	er - UNK/N	R				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS A						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 060/005 KTS						N/A	
Visibility - 50.0 SM	ATC/Airspace				,	N/A	
Lowest Sky/Clouds - CLEAR		ight Plan - N				N/A	
Lowest Ceiling - NONE		earance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/I	_nag - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 41		dical Certific	ate - VALID	MEDICAL-NO	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight I			ght Time (H			
COMMERCIAL	Current		Total -				
SE LAND, ME LAND	Months Since Aircraft Type	- 21	Make/Model-			,	•
GLIDER	Aircraft Type	e - UNK/NR	Instrument- Multi-Eng -		Last 90) Days-	30
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE PLT REPORTED THAT THE ACFT SUFFERED A PARTIAL POWER LOSS AT 150 FT AGL WHILE ON INITIAL CLIMB. THE PLT ATTEMPTED TO RETURN TO THE AIRPORT TO LAND AND THE ENG LOST TOTAL POWER. THE PILOT MADE A FORCED LANDING IN A MATURE WHEAT FIELD. EXAMINATION OF THE ENG REVEALED THAT THE NO. 1 PISTON & CYL WERE EXPOSED TO EXTREME HEAT AND THE PISTON HAD A HOLE THROUGH IT. THE SPARK PLUG WAS ALSO BADLY BURNED.

File No 10	60 5/18/84	THOMASVILLE, NC	A/C Reg. No. N35LP	Time (Lc1) - 1345	EDT
Occurrence #1 Phase of Operation		L CLIMB			
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY		ERATURE		·	
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation		ION WITH TERRAIN			
Finding(s)	ON - CROP				

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

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Brief of Accident

• Eng Make/Model - CONTI Number Engines - 1	D Crew Pass INENTAL IO-520-104 P-FUEL INJECTED	O O A ELT Insta	Injuries ious Minor O O O O Iled/Activated Warning System	1 1
Fire NONE Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIP Rated Power - 28	Crew Pass INENTAL IO-520-104 P-FUEL INJECTED	O O A ELT Insta	0 0 0 0	1 1
NONE Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIP Rated Power - 28	Pass INENTAL IO-520-104 P-FUEL INJECTED	O A ELT Insta	0 0 	d - YES/YES
Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIF Rated Power - 28	INENTAL ID-520-104 P-FUEL INJECTED	A ELT Insta	lled/Activated	d - YES/YES
Eng Make/Model - CONTI Number Engines - 1 Engine Type - RECIF Rated Power - 28	INENTAL ID-520-104 P-FUEL INJECTED	A ELT Insta	lled/Activated	d - YES/YES
Number Engines - 1 Engine Type - RECIF Rated Power - 28	P-FUEL INJECTED			
Engine Type - RECIF Rated Power - 28		Stall V	Warning System	m - YES
Rated Power - 28				
	85 HP			
inerary				
inerarv		Airport Proxim		
ast Departure Point		OFF AIRPORT		
BANKER ELK,NC		OIT AIRIORIA	JINIF	
	4	Airport Data		
JACKSONVILLE, FL				
		Runway Statu	us - N/A	
lype Apch/Lhdg - H	FURCED LANDING			
50				****
				IMII
			•	
,,,				
ר ד ד ד זיייז	C/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 59 M al Flight Review mrent - YES onths Since - 7 rcraft Type - A-36	JACKSONVILLE,FL C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING 59 Medical Certificate al Flight Review Flight Inrent - YES Total - onths Since - 7 Make/Model- rcraft Type - A-36 Instrument- Multi-Eng -	JACKSONVILLE,FL Runway Iden C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING 59 Medical Certificate - VALID MEDIC al Flight Review Irrent - YES Total - 1990 La onths Since - 7 Make/Model - 1990 La	JACKSONVILLE,FL C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING 59 Medical Certificate - VALID MEDICAL-WAIVERS/L: al Flight Review Irrent - YES Total - 1990 Last 24 Hrs - U onths Since - 7 Make/Model - 1990 Last 30 Days - U rcraft Type - A-36 Instrument - 0 Multi-Eng - 140

Brief of Accident (Continued) A/C Reg. No. N2864W Time (Lc1) - 0800 EDT File No. - 1181 8/14/84 BANNER ELK, NC Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 2. TERRAIN CONDITION - HIGH TERRAIN 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - FOG 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CLIMB Finding(s) 7. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

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

. Brief of Accident

Basic Information Type Operating Centificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operation -PERSONAL Fire Operating Centificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operation -PERSONAL Fire Crew 1 0 0 0 Accident Occurred During -DESCENTAircraft Information Make/Model - LYCOMING 0-540-J3A5D ELT Installed/Activated - YES/N Landing Gear - TRICYCLE-FIZED NUME Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 120 M Mater Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engines - 1 Stall Warning System - YES Max Gross Wt - 100 Engines - 1 Stall Warning System - YES Max Gross Wt - 100 Engines - 1 Stall Warning System - YES Max Gross Wt - 100 Engines - 1 Stall Warning System - YES Completeness - PARILALLWTD BY PLOT Destination Airport Data Basic Washer - IM	File No 1199 3/03/84 OCON1	TO,NE A/C Re	g. No. N8054E	Tim	e (Lc1) -	0245 CST	
Type of Operation -PERSONAL Fire Crew 1 0 0 0 Accident Occurred During -DESCENT NONE Pass 1 0 0 0				Fatal			None
Flight Conducted Under -14 CFR 91 NDNE Pass 1 0 0 0 Accident Occurred During -DESCENT	Type of Operation -PERSONAL						
Accident Occurred During -DESCENT Aircraft Information Make/Model - JPER PA-28-28-286 Eng Make/Model - LYCOMING D-540-J3A5D ELT Installed/Activated - YES/N Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 235 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point DFF AIRPORT/STRIP Method - TELEPHONE DES MOINES, IA Completeness - PARTIAL, LMTD BY PILOT Destination Airport Data Basic Weather - IMC KEARNEY,NE Runway Ldn/vid - N/A Wind Dir/Speed - 130/009 KTS Runway Ldn/vid - N/A Usest Sky/Clouds - GOO FT Type Of Flight Plan - VFR Runway Ldn/vid - N/A Lowest Sky/Clouds - GOO FT OVERCAST Type Of Flight Plan - VFR Runway Surface - N/A Dostructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A Dostruction of Light - NIGHT(DARK) Personnel Information Pilotin Of Alight - NIGHT(DARK) Personnel Information Pilotin-Command Age - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVAL Comment Rating(s) - NONE Narrative TTR ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOXO OFF AT 2026 CST ON A Aircraft Type - P2-28 Instrument VUNK/NR Last 30 Days- UNK/NR Instrument Rating(s) - NONE Narrative TTR ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOXO OFF AT 2026 CST ON A TTR ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOXO OFF AT 2026 CST ON A TTO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEORY RALE ALIGN TO PROCEED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT RECEIVED A WX BRIEFING & TOXO OFF AT 2026 CST ON A DIGITED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE	Flight Conducted Under -14 CER 91						-
Aircraft Information Make/Model - PIPER PA-28-236 Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 3000 No. of Seats - 4 Environment/Operations Information Weather Data Environment/Operations Information Weather Data 					-	Ũ	Ũ
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3000 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 235 HP Environment/Dperations Information Weather Data Itinearay Airport Proximity Wx Briefing - FS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE DES MOINES.IA Completeness - PARIIAL,LMTD BY PILOT Destination Basic Weather - IMC KEARNEY.NE Runway Ident - N/A Visibility - 12.0 SM ATC/Airspace NUNE Lowest Sky/Clouds - 600 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Uses Stay/Clouds - 00 FT OVERCAST Type of Clearance - NONE Runway Status - N/A Dostructions to Vision - NONE Completeness - NIGHT (DARK) Personel Information Pilot-In-Command Age - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Age - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - UNK/NR Last 24 Hrs - UNK/NR Aircraft Type - PA-28 Instrument - UNK/NR Last 30 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE Narrative TER ATENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOK OFF AT 2026 CST ON A TT D DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE DIGATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT DES MOINES. HEAVER ADVISED THAT EVY WERE 2500 FT THIN BROKEN WITH UNRESTRICTED VISIBLITY. AT 0121 CST, HE EXTENDED HIS FLY PLAN TO PROCEED TO							
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Aircraft Type - PA-28 Instrument - UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Narrative TER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A .T TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE NDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO	SE LAND	Months Since - 20	Make/Model- UNK/	'NR	Last 30		
Instrument Rating(s) - NONE Narrative TER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A T TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE NDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO ONTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO		Aircraft Type - PA-28	Instrument- UNK/	'NR	Last 90		
Narrative TER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A T TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE NDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO			Multi-Eng - UNK/	'NR	Rotorc	raft -UN	NK/NR
TER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A LT TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE NDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO	Instrument Rating(s) - NONE						
TER ATTENDING A BUSINESS CONFERENCE AT MUNCIE, IN, THE PLT RECEIVED A WX BRIEFING & TOOK OFF AT 2026 CST ON A T TO DES MOINES, IA, WHERE HE REFUELED. IN A PHONE CALL TO HIS WIFE AT THEIR HOME IN NORTH PLATTE, NE, HE. NDICATED THE WX WAS SUCH THAT HE WOULD SPEND THE NIGHT AT DES MOINES. HOWEVER, AFTER CALLS TO THE FSS, HE ELECTED TO DNTINUE TO LINCOLN, NE. WHILE EN ROUTE, THE PLT REQUESTED THE GRAND ISLAND & NORTH PLATTE WX & WAS ADVISED THAT HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO	Nanativa						
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HEY WERE 25000 FT THIN BROKEN WITH UNRESTRICTED VISIBILITY. AT 0121 CST, HE EXTENDED HIS FLT PLAN TO PROCEED TO							
DRTH PLATTE. HE CONTINUED CHECKING ON THE CURRENT NORTH PLATTE WX. AT APRX 0218 CST, HE WAS ADVISED IT HAD DETERIORATED							r
CEILING 700 FT). A SHORT TIME LATER, THE CEILING DROPPED TO 600 FT OVERCAST. THE PLT DIVERTED TOWARD KEARNEY, NE, BUT							<i>.</i>
HE ACFT DID. NOT ARRIVE. AN INVESTIGATION REVEALED THAT IT HAD CRASHED IN A LEFT WING LOW, NOSE DOWN ATTITUDE. NO							
REIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. REPORTEDLY. THE PLT HAD NOT OBTAINED AN IN-DEPTH WX BRIEFING.							
ALIMENT FALLONE ON MALIONCTION WAS FOUND. REFORTEDLT, THE PLI HAD NOT UDIAINED AN IN-DEPTH WA BRIEFING.	CLIMEAGT FART FAILORE OR MALFONGTION WAS FO						

File No. - 1199 3/03/84 OCONTO.NE A/C Reg. No. N8054E Time (Lc1) - 0245 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND 2. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 3. WEATHER CONDITION - CLOUDS 4. WEATHER CONDITION - LOW CEILING 5. FLIGHT TO ALTERNATE DESTINATION - INITIATED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 6. LIGHT CONDITION - DARK NIGHT 7. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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, 6, 9

Brief of Accident

Basic Information	AIDCRAFT	Ainonoft Domogo			Intur	ioc	
Type Operating Certificate-AGRICULTUR	AL AIRCRAFT	Aircraft Damage SUBSTANTIAL	2	Fatal	Serious		None
Type of Operation -AERIAL APPI	ICATION	Fire	Crew		0		1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-25-260	Eng Make/Mo	del LYCOMING C nes - 1	-540	ELT 1	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED					all Warnir	ng System	- UNK/NR
Max Gross Wt - 2900		- RECIPROCAT	ING-CARBUR	ETOR			
No. of Seats - 1	Rated Power	- 260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN		ire Point		OFF AIF	PORT/STRIF)	
Method ~ N/A	COZAD,NE Destination			Ainmont De	**		
Completeness - N/A Basic Weather - VMC	Uestination UNK/NR			Airport Da	ita		
Wind Dir/Speed- 270/005 KTS	UNK/ NR			Pupway	Ident -	· N/A	
Visibility - 15.0 SM	ATC/Airspace	•		Runway	Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flic				Surface -		
Lowest Ceiling - NONE	Type of Clea	rance - NONE				- N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FORCED) LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information				•			
Pilot-In-Command	Age - 37		Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview		ht Time (Ho			
COMMERCIAL, CFI	Current	- YES Tot	tal -	7700	Last 24	Hrs -	
SE LAND, ME LAND	Months Since	- 6 Mał - UNK/NR Ins	(e/Model-	2500	Last 30) Days- UN	
	Aircraft Type		ti-Eng -		Last 90) Days-	184
Instrument Rating(s) ~ AIRPLANE							
Narrative		ON MISSION, THE					

File No 11	51 7/11/84	FARNAM, NE	A/C Reg.		Time (Lc1) - 0720 CDT
Occurrence #1 Phase of Operation					
Finding(s) 1. UNDETERMINED					
Occurrence #2 Phase of Operation		с ү			
Occurrence #3 Phase of Operation	LANDING - ROLL				· · · · · · · · · · · · · · · · · · ·
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Board	d determines that	the Probable Cause	(s) of this accide	ent

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dama	ane		Injur	ies	
		DESTROYED	.ge	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	1	0		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		ON GROUND	Pass	0	0	0	О _.
Aircraft Information							
Make/Model - BELLANCA 7KCAB Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mo Number Engi		G O-320-E2A		nstalled/A all Warnin		
Max Gross Wt - 1650		- RECIP-FU	JEL INJECTED	51	ari warnin	ig system	
No. of Seats - 2		- 150					
Environment/Operations Information	•••						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	na Point		Airport F	PORT/STRIP	•	
Method - N/A	LINCOLN PA			OFF AIR	PURI/SIRIP		
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	SAME AS AC	C/INC		HANOVER			
Wind Dir/Speed- 090/005 KTS Visibility - 12.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - 10000 FT	Type of Flig	ht Plan - NON	=		Lth/Wid - Surface -		
Lowest Ceiling - 10000 FT OVERCA					Status -		
Obstructions to Vision- NONE		dg - NON		2			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command A	ge - 47	Medi	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) B	iennial Flight Re	view	Fligh	t Time (Ho	ours)		
COMMERCIAL	Current		Total -			Hrs - UN	
SE LAND, ME LAND, SE SEA, ME SEA	Months Since Aircraft Type	- UNK/NR I - UNK/ND	Make/Model- UN	K/NR K/ND	Last 30) Days- UN) Days- UN	
	An chart Type		Instrument- UN Multi-Eng - UN	K/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							
-Narrative		•					
ACFT WAS OBSERVED AS IT MADE A LOW PASS OVE	R THE END OF THE	RWY, THEN PUL	L UP IN A ROLL	AND/OR VE	RTICAL		
EUVER. ONE WITNESS SAID THAT ON THE DOWNWARD			T APPEARED TO INDICATED THAT				

PAGE 248

File No 1005	3/25/84 E. HANOVER,NJ	A/C Reg. No. N11678	Time (Lc1) - 1536 EST
	FLIGHT COLLISION WITH TERRAIN NEUVERING		
Finding(s) 1. JUDGEMENT - POOR - 2. LOW PASS - PERFORME 3. AEROBATICS - INITIA 4. PROPER ALTITUDE - N Probable Cause	D - PILOT IN COMMAND		

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

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

Brief of Accident

File No 1165 4/28/84 COLTS	1165 4/28/84 COLTS NECK,NJ			т	ime (Lc1) -	1430 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da DESTROYED	•	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Cre Pas		1 0	0	0 0
Aircraft Information Make/Model - BRYAN RS-15 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 900 No. of Seats - 1	Eng Make/M Number Eng Engine Typ Rated Powe	e - N/A			Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/004 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	COLTS NEC Destination LOCAL ATC/Airspace Type of Fli	K,NJ ght Plan - N arance - N	ONE	ON AIR Airport D COLTS Runway Runway Runway	Data NECK / Ident - / Lth/Wid - / Surface -	07 2569/ GRASS/TU DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 1	dical Certific Fli Total - Make/Model- Instrument-	ght Time (H 1121 142	Hours) Last 24	Hrs -) Days- UN	131

Instrument Rating(s) - NONE

----Narrative----

DURING ARRIVAL TO LAND, THE PLT CIRCLED OVER THE ARPT WHILE GLIDERS WERE BEING REMOVED FROM THE ACTIVE RWY. HE THEN MADE A TIGHT DOWNWIND LEG & STARTED A 180 DEG APCH FROM 200 FT AT 55 KTS. HE STATED THAT THE "ROLL RATE (TO THE LEFT) WAS RAPID AND BY THE TIME I HAD IT STOPPED BANK ANGLE WAS APPROX 60 DEG ...". THE GLIDER THEN STALLED & COLLIDED WITH THE GROUND, LEFT WING FIRST.

File No 11	65 4/28/84	COLTS NECK, NJ	A/C Reg. No. N24876	Time (Lc1) - 1430 EST
Occurrence #1 Phase of Operation	LOSS OF CONTROL APPROACH - VFR P			
Finding(s) 1. PLANNED APPROAC 2. AIRSPEED - INAD 3. STALL - INADVER	EQUATE - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT			
Probable Cause				

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

.

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -PICHEL AI	ΔΤΡ ΤΔΧΙ						
Name of Carrier -PICHEL AI	Ι ΔΙΡ ΙΔΧΙ				T 4		
Name of Carrier -PICHEL AI		Aircraft Dama		F - + - 1	Inju		Nama
	R SERVICE	SUBSTANTIAL		Fata1	Serious	Minor 1	None 0
Type of Operation -NON SCHED Flight Conducted Under -14 CFR 13	, DUMESTIC, PASSENGER	Fire	Crew	0	0	1	0
Accident Occurred During -STANDING		NONE	Pass Other	0 0	0	0	2
Aircraft Information							
Make/Model - PIPER AEROSTAR 600	Eng Make/Mo	del - PIPER IO	D-540-G1B5		installed/		
Landing Gear - TRICYCLE-RETRACTABLE				St	all Warni	ng System	- YES
Max Gross Wt - 5500	Engine Type	- RECIP-FU	JEL INJECTED				
No. of Seats - 6	Rated Power	- 290 H	4P				
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF	ING Last Departu	re Point		ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - IMC	TOMS RIVER	,NJ		TETERBO	DRO		
Wind Dir/Speed- 340/009 KTS				Runway	Ident	- UNK/NR	
Visibility - 5.0 SM	ATC/Airspace			Runway	Lth/Wid	- UNK/NR	
Lowest Sky/Clouds - 400 FT S	CATTERED Type of Flig	ht Plan - IFR		Runway	Surface	- UNK/NR	
Lowest Ceiling - 800 FT B	ROKEN Type of Clea	rance - IFR		Runway	Status	- UNK/NR	
Obstructions to Vision- FOG	Type Apch/Ln	dg - NONI	E	-			
Precipitation - RAIN		-					
Condition of Light - NIGHT(DARK	()						
 Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medi	cal Certificate		MEDICAL -N		/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (He			/ 21//21
COMMERCIAL.ATP	Current		Total - UNI	(/ND	last 2	4 Hrs - U	
ME LAND, SE SEA, ME SEA	Months Since		Make/Model- UN		Last 3	0 Davs- U	•
ME EAND, SE SEA, ME SEA	Aircraft Type		Make/Model- UN Instrument- UN		Last 9	0 Days- U	
	Anciarcitype		Multi-Eng ~ UN	•		raft - U	
					Rotore		
Instrument Rating(s) - AIRPLANE	E						
Instrument Rating(s) - AIRPLANE							

File No 114	9 5/31/84	TETERBORD,NJ	A/C Reg. No. N8208J	Time (Lc1) - 0130 EDT	
Occurrence Phase of Operation	ON GROUND COLLIS STANDING - ENGIN				
Finding(s) 1. LIGHT CONDITION 2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. VISUAL LOOKOUT -	N - RAIN N - HAZE	OT OF OTHER AIRCRAFT			

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

Brief of Accident

Type of Operation-FERRYFireCrew0001Flight Conducted Under-14 CFR 91NONEPass0001Accident Occurred DuringTAXIOther0020Aircraft InformationMake/Model- PIPER PA-34-200TEng Make/Model- CONTINENTAL TSID-360-EBELT Installed/ActivatedYES-Landing Gear- TRICYCLE-RETRACTABLENumber Engines2Stall Warning SystemYESMax Gross Wt- 4570Engine Type- RECIP-FUEL INJECTEDNo. of Seats-YESNo. of Seats-7Rated Power- 200 HPNo AIRPORTEnvironment/Operations InformationUsat Departure PointON AIRPORTON AIRPORTWe ather DataItineraryAirport ProximityMARRORDMethod- N/ASAME AS ACC/INCON AIRPORTMethod- N/ADestinationAirport DataBasic Weather- IMCWINDSOR LOCKS, CTRunway Ident- UNK/NRWind Dir/Speed340/009 KTSATC/AirspaceRunway SurfaceUNK/NRVisibility- 5.0 SMATC/AirspaceRunway SurfaceUNK/NRLowest Sky/Clouds- 400 FT SCATTEREDType of ClearanceIFRRunway Status- UNK/NRObstructions to Vision- 60GType Apch/Lndg- NONEPrecipitation- RAINCondition of Light- NIGHT(DARK)- NIGHT(DARK)- NONE- NONE	File No 1149 5/31/84 TETE	RBORO,NJ	A/C Reg.	No. N33086		Time (Lcl) -	0130 E	DT
Type of Operation-FERRYFineFatalSeriousMinorNonFlight Conducted Under-14 CFR 91NONEPass0001Accident Occurred During-TAXIOther0020Aircraft InformationMake/Model- CONTINENTAL TSID-360-EBELT Installed/Activated - YES-Make/Model- PIPER PA-34-200TEng Make/Model- CONTINENTAL TSID-360-EBELT Installed/Activated - YES-Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 2Stall Warning System - YESMake/Model- 4570Eng ine Type- RECIP-FUEL INJECTEDNo. of Seats- 7Rated Power- 200 HPEnvironment/Dperations InformationVarier PointON AIRPORTWa Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/ADestinationAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- INCWINDSOR LOCKS,CTRunway Ident- UNK/NRVisibility- 5.0SMATC/AirspaceRunway Surface - UNK/NRLowest Sky/Clouds- 400 FT SCATTEREDType of Clearance- IFRObstructions to Vision- RINType Apch/Lndg- NONEPersonnel Information NIGHT(DARK)- NIGHT(DARK)Personnel Information NIGHT(DARK)- UNK/NRMate/Model- 113Personnel Information RINCorrent- UNK/NR- SAIP	•	TR TAXI	Aircraft [)amaqe		Iniur	ies	
Type of Operation-FERYFireCrew0001Flight Conducted Under-14 CFR 91NONEPass0001Accident Occurred During-TAXIOther0020Aircraft InformationMake/Model- PIPER PA-34-200TEng Make/Model - CONTINENTAL TSIO-360-EBELT Installed/Activated - YES- Stall Warning System - YESMax Gross Wt- 4570Engine Type- RECIP-FUEL INJECTEDStall Warning System - YESNo. of Seats-7Rated Power200 HPEnvironment/Operations Information Weather DataItineraryAirport Proximity ON AIRPORTWs Briefing- NO RECORD OF BRIEFING Last Departure PointON AIRPORTBasic Weather- N/ADestinationAirport Data Basic WeatherMind Dir/Speed- 340/009 KTSMind Dir/Speed- 340/009 KTSWINDSOR LOCKS, CTRunway IdentVisibility- 5.0SMATC/Airspace Type of Flight Plan - IFRRunway Surface - UNK/NR Lowest Sky/Clouds - 400 FT SCATTERED Type of Flight Plan - IFR Type of Clearance - IFR Runway Status - UNK/NR Condition of Light- NIGHT(DARK)Personnel Information Pilot-In-CommandAge - 22Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(S)/Rating(s)COMMERCIAL,CFICurrent- UNK/NR Month Since - UNK/NRInstrument - 1435 Last 24 Hrs - 3 SE LAND, ME LANDHELICOPTERAircraft Type - UNK/NR Month Since - UNK/NR- 1435 Last 30 Days- 223 Multi-Eng - 350COMMERCIA	Type operating berth reate on bemand A			allage	Fatal			None
Fight Conducted Under -14 CFR 91 NONE Pass 0 0 1 Accident Occurred During -TAXI Other 0 0 2 0 Aircraft Information Make/Model - PIPER PA-34-200T Eng Make/Model - CONTINENTAL TSID-360-EB ELT Installed/Activated - YES- Stall Warning System - YES Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 4570 Eng Make/Model - CONTINENTAL TSID-360-EB ELT Installed/Activated - YES- Stall Warning System - YES Max Gross Wt - 4570 Eng Make/Model - CONTINENTAL TSID-360-EB ELT Installed/Activated - YES- Stall Warning System - YES Max Gross Wt - 4570 Eng Make/Model - CONTINENTAL TSID-360-EB ELT Installed/Activated - YES- Stall Warning System - YES Max Gross Wt - 4570 Ref Precipital Number Engines - 2 Stall Warning System - YES Waster Data Itinerary Airport Proximity ON AIRPORT Wester Data Itinerary Airport Proximity ON AIRPORT Wester Data Itinerary Airport Data Itinerary Waster Part NG RECORD OF BRIEFING Last Departure Point ON AIRPO	Type of Operation -FERRY			Cre				1
Accident Occurred During-TAXIOther0020Aircraft Information Make/ModelPIPER PA-34-200T Landing GearEng Make/Model- CONTINENTAL TSIO-360-EB ELT Installed/ActivatedFIL Installed/ActivatedYES- Stall Warning SystemMax Gross Wt- 4570Eng Make/Model- CONTINENTAL TSIO-360-EB Engine TypeELT Installed/ActivatedYES- Stall Warning SystemMax Gross Wt- 4570Engine Type- RECIP-FUEL INJECTEDStall Warning SystemYESMax Gross Wt- 4570Engine Type- RECIP-FUEL INJECTEDNo.YESMax Gross Wt- N/AEngine Type- RECIP-FUEL INJECTEDNo.NoEnvironment/Operations Information Weather DataItineraryAirport Proximity ON AIRPORTNo.Mathod- N/ADestinationAirport Data ETERBORORunway Ident- UNK/NR UNK/NR Lowest Ceiling- 800 FT SCATTERED Type of Flight PlanIFR Runway Surface- UNK/NR UNK/NR UNK/NRLowest Sky/Clouds -400 FT SCATTERED 			NONE	Pas	s O	0	0	1
Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 7 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Destination Basic Weather - IMC Wind Dir/Speed 340/009 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 400 FT ScATTERED Type of Flight Plan - IFR Lowest Sky/Clouds - 400 FT SCATTERED Type of Clearance - IFR Lowest Sky/Clouds - 400 FT BROKEN Type of Clearance - IFR Dostructions to Vision - FDG Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Centificate(s)/Kating(s) COMMERCIAL,CFI Comment (S)/Kating(s) COMMERCIAL,CFI Comment (LAND HELICOPTER Mathod Cancel Cancel Comment (S)/Kating(s) Comment (Oth	er O			0
Landing Gear TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - YES Max Gross Wt - 4570 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Rated Power 200 HP Environment/Dperations Information Weather Data Airport Proximity ON AIRPORT Weather Data Itinerary Airport Proximity ON AIRPORT Wethod - N/A SAME AS ACC/INC ON AIRPORT Completeness - N/A Destination Airport Data Basic Weather - IMC WINDOR LOCKS.CT TETERBORO Wind Dir/Speed- 340/009 KTS ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - 400 FT SCATTERED Type of Flight Plan - IFR Runway Surface - UNK/NR Obstructions to Vision F06 Type Apch/Lndg - NONE - Precipitation - RAIN Condition of Light - NIGHT(DARK) - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Clowest Cki//Rating(s) Biennial Flight Review Flight Time (Hours) - 300 Sover UNK/NR Commention Piot-In-Command Age - 22								
Max Gröss Wt - 4570 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Rated Power - 200 HP Environment/Operations Information Weather Data Airport Proximity Weather Data Itinerary Airport Droximity We Triefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - IMC WINDSOR LOCKS,CT TETERBORO Wind Dir/Speed- 340/009 KTS WINDSOR LOCKS,CT Runway Ident - UNK/NR Lowest Sky/Clouds - 400 FT SCATTERED Type of Flight Plan - IFR Runway Surface - UNK/NR UNK/NR Lowest Ceiling - 800 FT BROKEN Type of Clearance - IFR Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commercial,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 COMMERCIAL,CFI Current - UNK/NR	Make/Model - PIPER PA-34-200T	Eng Make,	Model - CONT	INENTAL TSIO-36				
No. of Seats - 7 Rated Power - 200 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC ON AIRPORT Basic Weather - IMC WINDSOR LOCKS, CT TETERBORO Wind Dir/Speed- 340/009 KTS WINDSOR LOCKS, CT Runway Ident - UNK/NR Lowest Sky/Clouds - 400 FT SCATTERED Type of Flight Plan - IFR Runway Lth/Wid UNK/NR Lowest Ceiling - 800 FT BROKEN Type of Clearance IFR Runway Status - UNK/NR Obstructions to Vision FDG Type Apch/Lndg - NONE - Vight Time (Hours) Personnel Information Priot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commercial, CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND, ME LAND Months Since - UNK/NR Months Since - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200						Stall Warnir	ng Syste	em – YES
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Lowest Sky/Clouds - 400 FT SCATTERED Type of Flight Plan - IFR Runway Surface - UNK/NR Lowest Ceiling - 800 FT BROKEN Type of Clearance - IFR Runway Status - UNK/NR Obstructions to Vision - FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since - UNK/NR Make/Model - 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 155 Last 90 Days - 223 Multi-Eng - 350 Rotorcraft - 200								
Lowest Ceiling - 800 FT BROKEN Type of Clearance - IFR Runway Status - UNK/NR Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Age - 20 Multi-Eng - 350 Rotorcraft - 200								
Obstructions to Vision- FOG Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type UNK/NR Instrument- 155 Last 90 Days- 223								
Precipitation - RAIN Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200					Runwa	y Status 🛛 ·	- UNK/NF	2
Condition of Light - NIGHT(DARK) Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200		Type Apch,	/Lndg - I	NONE				
Personnel Information Pilot-In-Command Age - 22 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - UNK/NR Total - 1435 Last 24 Hrs - 3 SE LAND,ME LAND Months Since - UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200								
Pilot-In-CommandAge -22Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent-UNK/NRTotal-1435Last 24 Hrs -3SE LAND,ME LANDMonths SinceUNK/NRMake/Model-113Last 30 Days-UNK/NRHELICOPTERAircraft TypeUNK/NRInstrument-155Last 90 Days-223Multi-Eng -350Rotorcraft-200	Condition of Light - NIGHT(DARK)							
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- UNK/NRTotal- 1435Last 24 Hrs - 3SE LAND,ME LANDMonths Since - UNK/NRMake/Model-113Last 30 Days- UNK/NRHELICOPTERAircraft Type - UNK/NRInstrument-155Last 90 Days-223Multi-Eng -350Rotorcraft -200	Personnel Information							
COMMERCIAL,CFICurrent- UNK/NRTotal- 1435Last 24 Hrs- 3SE LAND,ME LANDMonths Since- UNK/NRMake/Model113Last 30 Days-UNK/NRHELICOPTERAircraft Type- UNK/NRInstrument155Last 90 Days-223Multi-Eng- 350Rotorcraft- 200	Pilot-In-Command) WAIVEF	RS/LIMIT
SE LAND,ME LAND Months Since - UNK/NR Make/Model- 113 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200								
HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200	COMMERCIAL, CFI		•	Total -	1435	Last 24		
HELICOPTER Aircraft Type - UNK/NR Instrument- 155 Last 90 Days- 223 Multi-Eng - 350 Rotorcraft - 200				Make/Model-	113	Last 30		
	HELICOPTER	Aircraft Ty	oe – UNK/NR	Instrument-	155	Last 90		
Instrument Rating(s) - AIRPLANE				Multi-Eng -	350	Rotorci	raft -	200
	Instrument Rating(s) - AIRPLANE							
Narrative	Narrative							

FLT PLANS HAD BEEN FILED FOR BOTH ACFT & THE PLTS OF BOTH ACFT HAD BEGUN TAXIING FOR TAKEOFF. ACCORDING TO THE PA-34 PLT, HE HAD BEEN CLEARED TO TAXI TO RWY 1 VIA TAXIWAYS DELTA, FOXTROT & ECHO & WAS TO HOLD SHORT OF PAPA. AT APRX 200 FT SHORT OF PAPA, THE PA-34 PLT BEGAN SLOWING TO STOP, BUT DID NOT SEE THE AEROSTAR, WHICH WAS HOLDING SHORT OF PAPA, UNTIL JUST BEFORE THE COLLISION. THE PA-34 RECEIVED ONLY MINOR DAMAGE, BUT THE AEROSTAR WAS SUBSTANTIALLY DAMAGED. THE PA-34 PLT CHARACTERIZED HIS VISIBILITY AS POOR DUE TO A COMBINATION OF RAIN CONDITIONS & POOR FRONTAL LIGHTING CAPABILITY OF HIS ACFT.

File No 1149	9 5/31/84	TETERBORO,NJ	A/C Reg. No. N33086	Time (Lc1) - 0130 EDT
	ON GROUND COLLIS TAXI - TO TAKEOF			
Finding(s) 1. LIGHT CONDITION 2. WEATHER CONDITION 3. WEATHER CONDITION 4. VISUAL LOOKOUT -	N - RAIN N - FOG INADEQUATE - PIL			
Probable Cause	· · · · · · · · · · · · · · · · · · ·	*		

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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

Brief of Accident

Basic Information					<u> </u>		
Type Operating Certificate-NONE (GENERAL		ircraft Damage DESTROYED		Fatal	Injur Serious		None
Type of Operation PEPSONAL		ire	Crew				None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		IONE	Pass	1	0 0	0	Ő
Accident Occurred During -DESCENT	ľ		1 435	•	0	Ŭ	Ũ
Aircraft Information							
Make/Model - BEECH A36	Eng Make/Mode	- CONTINENTAL	. IO-520-BA		nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			St	all Warnin	g System	- YES
Max Gross Wt - 3650		- RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Power	- 285 HP					
Environment/Operations Information							
Veather Data	Itinerary	-		Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		UFF AIF	PORT/STRIP		
Method ~ N/A Completeness - N/A	DEMING,NM Destination			Airport Da	+-		
Basic Weather - VMC	SAME AS ACC/			Amport Da	ita		
Wind Dir/Speed- CALM	SAME AS ACC/			Runway	Ident -	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 Cleara	nce - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR		-			
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
	Age - 69			te – NON-VA		L	
Certificate(s)/Rating(s)	Biennial Flight Revi	ew .	Fligh	nt Time (Ho	ours)		
PRIVATE	Current - I Months Since - I	JNK/NR lota	al -	1100	Last 24	Hrs -	
SE LAND,ME LAND,SE SEA	Months Since ~ 0	JNK/NR Make	e/Model-	/64	Last 30) Days- UN) Days- UN	
	Aircraft Type - I	JINK/INK INSU Mult	trument- U	NK/NR	Lasi 90	aft - UN	
		мата	LI-Eng - U		RUIUIUI	art - UN	
Instrument Rating(s) - AIRPLANE							

BEECH A36 BONANZA, WAS FLYING AHEAD OF THE OTHER 2 ACFT. THE PLT OF 1 OF THE OTHER ACFT STATED THAT THE BONANZA PLT WOULD USUALLY FLY AT A SLOWER AIRSPEED WHEN IN THE COMPANY OF SLOWER ACFT. HE COULD SEE THE BONANZA'S POSITION LIGHTS, BUT COULD NOT TELL WHETHER THE PLT MIGHT HAVE LEFT THE GEAR OR FLAPS EXTENDED. SUBSEQUENTLY, THE BONANZA CRASHED ON LEVEL, DRY, HARD PACKED, DESERT TERRAIN APRX 10 MI NORTH OF COLUMBUS, NM, WHILE TRAVELING SOUTHBOUND. MOUNTAINS WERE LOCATED JUST NORTH OF THE CRASH SITE. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD IMPACTED IN A SLIGHT NOSE LOW, LEFT WING LOW ATTITUDE WITH THE GEAR EXTENDED. NO FUEL WAS FOUND IN THE FUEL TANKS, BUT THERE WAS EXTENSIVE DAMAGE TO THE ACFT. THE PLTS OF THE 3 ACFT WERE USING THE SAME RADIO FREQ, BUT NO CALLS WERE RECEIVED FROM THE BONANZA PLT. THE NIGHT WAS MOONLESS; THE AREA NORTH OF COLUMBUS WAS DESCRIBED AS A "BLACK HOLE" ON DARK NIGHTS.

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File No 11	20 1/27/84	COLUMBUS, NM	· · ·	A/C Reg. No. N719K	Time (Lc1) - 2145 MST
Occurrence Phase of Operation	IN FLIGHT COLLIS	ION WITH TERRAIN			

Finding(s)

1. LIGHT CONDITION - DARK NIGHT 2. DESCENT - INITIATED - PILOT IN COMMAND 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL DETECTION - PILOT IN COMMAND 5. TERRAIN CONDITION - ROUGH/UNEVEN

----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) 1,4,5

Brief of Accident

File No 1155 6/23/84 ALBUQU	ERQUE,NM A/C Re	eg. No. N72052	т	ime (Lc1) -	1955 MDT	
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraf SUBSTAN		Fatal	Injur Seríous		None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0	0		1
Aircraft Information Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 1	Eng Make/Model - COM Number Engines - 1 Engine Type - REG Rated Power -			Installed/A tall Warnir		
 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/020 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 8000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK 	Itinerary Last Departure Point CORTEZ,CO Destination SAME AS ACC/INC ATC/Airspace ERED Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport Da ALAMED Runway Runway Runway Runway	ata A Ident - Lth/Wid - Surface -	6080/	80
	Age - 35 Biennial Flight Review Current - YES Months Since - O Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (He 292	ours) Last 24 Last 30	Hrs - Days- UN	7

Instrument Rating(s) - NONE

----Narrative----

THE ARPT HAD A UNICOM & 2 RWYS, 17/35 & 10/28. THE ACFT HAD AN OPERABLE RADIO, BUT THE PLT DID NOT CALL UNICOM. HE ELECTED TO LAND ON RWY 17 WHICH HAD A X-WIND FROM 100 DEGS AT 20 KTS. DURING THE APCH, THE PLT COMPENSATED FOR THE X-WIND BY LOWERING THE LEFT WING & KEEPING THE FUSELAGE ALIGNED WITH THE RWY. HE STATED THAT JUST BEFORE TOUCHDOWN, A GUST OF WIND RAISED THE LEFT WING & CAUSED THE RIGHT MAIN WHEEL TO HIT THE RWY. THE ACFT WEATHERVANED & WENT OFF THE LEFT SIDE OF THE RWY. THE PLT ADDED FULL POWER, MANEUVERED THE PLANE BACK OVER THE RWY, "DUMPED THE FLAPS" & "TRIED TO CLIMB OUT". HOWEVER, THE ACFT WAS HEADED TOWARD PARKED AIRPLANES & A SMALL TOWER. THE PLT TURNED RIGHT TO AVOID THE OBSTACLES, BUT THE RIGHT WING HIT THE GROUND & THE ACFT CRASHED. THERE WERE HANGARS LOCATED TO THE EAST OF RWY 17. THE PLT BELIEVED THAT WIND BLOWING OVER THE HANGARS CREATED TURBULENCE WHICH CAUSED HIM TO LOSE CONTROL.

PAGE 258

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

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

Brief of Accident

Type Operating Certificate-NONE (GENER	Al AVIATION) Airc	craft Damage		Inju	uries	
	-	BSTANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NOM	NE Pas	s O	0	0	0
Accident occurred buring ~Landing						
Aircraft Information						
Make/Model - CESSNA 337D		- CONTINENTAL IO-360-		Installed		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warn	ing System	- YES
Max Gross Wt - 4400		- RECIP-FUEL INJECTED				
No. of Seats - UNK/NR	Rated Power	- 210 HP				
Environment/Operations Information						
Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint	OFF A	IRPORT/STR	[P	
Method - N/A	NEW PALTZ,NY					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	MILLBROOK, NY			ALTZ STANT		
Wind Dir/Speed- 250/012 KTS				y Ident	- N/A	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P	I OT NONE		y Lth/Wid Surface		
Lowest Ceiling - NONE	Type of Clearance			v Status		
Obstructions to Vision- NONE		- FORCED LANDING	Kullwe	iy Status	N/ A	
Precipitation - NONE	Type Apen/ Ling	TORGED EANDING				
Condition of Light - DAYLIGHT						
Personnel Information	A					
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 39 Biennial Flight Review	Medical Certific	ght Time (WAIVERS/LIN	411
PRIVATE					24 Hrs -	1
SE LAND, ME LAND	Current - YES Months Since - 9	Make/Model-			30 Days- UN	
GLIDER	Aircraft Type - UN				90 Days-	20
		Multi-Eng -				
Instrument Rating(s) - NONE						
Narrative						

Brief of Accident (Continued)
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File No 11	74 5/05/84 NEW PALTZ,NY	A/C Reg.	No. N86094	Time	(Lc1) - 1400	EDT
Decurrence #1 Phase of Operation						
)ccurrence #2		RATIVE				
nase of uperation	DESCENT ~ EMERGENCY					
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN				Na se en estas a construction	

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Injuries Fatal Serious Minor Nor				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0 0	0 0	1 1	
Mircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines - Engine Type - RI Rated Power -		S	Installed// tall Warnin			
invironment/Operations Information /eather Data 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 Condition of Light - DAYLIGHT	Itinerary Last Departure Poin CHILLICOTHE,OH Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D MORKAS Runway Runway Runway	ata SEL Ident Lth/Wid Surface			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 56 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/N	Total - Make/Model-	nt Time (H 468 59	ours) Last 24 Last 30	4 Hrs -	1	

----Narrative----

WHILE LANDING ON A 2000 FT RWY AT WAVERLY, OH, THE BRAKES WERE NOT EFFECTIVE, SO THE PLT ELECTED TO GO-AROUND. DURING THE GO-AROUND, THE ACFT HIT A FENCE AT THE END OF THE RWY. THE PLT CONTINUED FLT TO THE ROSS COUNTY ARPT & LANDED. AN EXAM OF THE BRAKES REVEALED THAT THE LININGS, P/N 66-307, WERE WORN TO SUCH AN EXTENT THAT A PISTON HAD EXTENDED BEYOND ITS "O" RING SEAL & RESULTED IN LOSS OF BRAKE FLUID.

File No. - 1153 1/07/84 WAVERLY, OH A/C Reg. No. N4953F Time (Lc1) - 1500 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN 2. FLUID, HYDRAULIC - LEAK 3. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 4. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL _____ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 5. GO-AROUND - PERFORMED - PILOT IN COMMAND 6. OBJECT - FENCE 7. CLEARANCE - NOT ATTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies	
	SUBS	TANTIAL Cr	Fatal			
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire		ew O ss O		0	1
Accident Occurred During -DESCENT				-		
-Aircraft Information					,	
Make/Model - PIPER PA-32RT-300						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600	Number Engines - Engine Type - I			tall Warning	g System ·	- YES
No. of Seats - 7	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Poin LIMA,OH	ht	OFF AI	RPORT/STRIP		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - IMC	TOLEDO, OH					
Wind Dir/Speed- 020/014 KTS					N/A	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 800 FT	Type of Flight Pla			Surface -		
Lowest Ceiling - 800 FT BROK Obstructions to Vision- FOG	EN Type of Clearance Type Apch/Lndg			Status -	N/A	
	Type Apch/Lhdg	- FURCED LANDING	1			
Precipitation - RAIN Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 Rioppial Elight Poviou	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Review Flight Time (Hours)				
PRIVATE	Current - YES	Total -	695	Last 24	Hrs -	1
SELAND	Months Since - 17	Make/Model-	328	Last 30	Days- UN	
	Months Since - 17 Aircraft Type - UNK/I	NR Instrument-	165	Last 90	Days-	47
		Multi-Eng -	10	Rotorcra	aft -	50
Instrument Rating(s) - AIRPLANE						
-Narrative						
VY WET SNOW WAS FALLING ON THE DAY OF THE	ACCIDENT. THE PLT REPORTE	D THAT HE CLEARED	SNOW OFF THE	WINGS OF TI	HE	
T, BUT NOT OFF THE HORIZONTAL SURFACE OF T						
THE RWY WHICH WAS THROWN UP OVER THE ACFT						
1100 FT MSL. THE AIRSPEED DROPPED TO 60 KT	S & THE LANDING GEAR AUTO	MATICALLY EXTENDED	. USING HIS	INSTRUMENTS	,	

800 FT BROKEN, VISIBILITY 4 MI WITH FOR & RAIN, WIND FROM 020 DEGS AT 14 KTS.

File No. - 1158 2/24/84 LIMA,OH A/C Reg. No. N30026 Time (Lc1) - 2122 EST

Occurrence #1 ALTITUDE DEVIATION,UNCONTROLLED Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - SNOW 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 4. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SLUSH COVERED 5. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - DETERIORATED 6. CLIMB - NOT POSSIBLE - 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) 2,3,5

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

Brief of Accident

Basic Information			Time (Lc1) - 0110 EST				
Type Operating Certificate-NONE (GENERA	Aircraft Dan SUBSTANTIA	Fatal	Injuries Fatal Serious Minor None				
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Fire NONE	Crew Pass	v 0	0	0	2
Aircraft Information Make/Mode1 - BEECHCRAFT BE-90 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9650 No. of Seats - 9			20P		Installed Stall Warn		
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - UNK/NR	Itinerary Last Depar SAME AS /			Airport ON AI	Proximity RPORT		
Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 230/015 KTS	Destination MIAMI,FL				Data STATE UNIV v Ident		
Visibility - 2.500 SM Lowest Sky/Clouds - 1800 FT Lowest Ceiling - 1800 FT OVER Obstructions to Vision- NONE Precipitation - SNOW SHOWER Condition of Light - NIGHT(DARK)	CAST Type of Cle	ight Plan - IF earance - IF _ndg - NO	2	Runwa Runwa	y Lth/Wid y Surface y Status	- 5000 - ASPHA	LT OVERED
Personnel Information Pilot-In-Command	Age - 60		ical Certifica			NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s) COMMERCIAL.ATP	Biennial Flight I Current		Flig Total -	ght Time (1 6590		24 Hrs -	0
SE LAND, ME LAND		- 11	Make/Model- Instrument- Multi-Eng -	5340 3953	Last	30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - AIRPLANE							

HAD BEEN PLOWED. AFTER STRIKING THE SNOW, THE ACFT DRIFTED TO THE RIGHT & THE PLT NOTED A REDUCTION OF POWER FROM THE RIGHT ENG. THE RIGHT MAIN GEAR THEN WENT INTO DEEPER SNOW WHICH ACCELERATED THE RIGHT TURN. SUBSEQUENTLY, THE NOSE GEAR ENCOUNTERED AN ICE COVERED DRIFT OFF THE RIGHT SIDE OF THE RWY & COLLAPSED.

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File No 1159	3/11/84 COLUMBUS,OH	A/C Reg. No. N642DH	Time (Lc1) - 0110 EST
ccurrence #1 LOSS OF nase of Operation TAKEOFF			
3. AIRPORT FACILITIES, RUNWA 4. AIRPORT SNOW REMOVAL - 5. DIRECTIONAL CONTROL - NO	ECTED - PILOT IN COMMAND AY/LANDING AREA CONDITION - S AY/LANDING AREA CONDITION - R IMPROPER - AIRPORT PERSONNE DT POSSIBLE - PILOT IN COMMAN CONTROLLED - PILOT IN COMMAND	OUGH/UNEVEN L D	
ccurrence #2 ON GROU nase of Operation TAKEOFF			
Inding(s) 7. TERRAIN CONDITION - SNOW	/BANK		
ccurrence #3 NOSE GE nase of Operation TAKEOFF			
inding(s) 8. LANDING GEAR,NOSE GEAR -	- OVERLOAD		
Probable Cause			

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

Brief of Accident

File No 1113 3/17/84 BRIS	7/84 BRISTOW,OK A/C Reg. No. N7386W			Time (Lcl) - 1558 CST			
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf DESTRO	t Damage YED	Injuries Fatal Serious Minor Nou				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew	1 1	0 0	0 0	0 0	
Aircraft Information Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - LÝ Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBURE	S	Installed/A tall Warnin			
Environment/Operations Information Weather Data	T d d manage of the second sec			Ducuimitu			
Wx Briefing - NO RECORD OF BRIEFIN	Itinerary NG Last Departure Point			Proximity RPORT/STRIP			
Method - N/A	SAME AS ACC/INC		UFF AI	RPURI/SIRIP			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL			MEMORIAL			
Wind Dir/Speed- 070/007 KTS	20082				35		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50	
Lowest Sky/Clouds - 2500 FT SC/	TTERED Type of Flight Plan	- NONE		Surface -			
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Medical Certificat	e - VALID	MEDICAL-NO	WAIVERS	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (H	ours)			
PRIVATE	Current - YES Months Since - 7 Aircraft Type - PA-28	Total -	513	Last 24	Hrs -	1	
NONE	Months Since - 7	Make/Model- Instrument-	288	Last 30	Days-	. 3	
-	Aircraft Type - PA-28	Instrument-	5	1964 90	Daves	13	

Instrument Rating(s) - NONE

----Narrative----

JUST PRIOR TO THE ACCIDENT, THE ACFT WAS OBSERVED TO MAKE A LOW PASS DOWN RWY 35 IN SLOW FLT. THE ACFT THEN ENTERED A STEEP CLIMB AT THE END OF THE RWY TO AN ALT OF 200 TO 300 FT AGL. IT THEN TURNED LEFT ONTO A CROSSWIND LEG OF THE PATTERN, THE LEFT WING DROPPED INTO A STEEP BANK & THE NOSE DROPPED. THE ACFT IMPACTED IN A WHEAT FIELD IN A WINGS LEVEL, SLIGHTLY NOSE-DOWN ATTITUDE WITH A HIGH SINK RATE. AFTER PRINCIPAL IMPACT, THE ACFT SLID 66 FT. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVEDENT. AT TULSA, THE 1552 CST WIND WAS FROM 070 DEG AT 7 KTS.

File No 11	13 3/17/84 BRISTOW,OK	A/C Reg. No. N7386W	Time (Lc1) - 1558 CST
	LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR)		
2. LOW PASS - PERF 3. MANEUVER - INIT 4. AIRSPEED - NOT	ON - UNFAVORABLE WIND ORMED - PILOT IN COMMAND IATED - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpo is/are finding(s) 4,		the Probable Cause(s) of this accide	nt

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

Brief of Accident

File No 1016 3/17/84 KIEFE	8,0K	A/C Reg. No. N	5502V	Т	ime (Lc1) -	1619 CST	
Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	2 0	0	0	0 0
Aircraft Information Make/Model - BELLANCA 8KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Number Eng	e - RECIP-FUEL			Installed/A tall Warnir		
Environment/Operations Information	.						
Weather Data	Itinerary	n a Datist			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		UFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	TULSA,OK Destination			Airport D			
Basic Weather - VMC	LOCAL			Ampont D	ala		
Wind Dir/Speed- 070/007 KTS	LOCAL			Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace						
	TERED Type of Flig	nht Plan - NONF				• N/A	
Lowest Ceiling - NONE		arance - NONE				N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ndg - NONE		,		·	
Personnel Information							
Pilot-In-Command	Age - 26				MEDICAL-WA	IVERS/LI	4IT
Certificate(s)/Rating(s)	Biennial Flight R			nt Time (H			•
PRIVATE, COMMERCIAL, CFI	Current				Last 24		2
SE LAND, SE SEA	Months Since				Last 30		
	Aircraft Type		rument- i-Eng -		Last 90) Days-	138

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS DESTROYED AS IT SPUN INTO THE GROUND AFTER HAVING BEEN OBSERVED DOING AEROBATICS BETWEEN 800 AND 1500 AGL. THE MANEUVERS INCLUDED BARREL ROLLS AND HAMMERHEAD STALLS. THE LAST MANEUVER ENDED IN A SPIN THAT WAS SAID TO LAST ABOUT 5 TURNS BEFORE IMPACT. THE ACFT IMPACTED IN A NOSE LOW RIGHT WING LEADING ATTITUDE. A CALCULATON OF THE ACFT WT & BALANCE SHOWED THAT THE CG WAS AT THE AFT EDGE OF THE ALLOWABLE ENVELOPE FOR AEROBATICS. THE PLT WHO FLEW THE ACFT AN HOUR BEFORE THE ACCIDENT FLT DID NOT REVEAL ANY DEFICIENCIES. POSITIVE CONTROL IS NECESSARY FOR SPIN RECOVERY IN THIS ACFT AS OPPOSSED TO THE C-150/152 WHICH THE PLT WAS EXPERIENCED IN.

File No. - 1016 3/17/84 KIEFER.OK A/C Reg. No. N5502V Time (Lc1) - 1619 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT.LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 5. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND 6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 8. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

asic Information			D		T - i		
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft SUBSTAN		Fatal	Injur Serious		None
	UCTIONAL	Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CF Accident Occurred During -LANDI		NONE	Pas	s O	• 0	0	0
ircraft Information Make/Model - CESSNA 152	Eng Make	Model - LVC	DMING 0-235-L2C	FIT	Installed/A	ctivatod	- VES/N
Landing Gear - TRICYCLE-FIXED		ingines - 1	JMING 0 200 L20		tall Warnir		
Max Gross Wt - 1670	Engine 1		IPROCATING-CARBU			.g ofotom	. 20
No. of Seats - 2	Rated Po	ower -	110 HP				
invironment/Operations Information							
leather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF B		rture Point		ON AIR	PORT		
Method - N/A		ACC/INC					
Completeness - N/A	Destinatio	n		Airport D			
Basic Weather - VMC Wind Dir/Speed- 350/015 KTS	LOCAL				D LLOYD JON Ident -	1ES JR. • 36	
Visibility - 15.0 SM	ATC/Airspac	` @			Lth/Wid -		100
Lowest Sky/Clouds - 6000		ight Plan -	NONE		Surface -		100
Lowest Ceiling - 6000		learance -			Status -		
Obstructions to Vision- NONE	Type Apch	n/Lndg -	TRAFFIC PATTERN	-			
Precipitation - NONE			TOUCH AND GO				
Condition of Light - DAYLIG	HT 						
Personnel Information Pilot-In-Command	A						/
Certificate(s)/Rating(s)	Age - 23 Biennial Flight		Medical Certific	ght Time (H		J WAIVERS/	LIMII
STUDENT	Current		Total -			Hrs -	1
	Months Sinc	ce - N/A	Make/Model-		Last 30		5
	Aircraft Ty	pe - N/A	Instrument-) Days-	5
Instrument Rating(s) - NONE							
larrative							
TUDENT WAS ON HIS 3RD SOLO FLT. P	PACTICING TOUCH-8-CO 1		DUTNG TO WITNESS	ES THE ACE		,	
IED DOWN SHORT OF THE RWY, THEN BO							
NO ATTEMPT TO GO AROUND.				SCIENCE II			

File No 11	06 4/14/84	TULSA,OK	A/C Reg. No. N24708	Time (Lc1) - 1438 CST	
Occurrence #1 Phase of Operation		TOUCHDOWN			
Finding(s) 1. PROPER DESCENT 2. DISTANCE - MISJ 3. GO-AROUND - NOT	JDGED - PILOT IN C	OMMAND	MAND	·	
Occurrence #2 Phase of Operation					
Finding(s) 4. RECOVERY FROM B	DUNCED LANDING - N	OT PERFORMED - PILC	DT IN COMMAND		
Probable Cause					

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

Brief of Accident

3asic Information Type Operating Certificate-NONE (GENERAL .	AVIATION) Aircraft (lamage		Inju	ries	
Type operating ber thirdate hold (denerge	SUBSTANT		Fatal			None
Type of Operation -FERRY	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH A23-19	Eng Make/Model - LYCO				Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2150	Engine Type - RECI		RETOR			
No. of Seats - 4	Rated Power - 1					
Environment/Operations Information						
Weather Data	Itinerary			proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIR	RPORT/STRI	>	
Method - N/A	OKLAHOMA CITY, OK					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	GUTHRIE, OK			MUNICIPA		
Wind Dir/Speed- 330/010 KTS					- 34	50
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid		50
Lowest Sky/Clouds - 4000 FT	Type of Flight Plan - I			Status	- CONCRETE	
Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	Status	- WEI	
Precipitation - RAIN	Type Apen/Endg	STRAIGHTEIN				
Condition of Light - DUSK						
Personnel Information	· · ·					
	ge - 53 M iennial Flight Review	edical Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rating(s) B	iennial Flight Review	Flig	ght Time (Ho	ours)		
PRIVATE	Current - YES	Total -	1395	Last 2	4 Hrs -	3
SE LAND	Months Since - 14 Aircraft Type - UNK/NR	Make/Model-	16	Last 3	0 Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	10	Last 9) Days-	11
Instrument Rating(s) - NONE						
Narrative						
E ON FINAL APPROACH THE ACFT DESCENDED BELO	W THE DESTRED GITDEPATH WH	EN THE PLT ADDED		NGINE DID	NOT	
DND. THE ACFT TOUCHED DOWN HARD AND SHORT O						
NOT USE CARB HEAT DURING THE DESCENT OR THE						
			· - •			

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File No 10	66 4/15/84 GUTHRIE.OK	A/C Reg. No. N2385W	. Time (Lcl) - 1750 CST
Occurrence #1 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH	I	
	H - MISJUDGED - PILOT IN COMMAND - ATTEMPTED - PILOT IN COMMAND		
ccurrence #2 hase of Operation	LOSS OF POWER Approach - VFR Pattern - Final Approach		
inding(s) 3. WEATHER CONDITI 4. CARBURETOR HE	ON - CARBURETOR ICING CONDITIONS AT - NOT USED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - VFR PATTERN - FINAL APPROACH	I	
ccurrence #4 hase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
inding(s) 5. OBJECT - TREE(S			and a second second Second second
Probable Cause			

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

Brief of Accident

Desis Information							
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) A	ircraft Damage			Injur	ies	
		DESTROYED		Fatal			None
Type of Operation -PERSONAL		ire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		DN GROUND	Pass	1	Ó	õ	ō
Accident Occurred During -TAKEOFF							
Make/Model - GRUMMAN AMERICAN AA-54	Eng Make/Mode	1 - LYCOMING O-	320-E2G	ELT	Installed/A	ctivated	- UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1		S	tall Warnin	ig System	- UNK/NR
Max Gross Wt - 2000		- RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 4	Rated Power	- 150 HP					
 -Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		Point			RPORT/STRIP	•	
Method - N/A	SAME AS ACC/						
Completeness - N/A	Destination		Δ	irport D	ata		
Basic Weather - VMC	HARRISON, AR			•			
Wind Dir/Speed- 180/030 KTS				Runway	Ident -	35	
Visibility - 15.0 SM	ATC/Airspace			Runway	/Lth/Wid -	4000/	75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Cleara	nce - NONE		Runway	/Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 41	Medical	Certificate	e - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			: Time (H		,	
STUDENT	Current -	N/A Tota	1 - UNK	(/NR	Last 24	Hrs - UN	IK/NR
	Months Since -	N/A Make	e/Model- UNK	(/NR	Last 30) Days- UN	
and the second	Aircraft Type -	N/A Inst	rument- UNK	(/NR	Last 90) Days- UN	IK/NR
			i-Eng - UNK			aft - UN	IK/NR
			-				

----Narrative----

THE STUDENT PLT TAXIED UPWIND & TOOK OFF DOWNWIND. WITNESSES REPORTED THAT THE ACFT LIFTED OFF AT THE DEPARTURE END & NEVER LEFT GROUND EFFECT. AFTER ABOUT 1/2 MI, THE ACFT STALLED AS THE PLT ATTEMPTED TO CLEAR ELECTRIC LINES. THE ACFT THEN CRASHED, HITTING A BUILDING & A TRUCK IN THE PROCESS. THE PLT WAS THROWN OUT & CLEAR OF THE BURNING WRECKAGE & SURVIVED THE ACCIDENT. ACCORDING TO THE PLT, THE PASSENGER WAS A CO-OWNER OF THE ACFT. THE ARPT MANAGER ESTIMATED THAT THE WIND WAS FROM THE SOUTH AT 30 GUSTING 45 KTS.

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File No 101	5 4/25/84 PRYOR,OK	A/C Reg. No. N27165	Time (Lc1) - 1300 CST
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
2. WEATHER CONDITIO 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. WRONG RUNWAY - 6. AIRSPEED - NOT O 7. TERRAIN CONDITIO	N - GUSTS	D	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN TAKEOFF		
Finding(s) 9. OBJECT – BUILDIN 10. OBJECT – VEHICLE			
Probable Cause			
The National Transpor is/are finding(s) 5,6	tation Safety Board determines that th ,8	e Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,9,10

Brief of Accident

File No 1001 5/31/84 FA	RVIEW,OK	A/C Reg. No. N4	9640	Time (Lc1) -	0800 CDT	
-Basic Information						
Type Operating Certificate-NONE (GEN	RAL AVIATION) A	ircraft Damage		Injur	ies	
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	F	ire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass O	0	0	0
Accident Occurred During -DESCENT						
Make/Model - CESSNA 152	Eng Make/Mode	1 - LYCOMING 0-2	35-L2C EL	T Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED				Stall Warnir	a Svstem	- YES
Max Gross Wt - 1670		- RECIPROCATIN	G-CARBURETOR		y , , , , , , , , , ,	
No. of Seats - 2	Rated Power					
-Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Departure	e Point		AIRPORT/STRIF		
Method - N/A	SAME AS ACC/					
Completeness - N/A	Destination	2	Airport	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 190/012 KTS	LOOKE		Rupw	ay Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - 20000 FT St				ay Surface -		
Lowest Sky/crouds - 20000 Fr St	Type of Cleara			ay Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clears		Kullw	ay status	N/ A	
	Type Apch/Lndg	g - NUNE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 59	Medical (ertificate - VAL	ID MEDICAL-WA	IVERS/LIM	4IT
Certificate(s)/Rating(s)	Biennial Flight Revi	iew	Flight Time	(Hours)		
ATP	Biennial Flight Revi Current -	YES Total	- 1681	Last 24	Hrs -	0
SE LAND, ME LAND	Months Since -	0 Make/	Model- UNK/NR	Last 30	Days-	1
	Aircraft Type -	C-172 Instr	ument- 199	Last 90		
	Aircraft Type -	Multi	-Eng - UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						

CARDIOVASCULAR DISEASE. ALL THE FAILURES OF THE ACFTS AIRFRAME WERE DETERMINED TO BE OF AN OVERLOAD NATURE.

THE PLT REVEALED THE CAUSE OF DEATH WAS MASSIVE TRAUMA WITH EVIDENCE OF INCAPACITATION DUE TO ARTERIORSCLEROTIC

D1 5/31/84 FAIRVIEW,OK	A/C Reg. No. N49640	Time (Lc1) - 0800 CDT
E OF EQUIPMENT/AIRCRAFT,PHYSICAL IM	PAIRMENT - PILOT IN COMMAND	
	/MALFUNCTION	
IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
	LOSS OF CONTROL - IN FLIGHT UNKNOWN E OF EQUIPMENT/AIRCRAFT,PHYSICAL IM AIRFRAME/COMPONENT/SYSTEM FAILURE DESCENT - UNCONTROLLED	LOSS OF CONTROL - IN FLIGHT UNKNOWN E OF EQUIPMENT/AIRCRAFT,PHYSICAL IMPAIRMENT - PILOT IN COMMAND AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION DESCENT - UNCONTROLLED

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

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

Brief of Accident

Basic Information Type Operating Certificat	e-NONE (G	ENERAL AVI	ATION) Ai	rcraft Damage			Injur	ies	
·),				ESTROYED		Fatal	Serious		None
Type of Operation	-PERSONA		Fi	-	Crew	0	1	0	0
Flight Conducted Under			N	ONE	Pass	0	0	0	0
Accident Occurred During	-LANDING								
Aircraft Information									
Make/Model - WEEDHOPPE			Eng Make/Model	- CHOTA "B"			•	ctivated	•
Landing Gear - TRICYCLE-	FIXED		Number Engines				all Warnir	ng System ·	- NO
Max Gross Wt - UNK/NR No. of Seats - 1			Engine Type Rated Power		ING-CARBURE IC	IR			
				- 25 MP					
Environment/Operations Info	rmation		- • • • • • •						
Weather Data Wx Briefing - NO RECO			Itinerary Last Departure	Doint	F		roximity PORT/STRIF	,	
Method - N/A	RD UF BRI	EFING	SAME AS ACC/I			UFF AIR	FURI/SIRIF	-	
Completeness - N/A			Destination		۸.	rport Da	ta		
Basic Weather - VMC			LOCAL			i por e ba	i u		
Wind Dir/Speed- 130/013	KTS		200112			Runwa∨	Ident -	- N/A	
Visibility - 12.0			ATC/Airspace				Lth/Wid -	- N/A	
Lowest Sky/Clouds -	4000 FT	SCATTERED	Type of Flight	Plan ~ NONE		Runway	Surface -	- GRASS/TU	RF
	25000 FT	BROKEN	Type of Clearan			Runway	Status -	- WET	
Obstructions to Vision-			Type Apch/Lndg	- STRAIG	HT-IN				
Precipitation -	NONE								
Condition of Light -	DAYLIGHT								
Personnel Information									
Pilot-In-Command			- 49		Certificate				
Certificate(s)/Rating(s) NONE			nial Flight Revie		al - UNK,	Time (Ho		4 Hrs - UNI	
NUNE			Current - N Months Since - N	/A IOT	al - UNK/		Last 24) Davs- UN	•
			Aircraft Type - N	/A Mak /A The	e/Model- UNK/ trument- UNK/		Last 30) Days- UN	
			Affectant type in		ti-Eng - UNK/			raft - UN	
				ind i					.,
Instrument Rating(s)	- NONE								
-Narrative									
AIRMAN TOOK OFF ON A WINDY									

WRECKAGE FAILED TO REVEAL ANY EVIDENCE OF A PREIMPACT MECHANICAL FAILURE.

	2 6/10/84	SPENCER, OK	A/C Reg.	No. NONE	Time (Lc1) - 1830 CDT
Occurrence #1 Phase of Operation					
Finding(s) 1. WEATHER CONDITION 2. WEATHER EVALUA		IND - PILOT IN COMMAND			and the second sec
3. FLT CONTROL SYST	AILERON CONTROL		LOT IN COMMAND		
3. FLT CONTROL SYST	AILERON CONTROL DR WIND CONDITION	- LACK OF S - NOT POSSIBLE - PI	LOT IN COMMAND		

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

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

Brief of Accident

File No 1054 6/16/84 HAMMONE	, OR A/CR	eg. No. N5465L		Time (Lcl) -	1630 PI	DT
Basic Information						
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		•• •
	DESTRO		Fatal ew 1			None
Type of Operation -PERSONAL	Fire	Cr		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pa	ss 1	0	0	0
Accident occurred burning "Descent						
Aircraft Information						
. Make/Model - GRUMMAN AMERICAN AA-5	Eng Make/Model - LY	COMING 0-320-E2C	EL	Installed/A	ctivate	d - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnir	ng Syster	m - YES
Max Gross Wt - 2200	Engine Type - RE	CIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information	T i i i i i i i i i i		• • • • • • • • •	Durandanita		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			t Proximity AIRPORT/STRIF	•	
	Last Departure Point		UFF /	AIRPURI/SIRIF	,	
	ASTORIA,OR		Adapant	Data		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport	Data		
Wind Dir/Speed- 280/015 KTS	LUCAL		Burnar	ay Ident -	. N/A	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - 3800 FT	Type of Flight Plan			ay Surface -		
Lowest Ceiling - 3800 FT BROKEN				ay Status -	•	
Obstructions to Vision- NONE	Type Apch/Lndg		Kullwa	ay Status	17/5	
Precipitation - NONE	Type Apen/ Lindg	NONE				
Condition of Light - DAYLIGHT						
Personnel Information						
	vge - 62					
	liennial Flight Review					_
PRIVATE	Current - UNK/NR				l Hrs - I	•
SE LAND	Months Since - UNK/NR) Days-	
	Aircraft Type - UNK/NR			Last 90) Days-	
$\mathcal{L}_{\mathcal{L}} = \mathcal{L}_{\mathcal{L}} = \mathcal{L}_{\mathcal{L}} = \mathcal{L}_{\mathcal{L}} = \mathcal{L}_{\mathcal{L}}$	and the part of the second second	Multi-Eng -	UNK/NR	Rotorcr	raft - I	UNK/NR
Instrument Rating(s) - NONE						

----Narrative----

THE ACFT WAS SEEN FIRST TO MAKE A TURN TO THE NORTH FOLLOWED BY A TURN TO THE SOUTH. IT THEN WENT INTO A NOSE DOWN ATTITUDE AND DESCENDED UNTIL IT DISAPPEARED FROM VIEW. THE ACFT COLLIDED WITH THE TERRAIN. AN INVESTIGATION REVEALED NO APPARENT MALFUNCTION WITH EITHER THE ACFT OR THE ENG. TOXICOLOGY TEST RESULTS WERE NEGATIVE. SEVERAL WITNESSES REPORTED THAT THE PLT HAD ON OCCASION PERFORMED AEROBATICS WITH THE ACFT.

	В	Brief of Accident	(Continued)		
File No 1054 6/1	6/84 HAMMOND,OR	A	/C Reg. No. N5465L	Time (Lc1) - 1630 PDT	
Occurrence IN FLIGHT Phase of Operation DESCENT	the second second			n de la companya de	
Finding(s) 1. MANEUVER - PERFORMED - 2. PROPER ALTITUDE - NOT MAINT	AINED - PILOT IN CO	MMAND		「「「「」」) 「「」」」 「」」」 「」」」 「」」」 「」」」 「」」」	
Probable Cause					
The National Transportation Safe is/are finding(s) 2		that the Probabl		ident	
				.	
				ng an tha an ear an the second and the and the second and the	
				e e e e e e e e e e e e e e e e e e e	

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Brief of Accident

Type Operating Certificate-NONE (GENERAL		t Damage		-	uries	
Type of Operation -PERSONAL	SUBSTA Fire	NTIAL Crew	Fatal O	Serious O	Minor O	
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ŏ	õ	
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - EIPPER QUICKSILVER MARK						∋d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warn	ing Syste	∋m ~ NO
Max Gross Wt - 420		CIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	28 HP				
Environment/Operations Information	T t i			Duoududtu		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STR		
Method - N/A	SALEM.OR		UFF AI	RPURI/SIR.	18	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SALEM, OR			ata		
Wind Dir/Speed- 360/005 KTS			Runway	/ Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 40	Medical Certifica			WAIVERS/I	LIMIT
	Biennial Flight Review		ht Time (F	· ·		•
PRIVATE SE LAND,ME LAND	Current ~ YES Months Since - 18	Total - Make/Model-	679 60		24 Hrs - 30 Davs-	
SE LAND, ME LAND	Aircraft Type - UNK/NR	· · · · ·			90 Days-	•
	And all type black lake	Multi-Eng -	55	Last	SO Days	00
Instrument Rating(s) - NONE						
Narrative						
PLT ATTEMPTED TAKEOFF ON SHORT GRASS FIELD AT	GROSS WT WITH A DAT OF APR	X 80 DEG F. ONCF A	IRBORNE TH	E ACET DR	IFTED	
TO THE LEFT OF THE AIRSTRIP. PLT PULLED UP TO						
GROUND WITH THE LEFT WING AND NOSING OVER.		· · · · · · · · · · · · · · · · · · ·				

File No 1(49 6/24/84 SALEM,OR	A/C Reg. No. N4451T	Time (Lc1) - 1430 PDT
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
2. DIRECTIONAL CON 3. OBJECT - FENCE 4. PULL-UP - EXC 5. AIRSPEED - NOT	ING/PREPARATION - POOR - PILOT IN COM TROL - NOT MAINTAINED - PILOT IN COMM ESSIVE - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND		
Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 7. TERRAIN CONDITI			
Occurrence #3 Phase of Operation			
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that 4,5,6	the Probable Cause(s) of this accide	ent

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENERA		raft Damage TROYED		Fatal	Injur Serious		None
Type of Operation -PEPSONAL	DES Fire		Crew			0	O
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		E	Pass	ő	1 2	1	ŏ
Accident Occurred During -DESCENT				· ·			
-Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Model -	LYCOMING 0-320-	H2AD	ELT I			- YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		St	all Warnir	ig System	- YES
Max Gross Wt - 2300			ARBURE	TOR			•
No. of Seats - 4	Rated Power -	160 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING	•	int		OFF AIR	PORT/STRIP	•	
Method - N/A	SUN RIVER, OR				• -		
Completeness - N/A	Destination		4	Airport Da HOBBY F			
Basic Weather - VMC	CRESWELL, OR					16	
Wind Dir/Speed- 250/013 KTS Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -	-	19
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg				otatuo	DI	
Precipitation - NONE	Type Apeny Endg	do Akoono					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 51		ificat	e - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total	-	160	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - 2 Aircraft Type - C-1	Make/Moc	lel-	8	Last 30) Days-	3
	Aircraft Type - C-1	50 Instrume	ent-	3	Last 90) Days-	13
and the second se		Multi-Er	ng - UN	K/NR	Rotorcr	aft - Ul	NK/NR
Instrument Rating(s) - NONE							

THE ACFT COLLIDED WITH WIRES DURING AN ATTEMPTED GO-AROUND. THE PLT STATED THAT HE HAD MADE ONE GO-AROUND AND ON THE 2NI LANDING ATTEMPT HE LANDED HARD IN GUSTY WIND & BOUNCED. DURING THE 2ND GO-AROUND HE COLLIDED WITH WIRES & CRASHED.

T COLLISION WITH OBJE - GO-AROUND (VFR)	ст			
OPER - PILOT IN COMMAN DURE,LACK OF TOTAL EXI IND ED - PILOT IN COMMAND LOT IN COMMAND IN COMMAND	PERIENCE IN KIND O	F AIRCRAF	T - PILOT IN COM	MMAND
T COLLISION WITH TERR/ - UNCONTROLLED	AIN			
	IND ED - PILOT IN COMMAND LOT IN COMMAND IN COMMAND T COLLISION WITH TERR - UNCONTROLLED	IND ED - PILOT IN COMMAND LOT IN COMMAND IN COMMAND T COLLISION WITH TERRAIN - UNCONTROLLED	IND ED - PILOT IN COMMAND LOT IN COMMAND IN COMMAND T COLLISION WITH TERRAIN - UNCONTROLLED	ED - PILOT IN COMMAND LOT IN COMMAND IN COMMAND T COLLISION WITH TERRAIN - UNCONTROLLED

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

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

Brief of Accident

File No 1148 2/12/84 MT. P	LEASANT, PA A/C	Reg. No. N2273U	T 	Time (Lc1) - 1230 EST			
Basic Information Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre Pas		0 0	0 0	1 0	
Aircraft Information Make/Model - BRANTLY B-2B Landing Gear - SKID Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - L Number Engines - Engine Type - R	YCOMING IV0-360-A1. 1	S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin CONNELLSVILLE.PA	t		Proximity RPORT/STRIP			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destination SAME AS ACC/INC		Airport D Rupway		N/A		
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	· Lth/Wid - · Surface -	N/A N/A N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND HELICOPTER	Age - 37 Biennial Flight Review Current - YES Months Since - 18 Aircraft Type - UNK/N	Fli Total - Make/Model-	ght Time (H 194 45	lours) Last 24 Last 30 Last 90		1	

Instrument Rating(s) - NONE

----Narrative----

THE PLT FLEW TO GREENSBURG, WHERE HE BROUGHT THE HELICOPTER TO A 2 FT HOVER AND DEPARTED WITH A MAX PERFORMANCE CLIMB. HE STATED THE HELICOPTER BEGAN TO EXHIBIT CONTROL IRREGULARITIES WHICH HE DESCRIBED AS "A DUTCH ROLL WOBBLE TYPE OF SHUFFLE." HE CONTINUED THE FLT & SAID THE "SHUFFLE" SUBSIDED AS PWR WAS REDUCED DURING APCH TO MT PLEASANT. HOWEVER, HE EXPERIENCED DIRECTIONAL CONTROL PROBLEMS DURING THE APCH WHICH WERE PROPORTIONAL TO CHANGES IN COLLECTIVE & THROTTLE APPLICATIONS. INITIALLY, HE THOUGHT THE PROBLEM WAS ASSOCIATED WITH THE WIND. THE PLT INCREASED THROTTLE, COLLECTIVE, RT PEDAL & BEGAN A CLIMB. THEN AS A PRECAUTION, HE CUT THE THROTTLE TO STOP AN INCREASING VIBRATION & KEEP THE ENG FROM OVERREVVING. COLLECTIVE WAS REDUCED TO MAINTAIN ROTOR RPM, THEN WAS INCREASED ON DESCENT THRU 20 FT AGL, BUT THE ACFT LANDED HARD, COLLAPSING A SKID. ACCORDING TO WITNESSES, IT HAD INSUFFICIENT PWR & MADE A 360 DEG ROTATION BEFORE IMPACT. TWO MAIN ROTOR BLADES SEPARATED AND WERE FOUND WITHIN PROXIMITY OF THE HELICOPTER WITH IMPACT DAMAGE.

File No 11	48 2/12/84	MT. PLEASANT, PA	A/C Reg. No. N2273U	Time (Lc1) - 1230 EST
Occurrence #1 Phase of Operation		- IN FLIGHT		
4. GO-AROUND - INI 5. ROTOR RPM - NOT	E OF EQUIPMENT/AIR TIATED - PILOT IN MAINTAINED - PILO	COMMAND IT IN COMMAND	ION - PILOT IN COMMAND	n a set a se
Occurrence #2 Phase of Operation		INCY		
inding(s) 6. AUTOROTATION -	INITIATED - PILOT			
Occurrence #3 Phase of Operation	LANDING - FLARE	TOUCHDOWN		
Occurrence #4 Phase of Operation				
⁻ inding(s) 7. LANDING GEAR,SK	ID ASSEMBLY - OVER	RLOAD		

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

is/are finding(s) 2,5

.

Brief of Accident

asic Information Type Operating Certificate-NONE (GENE		t Damage		Injur	ins	
Type operating berthildete hone (dene	SUBSTA		Fatal Serious Minor			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF						
ircraft Information						
Make/Model - CESSNA A185F	Eng Make/Model - CO			Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		5	Stall Warnin	ng System	n - UNK/NR
Max Gross Wt - 3350	Engine Type - RE					
No. of Seats - UNK/NR	Rated Power -	300 HP				
nvironment/Operations Information						
eather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIF	PORT		
Method - TELEPHONE	HAZLETON, PA					
Completeness - WEATHER NOT PERTINE			Airport D			
Basic Weather - VMC	LOCAL		HAZELT			
Wind Dir/Speed- 180/009 KTS Visibility - 15.0 SM	ATC/Airspace			/Ident · /Lth/Wid ·		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan		,	/ Ltn/Wid · / Surface ·		
Lowest Ceiling - NONE	Type of Clearance			/ Status		
Obstructions to Vision- NONE		- NONE	Runway	Status	DRI	
Precipitation - NONE	Type Aperly Endg	NONE				
Condition of Light - DAYLIGHT		•				
ersonnel Information Pilot-In-Command	Age - 50	Medical Certificat				./I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F		WAIVERS)/LIMI/
PRIVATE	Current - YES	Total -			1 Hrs -	131
SE LAND	Current - YES Months Since - 6	Make/Model-			Davs- L	
162.	Aircraft Type - UNK/NR) Days-	
	· · · · ·	Multi-Eng -			,	
Instrument Rating(s) - NONE	and the state of the second	20 ·				
	n in the second					

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PLT CORRECTED WITH LEFT RUDDER, THE ACFT TURNED BACK TO THE LEFT, THE LEFT WING CAME UP & THE RIGHT GEAR FAILED.

	4 4/22/84	HAZLETON, PA	_	Time (Lc1) - 1500 EST
Occurrence #1 Phase of Operation		RUN		
inding(s) 1. WEATHER CONDITIO 2. WEATHER CONDITIO				
3. WEATHER CONDITIO 4. COMPENSATION FOR	WIND CONDITIONS -	- IMPROPER - PILOT IN CRAFT,LACK OF TOTAL EX	COMMAND XPERIENCE IN TYPE OF AIRCRAFT - F	PILOT IN COMMAND
3. WEATHER CONDITIO 4. COMPENSATION FOR	WIND CONDITIONS OF EQUIPMENT/AIRC MAIN GEAR COLLAPS	SED		PILOT IN COMMAND

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

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	1	0	0	0
		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT		·					
Aircraft Information							
Make/Model - BEECH V35	Eng Make/	Model - CONTINENTA	L E-185-11	ELT I	installed//	ctivated	- UNK/N
Landing Gear - TRICYCLE-RETRACTABLE		igines - 1			all Warnir	ng System	- YES
Max Gross Wt - 2550 No. of Seats - 4	Engine ly Rated Pow	vpe - RECIPROCAT ver - 185 HP	ING-CARBUREIC	JR			
NO. Of Seats - 4	Rated Pow	/er - 185 HP					
Environment/Operations Information							
Veather Data	Itinerary		ļ		roximity	_	
Wx Briefing - NO RECORD OF BRIEFIN		ture Point		OFF AIF	PORT/STRIP)	
Method - N/A	SAME AS						
Completeness - N/A Basic Weather - VMC	Destinatior WURTSBOR		A	irport Da	ιτa		
Wind Dir/Speed- 120/005 KTS	WURISBUR	(U , N)		Bunway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - 20000 FT SC					Surface ·		
Lowest Ceiling - NONE		earance - NONE			Status ·		
Obstructions to Vision- NONE		Lndg - NONE		· · · · · · · · ,		•	
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 69	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LI	4IT
Certificate(s)/Rating(s)	Biennial Flight	Medical Review	Flight	Time (Ho	ours)		
PRIVATE	Current	- UNK/NR Tot	al - 6	650	Last 24	4 Hrs - Ul	NK/NR
SE LAND	Months Since	e - UNK/NR Mak	e/Model- UNK, trument- UNK,	NR	Last 30) Days- Ul	NK/NR
	Aircraft Typ	be - UNK/NR Ins	trument- UNK	NR	Last 90) Days- U	
		Mu 1	ti-Eng - UNK	NR	Rotorci	raft - UI	NK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
T 2 WEEKS BEFORE THE ACCIDENT, THE ACFT		STURE. WITNESSES OB					

File No 1111 10/06/84 MIDDL	LETOWN, PA	A/C Reg. No. N	4447V	Time (Lc1) - 1645	EDT
Occurrence #1 DRAGGED WING, ROTOR, PO Phase of Operation TAKEOFF - GROUND RUN					
inding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN					
Occurrence #2 LOSS OF CONTROL - IN FL Phase of Operation TAKEOFF - INITIAL CLIME	IGHT				
Finding(s) 2. AIRSPEED - NOT MAINTAINED - PILOT IN COM 3. STALL - INADVERTENT - PILOT IN COMMAND				te santa Secondaria Secondaria	
CCURRENCE #3 IN FLIGHT COLLISION WIT hase of Operation DESCENT - UNCONTROLLED	TH TERRAIN				
Probable Cause					
he National Transportation Safety Board dete s/are finding(s) 2	ermines that the P	robable Cause(s) of	this accident		
actor(s) relating to this accident is/are fi	inding(s) 1				

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Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURAL		rcraft Damage JBSTANTIAL		Injuries Fatal Serious Minor N			
Type of Operation -AERIAL APPLI			Crew		0		None 1
Flight Conducted Under -14 CFR 137		DNE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 188B	Eng Make/Model	- CONTINENTAL O-	470-R	ELT I	nstalled/A	ctivated	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				all Warnin	g System	- YES
Max Gross Wt - 4000 No. of Seats - 1	Engine Type Rated Power	- RECIPROCATING- - 230 HP	CARBORI	LIUR			
 -Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximitv		
Wx Briefing - NO RECORD OF BRIEFING	2	Point			PORT/STRIP		
Method - N/A	PAXVILLE, SC						
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- UNK/NR						N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight F Type of Clearand				Status -		
Obstructions to Vision- NONE		- STRAIGHT-I	N	Kuliway	Status	N/ A	
Precipitation - NONE	Type Apen/Endg	STRAIGHT I					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 33 Biennial Flight Review	Medical Cer				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	v		ht Time (Ho			
	Current - YE	ES Total		10440	Last 24	Hrs -	
SE LAND, ME LAND	Months Since - 2 Aircraft Type - UN	2 Make/Mo	del-	2600	Last 30	Days- UN	•
GLIDER	Aircraft Type - Un	NK/NR INSTRUM	ient-	429 1069	Last 90) Days- aft -	
		Martine	ng	1009	KO LOI CI	art	
Instrument Rating(s) - AIRPLANE	· · · · · · · · · · · · · · · · · · ·						
ACFT NOSED OVER SHORT OF THE RWY AFTER TH							

5/07/84 A/C Reg. No. N21672 File No. - 1030 PAXVILLE, SC Time (Lc1) - 1420 EDT _____ _____ Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. INDUCTION AIR CONTROL - WORN 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 3. INDUCTION AIR CONTROL - FAILURE, TOTAL _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN _____ ------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

Brief of Accident

File No 1107 6/20	0/84 IVA,SC	A/C Reg.	No. N4721	т	ime (Lc1) -	• 0700 ED	т
Basic Information Type Operating Certificate	-AGRICULTURAL AIRCRAF	FT Aircraft D SUBSTANTI		Fatal	Injur		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 137	Fire NONE	Crew Pass	0 0	0 0	0 0	1 O
Aircraft Information Make/Model - SIKORSKY CH Landing Gear - UNK/NR Max Gross Wt - 7300 No. of Seats - 2	H-19E	Eng Make/Model - WRIGH Number Engines - 1 Engine Type - RECIP Rated Power - 80			Installed/A tall Warnir		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/004 P Visibility - 5.0	It D OF BRIEFING L D KTS SM ATC 6000 FT SCATTERED NONE HAZE NONE	inerary Last Departure Point UNK/NR estination LOCAL C/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - N	ONE	ON AIR Airport D Runway Runway Runway		- UNK/NR - UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Biennia Cui Mor Air	41 Me al Flight Review rrent - YES nths Since - 2 rcraft Type - UNK/NR	Total - Make/Model-	nt Time (H 4793 79 766	lours) Last 24 Last 30 Last 90	D WAIVERS 4 Hrs - U D Days- U D Days- U caft -	NK/NR NK/NR NK/NR
Instrument Rating(s) Narrative THE HELICOPTER WAS BEING OPERATED INSIDE THE HELICOPTER WITH THE EN COMPLETING THE LOADING OPERATION GROUND-RESONANCE TYPE OF VIBRATIO HAD STOPPED & THE ENG WAS SECURED GROUND. NO PRE-ACCIDENT CRACKS OF BUT NONE HAD FAILED OR SEPARATED WITHIN SPECIFICATIONS. PERSONNEL FLAT & THE LEFT REAR MAIN LANDING	D FROM SLOPING TERRA NG & ROTOR AT GROUND , THE PLT BEGAN APPL ON DEVELOPED. THE PL D, THE PLT EGRESSED & R FAILURES WERE FOUNI . THE MAIN ROTOR LEAI WHO RECOVERED THE H	IDLE WHILE THE GROUND YING POWER TO INCREASE T DISENGAGED THE ENG & & OBSERVED THAT THE AFT D IN THE TAIL BOOM. SOM D-LAG DAMPERS WERE REMO ELICOPTER NOTED THAT TH	M A SPRAY MISSI CREW REFILLED T THE ROTOR RPM F APPLIED THE ROT END OF THE TAI E COMPONENTS OF VED & CHECKED F E LEFT FRONT LA	DN, THE PL HE SPRAY T DR TAKEOFF DR BRAKE. L BOOM WAS THE ROTOR DR TIME & NDING GEAR	T REMAINED ANK. AFTER WHEN THE RO LAYING ON SYS HAD CF ALL WERE STRUT WAS	DTOR THE	

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	07 6/20/84	IVA,SC	A/C Reg. No. N4721	Time (Lc1) - 0700 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF	- ON GROUND		
2. MAINTENANCÉ,S 3. TERRAIN CONDITI	-	- IMPROPER -	INUED - ÞILOT IN COMMAND	
5. FUSELAGE - VIBR	ATION			
		NT/SYSTEM FAILURE/MA	LFUNCTION	

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Inju		•
Type of Operation -BUSINESS		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	n None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	ő	0
Accident Occurred During -LANDING		HONE	1 400	Ŭ	Ŭ	Ũ	Ũ
-Aircraft Information							
Make/Model - PIPER PA-28-140		del - LYCOMING 0-3	820-F2A				ed - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engi				all Warni	ng Syste	em - YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATIN - 140 HP	IG-CARBURE	TOR			
-Environment/Operations Information	T 1 <i>1</i> 1 1 1 1						
Weather Data Wx Briefing - FSS	Itinerary	Deint		Airport F ON AIRF			
Method - TELEPHONE	Last Departu ORANGEBURG			UN AIRF	URI		
Completeness - FULL	Destination	, 30		Airport Da	ita		
Basic Weather - VMC	SAME AS AC	C/INC		SUMMER			
Wind Dir/Speed- 050/007 KTS		-,		-		- 21	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ht Plan - VFR			Surface		TURF
Lowest Ceiling - 1600 FT BROK		rance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FULL STO)P				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 34	Madian 1. (te - VALID			TMTT
Certificate(s)/Rating(s)	Biennial Flight Re	Meulcal C	Flight	nt Time (Ho		AIVER5/L	
PRIVATE	Current		l -			4 Hrs -	6
SELAND	Months Since	- 2 Make/		245	Last 3		
	Aircraft Type	- 2 Make/ - PA-28 Instr	rument-	0	Last 9	0 Days-	52
Instrument Rating(s) - NONE							

WERE APPLIED BUT AT 3000 FT DOWN THE RWY THE PLT REALIZED HE WOULD BE UNABLE TO STOP THE ACFT BEFORE IT COLLIDED WITH A DEEP DITCH AT THE END OF THE RWY. AN INTENTIONAL GROUND LOOP WAS ATTEMPTED AND THE ACFT STRUCK A FIRE BUCKET AND UTILITY TRAILER BEFORE COMING TO REST.

File No 1061	6/22/84	SUMMERVILLE, SC	A/C Reg.	No. N7339J	Time	(Lc1) - 1100) EDT
ccurrence #1 OVERR hase of Operation LANDI	JN NG - FLARE/1	OUCHDOWN					
inding(s) 1. PROPER TOUCHDOWN POINT 2. GO-AROUND - NOT PERFOR		- PILUT IN CUMMAND					
ccurrence #2 ON GR hase of Operation LANDI		ON WITH OBJECT					
inding(s) 3. TERRAIN CONDITION - WE 4. GROUND LOOP/SWERVE - 5. TERRAIN CONDITION - SO	INTENTIONAL	PILOT IN COMMAND					
Probable Cause							· • • • • • • • • • • • • • • • • • • •

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

Brief of Accident

Type Operating Certificate-AG	RICULTURAL AIRCR		t Damage				Injur		N 1
Type of Operation -AE	RIAL APPLICATION	SUBSTA Fire	NIIAL	Crew	Fatal O	Ser	ious O	Minor O	None 1
Flight Conducted Under -14		NONE		Pass	õ		õ	õ	0
Accident Occurred During -TA	KEOFF								
-Aircraft Information									
Make/Model - CESSNA T188C		Eng Make/Model - CO		10-520-T				ctivated	
Landing Gear - TAILWHEEL-ALL	FIXED	Number Engines - 1				Stall	Warning	g System	- YES
Max Gross Wt - 4400		Engine Type - RE		ECTED					
No. of Seats - 1		Rated Power -	300 HP						
-Environment/Operations Informat									
Weather Data		tinerary			Airport				
W× Briefing - NO RECORD O	F BRIEFING	Last Departure Point			ON AI	RSTRIP			
Method - N/A Completeness - N/A		SAME AS ACC/INC Destination		•					
Basic Weather - VMC		LOCAL		А	irport OASIS				
Wind Dir/Speed- 160/009 KTS		LUCAL			Runwa			32	
Visibility - 20.0 SM		TC/Airspace						2500/	25
		Type of Flight Plan	- NONE					GRASS/TU	
Lowest Ceiling - NON		Type of Clearance			Runwa			WET	
Obstructions to Vision- NON			- NONE		Ranna	y stat	40		
Precipitation - RAI		i jpe Aperi, Eneg	NONE						
Condition of Light - DAY									
-Personnel Information									
Pilot-In-Command	Age -	54	Medical Cer	tificate	- VALI	D MEDI	CAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Bienn	ial Flight Review			Time (
COMMERCIAL	-	urrent - YES	Total		058			Hrs - UN	•
SE LAND, ME LAND		onths Since - 1	Make/Moo		365			Days- UN	
	Α	ircraft Type - UNK/NR						Days-	
			Multi-Er	ng - UNK	/NR	F	otorcra	aft - UN	K/NR
Instrument Rating(s) - A									
-Narrative		· · · · · · · · · · · · · · · · · · ·							
PLT LOST CONTROL OF THE ACFT DU							-		

File No 108	8 6/25/84 PHI	LIP,SD	A/C Reg. No. N9952J	Time (Lc1) - 1300 MDT
	LOSS OF CONTROL - ON TAKEOFF - GROUND RUN	GROUND		
Finding(s) 1. WEATHER CONDITIO 2. DIRECTIONAL CO	N - RAIN NTROL - NOT MAINTAINED) - PILOT IN COMMAND	······	
	ON GROUND COLLISION W TAKEOFF - GROUND RUN	ITH TERRAIN		
Finding(s) 3. TERRAIN CONDITIO	IN - CROP			
Probable Cause	-			
The National Transpo is/are finding(s) 2	tation Safety Board de	etermines that the Probat	ole Cause(s) of this accident	

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

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Brief of Accident

	N, TN A/C	Reg. No. N700H			(Lc1)		
-Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage	- -		Inju		- No
Type of Operation -PERSONAL	DESI Fire	ROYED	Fa Crew	tal S O	erious O	Mino O	
Flight Conducted Under -14 CFR 91		LIGHT	Pass	0	0	0	
Accident Occurred During -CRUISE				-	-	-	1
-Aircraft Information							
Make/Model - NORTH AMERICAN T-28	Eng Make/Model -						ed – YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stal	1 Warni	ng Syst	em – YES
Max Gross Wt - 10500		RECIPROCATING-CA	ARBURETOR				
No. of Seats - 2	Rated Power -	1100 HP					
-Environment/Operations Information	T b b c c c c c c c c c c		.				
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poi			port Pro FF AIRPO		n	
Method - N/A	KNOXVILLE, TN	nt	U	FF AIRPU	RI/SIRII	7	
Completeness - N/A	Destination		Airn	ort Data			
Basic Weather - VMC	LOCAL		A11 P				
Wind Dir/Speed- 240/006 KTS	2007.2		R	unway Id	lent ·	- N/A	
Visibility - 7.0 SM	ATC/Airspace			unway Lt		- N/A	
Lowest Sky/Clouds - 2400 FT SCAT	TERED Type of Flight Pla	n - NONE	R	unway Su	irface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	R	unway St	atus	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	ING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39	Medical Cert				O WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Tatal	Flight Ti			4 1100	
ATP SE LAND,ME LAND,SE SEA	Current - YES Months Since - 7		- 4338 el- 175				UNK/NR UNK/NR
HELICOPTER .GLIDER	Aircraft Type - LJ-2		nt- 293				
HELICOPIER , GLIDER	Anciant type to a		g - 1872		Last 5	0 Days	
			g				
Instrument Rating(s) - AIRPLANE							
Instrument Rating(s) - AIRPLANE -Narrative PLT REPORTED THAT HE HEARD A LOUD BANG IN CED LANDING, THE ACFT WENT THRU 4 FENCES & , DESTROYED THE COCKPIT AFTER THE 2 OCCUPAN NKCASE HOUSING HAD SEPARATED FROM THE ENG.	HIT A DITCH, AND THE NOS	PWR & STARTED EM	MITTING SM D. A FIRE,	OKE. DUR WHICH S	TARTED		

File No 10	94 6/23/84 LOUDON,TN	A/C Reg. No. N700H	Time (Lcl) - 1500 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - MECH FAILUF CRUISE - NORMAL		
Finding(s) 1. ENGINE ASSEMBLY	,CRANKCASE - FAILURE,TOTAL		
Occurrence #2 Phase of Operation			
Finding(s) 2. FUSELAGE,CREW C			
Occurrence #3 Phase of Operation	DESCENT - EMERGENCY	······································	``
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - FENCE			
Occurrence #5 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 4. TERRAIN CONDITI			
Occurrence #6 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that	t the Probable Cause(s) of this accid	ent

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

Brief of Accident

File No 1125 7/01/84 TULLAH	IOMA, TN	A/C Reg. No.	NONE	т	ime (Lc1) -	1845 CDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damag DESTROYED	-	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 0	0	0 0	0 0
-Aircraft Information Make/Model - RITZ A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Eng	e ~ RECIPROCA	TING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/004 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 30000 FT THIN Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		ACC/INC ight Plan - NONE earance - NONE		ON AIR Airport D TULLAH Runway Runway Runway	ata OMA Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) UNK/NR	Age - 68 Biennial Flight F Current Months Since Aircraft Type	Review -NO To -O Ma e-UNK/NR In	al Certificat Fligh otal - UN ake/Model- UN nstrument- UN ulti-Eng - UN	t Time (H K/NR K/NR K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ULTRALIGHT HAD BEEN FLOWN FOR 4 FTLS AND THE PLT UPON LANDING MENTIONED A POSSIBLE CONTROL PROBLEM WITH THE OWNER AND BUILDER. THE BUILDER THEN TOOK THE VEHICLE UP TO SHOW HOW FAST IT WOULD GO. AFTER ABOUT 30 MINUTES OF FLT HE DOVE AT THE RWY IN A FULL POWER SHALLOW DIVE AND ENTERED A LEFT TURN AT ABOUT 30 FT AGL. THE RIGHT AILERON WAS SEEN FLUTTERING BY A WITNESS JUST BEFORE THE RIGHT WING MOVED. A FEW SECONDS LATER, THE LEFT WING SEPARATED FROM THE AIRFRAME. THE ACFT CRASHED NOSE FIRST AND BOUNCED ABOUT 40 FT FROM THE INITIAL IMPACT POINT ON THE RWY.

		Brief of	• Accident (Continued)		
File No 11	25 7/01/84	TULLAHOMA, TN	A/C Reg. No. 1	NONE	Time (Lc1) - 1845 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPON MANEUVERING	ENT/SYSTEM FAILURE/MA	LFUNCTION		
	LIMITS OF AIRCRA	FT - EXCEEDED - PILOT E DESIGN - PRODUCTION			
Occurrence #2 Phase of Operation					
Probable Cause			······································		

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

Brief of Accident

File No 1040 7/21/84 GA	INESBORD, TN	A/C Reg. No.	N18355	т	ime (Lc1) -	1640 CDT	
Type Operation Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	1	Aircraft Damage SUBSTANTIAL Fire ON GROUND	Crew Pass	Fatal 0 0	Injur Serious O O	ies Minor O O	None 1 2
Accident Occurred During -MANEUVER Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Eng Make/			S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 4000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Depar GAINESBO Destination NASHVILL ATC/Airspace SCATTERED Type of F1	RO,TN E,TN ight Plan - NONE earance - 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 NONE Instrument Rating(s) - NONE	Age - 28 Biennial Flight Current Months Since Aircraft Typ	Review -UNK/NR Tot -UNK/NR Mak	Fligh	e - VALID t Time (H 124 55 2	Last 24	Hrs - Days- UNI	о
Narrative HE ACFT COLLIDED WITH A STATIC WIRE WHILI F THE ARPT. THE LEFT WING HIT THE WIRE WH ND WHEN THE ACFT LANDED AT THE ARPT THE I EE THE WIRES UNTIL JUST BEFORE IMPACT.	HICH CUT INTO THE WIN FUEL IGNITED. THE FIR	G AND PENETRATED A	FUEL CELL. IRE FIGHTER	FUEL ESC S. THE PL	APED FROM T	HIS CELL	
	egeneration of the second state of the second	306	1.1. 1.5 7.5 7.5	• <i>•</i> •	entro de la composición		

F110 NO 104	40 7/21/84	GAINESBORO, TN	A/C Reg.	No. N18355	Time (Lc1) - 1640 CDT
)ccurrence #1 Phase of Operation	IN FLIGHT COLLIS MANEUVERING	ION WITH OBJECT			
inding(s) 1. OBJECT - WIRE,S	TATIC			ta an	
2. IN-FLIGHT PLAN	NNING/DECISION - P E OF PROCEDURE,TOT	OOR - PILOT IN COMMAND AL - PILOT IN COMMAND - PILOT IN COMMAND			
2. IN-FLIGHT PLAN 3. IMPROPER USH	NNING/DECISION - P E OF PROCEDURE,TOT	AL - PILOT IN COMMAND - PILOT IN COMMAND			

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

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Brief of Accident

File No 1008 1/27/84 FRITC	H,TX A/C Reg.	No. N3829D	T	ime (Lcl) -	1530 C	ST
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft De DESTROYED	-	Fata!			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire UNK/NR	Crew Pass	1 1	0 0	0 0	0 0
Aircraft Information Make/Mode1 - BEECH 77 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 No. of Seats - 2	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIP Rated Power - 11	ROCATING-CARBURE	Crew 1 0 0 Pass 1 0 0 -L2C ELT Installed/Activated - Stall Warning System -		ed - YES/NO em - YES	
Environment/Operations Information Weather Data	Itinerary		Airport	Drovimity		
WX Briefing - NO RECORD OF BRIEFING Method - N/A					1	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		•			
Wind Dir/Speed- 230/016 KTS Visibility 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 25000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TERED Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - N	ONE			•	
Personnel Information Pilot-In-Command	Age - 25 Me	dical Certificat		FD		
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
PRIVATE		Total -			Hrs -	UNK/NR
SE LAND	Months Since - UNK/NR					
	Aircraft Type - UNK/NR	Instrument-	<u> </u>	Last 90	Davia	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT DEPARTED ON 1/27/84 AND FAILED TO RETURN FROM A 2 HOUR LOCAL FLT. TIME OF DEPARTURE WAS 1330 CST. ON 1/28/84, A FISHERMAN ON LAKE MEREDITH FOUND AN ACFT WHEEL FLOATING IN THE WATER. THIS WHEEL WAS LATER FOUND TO HAVE THE SAME PART NUMBERS AND PAINT AS THE MISSING ACFT. ON 1/29/84, A JACKET WAS FOUND FLOATING IN THE LAKE NEAR WHERE THE WHEEL WAS ORIGINALLY SIGHTED. THE PLT OWNED A SIMILIAR JACKET. SEARCH EFFECTS AND DIVE TEAMS WERE USED FROM 1/28 TO 2/2 WITHOUT SUCCESS. THERE WERE NO KNOWN WITNESSES TO THE ACCIDENT.

File No 1008	1/27/84	FRITCH, TX	A/C Reg. No. N3829D	Time (Lc1) - 1530 CST

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED

----Probable Cause----

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

Brief of Accident

Basic Information		Aincreft Demore			Tradum	ine	
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	- None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	õ	Ō	Ó
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/M	Iodel - CONTINENTAL	0-200-A				
Landing Gear - TRICYCLE-FIXED	Number Eng				itall Warnir	ng Syste	em – YES
Max Gross Wt - 1600	Engine Typ		NG-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - FSS	Last Depart			OFF AI	RPORT/STRIF	>	
Method - IN PERSON	PERRYTON,	тх					
Completeness - FULL	Destination			Airport D	Data		
Basic Weather - VMC	BOYS RANC	сн, тх		_	- · ·		
Wind Dir/Speed- 260/016 KTS					/Ident -		
Visibility - 30.0 SM	ATC/Airspace				/Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - NONE	00	Runway	/Status -	N/A	
	Type Apch/L	.ndg - FULL ST(UP		•		
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 41	Medical	Contificat		MEDICAL-NO		SC/ITMTT
Certificate(s)/Rating(s)	Biennial Flight R			t Time (F		/ #MIVLP	()/ CIMI (
STUDENT	Current		1 -		Last 24	Hrs -	UNK/NR
	Months Since		/Model-	13	Last 30		
	Aircraft Type		rument-	2	Last 90		
				-			_
Instrument Rating(s) - NONE							

File No 1069	2/22/84 BOY'S RANCH,TX	A/C Reg. No. N150N	Time (Lc1) - 1215 CST	
	GROUND COLLISION WITH TERRAIN DING - FLARE/TOUCHDOWN			
Finding(s) 1. TERRAIN CONDITION - H 2. IN-FLIGHT PLANNING	/DECISION - INADEQUATE - PILOT IN	N COMMAND		

3. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

----Probable Cause----

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

Brief of Accident

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	DESTROYED Fire	Fata	1 Serious		
Accident Occurred During ~DESCENT	ON GROUND	Crew (Pass () 1) 0	Minor O O	0
Aircraft Information Make/Model - CHANCE VOUGHT F4U-5 Landing Gear - TAILWHEEL-RETRACTABLE MAINS Max Gross Wt - 13297 No. of Seats - 1	Eng Make/Model - P&W R-2800 Number Engines - 1 Engine Type - RECIP-FUEL Rated Power - 2300 HP		LT Installed/ Stall Warni		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A E Basic Weather - VMC Wind Dir/Speed- 140/016 KTS Visibility - 12.0 SM AT Lowest Sky/Clouds - 4800 FT SCATTERED Lowest Ceiling - NONE	inerary Last Departure Point HOUSTON,TX estination ADDICKS,TX C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED	OFF Airpor Rur Rur Rur Rur Rur	ort Proximity AIRPORT/STRI Nu Data Nway Ident Nway Lth/Wid Nway Surface Nway Status	- N/A - N/A - N/A	
Certificate(s)/Rating(s) Bienni PRIVATE Cu SE LAND,ME LAND Mc	al Flight Review rrent - YES Tot nths Since - 11 Mak rcraft Type - UNK/NR Ins		e (Hours) Last 2 Last 3	0 WAIVER 4 Hrs - 0 Days- 0 Days-	UNK/NR UNK/NR

File No 107	O 2/25/84 ALIEF,TX	A/C Reg.	No. N4903M	Time (Lc1) - 1600 CST
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB			
 UNDETERMINED 				· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation	FORCED LANDING			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH T DESCENT - EMERGENCY	ERRAIN		
Finding(s) 2. TERRAIN CONDITIC 3. DESCENT - EXC	N - GROUND SSSIVE - 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 $\,$

Brief of Accident

	IEW, TX 	A/C Reg	No. N1791W	Time (Lc1) - 2041 CST			
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -MID AMERICA		Aircraft I SUBSTANT		Fatal	Injur Serious		None
Type of Operation -NON SCHED,DO	MESTIC, CARGO	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING		NONE	Pas	- •	0	1	O .
Aircraft Information							
Make/Mode1 - BEECH E-55			NENTAL 10-520-		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 2			tall Warnin	g System	- YES
Max Gross Wt - 5300			P-FUEL INJECTED)			
No. of Seats - 6	Rated Pow	/er - 23	35 HP				
Environment/Operations Information	•••				0		
Weather Data	Itinerary	time Defet			Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Depar SAME AS	ture Point		UFF AI	RPORT/STRIP		
Completeness - WEATHER NOT PERTINENT		•		Airport D	ata		
Basic Weather - VMC	TYLER, T			Anport b			
Wind Dir/Speed- 170/004 KTS		•		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan -	[FR		Surface -	N/A	
Lowest Ceiling - NONE	Type of Cl	earance -	[FR	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	'Lndg -	FORCED LANDING				
Precipitation - NONE Condition of Light - NIGHT(BRIGHT)							
Personnel Information							/1 TMT T
Pilot-In-Command	Age - 21 Diamaich Eliabh		edical Certific Fli			WAIVERS	/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current		Total -	ght Time (H		Hrs -	3
SE LAND, ME LAND	Months Since		Make/Model-			Davs- U	
SE LAND, ME LAND		e - UNK/NR				Days C	•
			Multi-Eng -			,-	
Instrument Rating(s) - AIRPLANE							
							
TLY AFTER TAKEOFF THE LEFT ENGINE CEASED				T WAS BEING	MADE WHEN	THE RIGH	т
NE CEASED OPERATING. A FIELD WAS CHOSEN F							
ALED THAT THE PILOT TOOK OFF ON THE AUXIL							
ONS AND 3 GALLONS RESPECTIVELY. NO FUEL W							i
TAINED 29 AND 24 GALLONS OF FUEL RESPECTIV	ELY.						
and the second			1990 a. 1997				
		i i i i i i i i i i i i i i i i i i i	, Neixe x				

File No 10	68 2/29/84	LONGVIEW, TX		A/C Reg. N	lo. N1791W	т	ime (Lc1) - 2	041 CST
Phase of Operation Finding(s) 1. FUEL TANK SELEC	TOR POSITION - IM E OF PROCEDURE,LAG	AL CLIMB PROPER - PILOT CK OF FAMILIARI	IN COMMAND	FT - PILOT	IN COMMAND	ال میں اور اور اور اور اور اور اور اور اور اور اور اور اور اور اور	an an an Artan An Artan An Artan An Artan An Artan An Artan An Artan	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGI	ENCY						
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE,	/TOUCHDOWN						
Finding(s) 4. FLARE - MISJUDG	ED - PILOT IN COM	MAND						
Probable Cause								
The National Transpo is/are finding(s) 1,	4			ble Cause(s	s) of this ac	cident		
Factor(s) relating t	o this accident is	s/are finding(s) 2,3					
						n an an an Eile an an Airtí		
			and a start of the			~ • •	· • • •	
				-			nte da series Status de la Status	
					•		n an a San San San San San San San San San San	an An Anna Anna Anna Anna Anna Anna Anna
								n an

Brief of Accident

File No 1007 3/04/84 LAMPASA	NS,TX	A/C Reg. M	No. N471	N471 Time (Lcl) - 1533 CST			471 Time (Lcl) -			
Basic Information Type Operating Certificate-AIR CARRIER - Name of Carrier -BRANIFF INC. Type of Operation -SCHEDULED,DOME Flight Conducted Under -14 CFR 121 Accident Occurred During -CRUISE		Aircraft Dar MINOR Fire NONE	nage Cre Pas		Injur Serious 1 O	Minor	None 4 40			
Aircraft Information Make/Model - BOEING 727-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 172600 No. of Seats - UNK/NR	Number Eng Engine Type	odel - P&W JT ines - 3 e - TURBOJI r - 14500	ΞT		Installed/A tall Warnir					
Environment/Operations Information Weather Data Wx Briefing - COMPANY Method - TELETYPE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 130/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3800 FT Lowest Sky/Clouds - 3800 FT Dostructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		IO,TX WORTH,TX	र	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A				
	Age - 53 Biennial Flight R Current Months Since Aircraft Type	eview - YES - 2	Total - Make/Model-	ight Time (H 22180 9000	lours)	4 Hrs -) Days~	11T 7 16 16			

Instrument Rating(s) - AIRPLANE

----Narrative----

THE CAPTAIN RECEIVED A COMPANY BRIEFING PRIOR TO THE FLT. A CONVECTIVE SIGMET WAS IN EFFECT & TURBULENCE WAS FORCAST FOR THE AREA. DURING FLT, THE ACFT WAS MANUEVERED TO AVOID TURBULENCE. THE ACFT WAS CLEAR OF CLOUDS & IN A THIN HAZE LAYER WHEN THE CREW FELT A LIGHT BUMP. THE SEAT BELT SIGN WAS TURNED ON, THE AUTOPLT WAS DISENGAGED & THE THROTTLES WERE RETARDED. HOWEVER, WITHIN SECONDS, THE ACFT WAS SUBJECTED TO NEGATIVE "G" LOADING. THE FLT ATTENDANTS WERE COMPLETING A BEVERAGE SERVICE & DID NOT HAVE TIME TO "STRAP IN." ONE FLT ATTENDANT WAS SERIOUSLY INJURED & 3 OTHERS RECEIVED MINOR INJURIES.

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File No. - 1007 3/04/84 LAMPASAS,TX A/C Reg. No. N471 Time (Lc1) - 1533 CST _____ IN FLIGHT ENCOUNTER WITH WEATHER Occurrence Phase of Operation CRUISE Finding(s) 1. SEAT BELT SIGN - DELAYED - PILOT IN COMMAND 2. WEATHER CONDITION - TURBULENCE, CLEAR AIR 3. SEAT BELT - NOT USED - FLIGHT ATTENDANT ----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

Brief of Accident

File No 1063 3/06/84 LA MES	Α,ΤΧ Α	A/C Reg. No. N57584		т	ime (Lcl) -	1630 CST	
Basic Information Type Operating Certificate-AGRICULTURAL		craft Damage BSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	ATION Fir NO	e NE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - PIPER PA-36 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model Number Engines Engine Type	- LYCOMING IO-720 - 1 - RECIP-FUEL INJE - 375 HP	-A1B	ELT	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure P SAME AS ACC/IN				Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		۵	irport Da	ata		
Wind Dir/Speed- 270/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight P Type of Clearanc		ING	Runway Runway	Lth/Wid - Surface -		
	Age - 43 Biennial Flight Review Current - YE Months Since - 7 Aircraft Type - UN	S Total Make/Moo	Flight - 8 lel- 1	: Time (H 3000 100	ours) Last 24	Hrs - Days- UNI	з

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER TAKEOFF FOR AN AERIAL APPLICATION FLIGHT A PARTIAL LOSS OF POWER OCCURRED. A HARD FORCED LANDING WAS MADE IN AN OPEN FIELD WHICH RESULTED IN BOTH MAIN GEARS COLLAPSING. INSPECTION OF THE ENGINE REVEALED BOTH MAGNETO DISTRIBUTOR BLOCKS WERE CRACKED AND EVIDENCE OF CARBON STREAKING WAS FOUND ON THE MAGNETO LEADS.

File No. - 1063 3/06/84 LA MESA,TX A/C Reg. No. N57584 Time (Lc1) - 1630 CST LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL 2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. FLARE - MISJUDGED - PILOT IN COMMAND Occurrence #4 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ----Probable Cause----

Brief of Accident (Continued)

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

Brief of Accident

File No 1130 3/08/84 HUNTI	NGTON,TX A/C	Reg. No. NONE	т	ime (Lc1) -	1730 CST	
-Basic Information Type Operating Certificate-NONE (GENERAL	SUBS	aft Damage TANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -DESCENT	Fire NONE		rew O ass O	1 0	0 0	0 0.
-Aircraft Information Make/Model - EIPPER QUICKSILVER MXL Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -		S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poi SAME AS ACC/INC	nt	Airport UNK/NR	Proximity		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D			
Wind Dir/Speed- 310/007 KTS Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	·Lth/Wid - ·Surface -	UNK/NR UNK/NR UNK/NR UNK/NR	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 63 Biennial Flight Review Current - UNK/ Months Since - UNK/ Aircraft Type - UNK/	F NR Total NR Make/Model	light Time (⊢ - 27750 - 3 - UNK/NR	lours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT MADE SEVERAL TOUCH AND GO LANDINGS IN HIS NEWLY ACQUIRED ULTRA LIGHT VEHICLE. ON A SUBSQUENT FLT AT ABOUT 75 FT AGL, THE OUTBOARD PORTION OF THE LEFT WING FOLDED UPWARD ABOUT 90 DEGREES. THE VEHICLE STARTED TO ROLL INVERTED AND THE PLT USED FULL RUDDER AND POWER WHICH STOPPED THE ROLL, BUT THE VEHICLE STILL TURNED LEFT AND DESCENDED. THE PLT CUT THE POWER AT 15 FT AGL. THE VEHICLE HIT LEFT WING LOW, NOSE LOW AND BOUNCED ABOUT 30 FT BEFORE STOPPING. THE WING FAILURE WAS DETERMINED TO BE FROM OVERLOAD BY AN NTSB METALLURGIST. THERE WERE RUB MARKS ON THE LEFT WING TIP OF AN UNDETERMINED NATURE.

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File No 11	30 3/08/84	HUNTINGTON, TX	A/C Reg. No. NONE	Time (Lc1) - 1730 CST	
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE TAKEOFF - INITIA	NT/SYSTEM FAILURE/MALF L CLIMB	UNCTION		
Finding(s) 1. WING,SPAR - FAI 2. WING,SPAR - OVE	•				
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT				
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 1067 3/11/84	SMITHVILLE, TX	A/C Reg.	No. N9460L	T	ime (Lc1)	- 1820 CST	
Basic Information					•		
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da			Inju		
		SUBSTANTIA			Serious		None
Type of Operation -PERSONA		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	Q	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AMERICAN AVIATION	AA-1A Eng Make/M		NG 0-235-C2C		Installed//		
Landing Gear - TRICYCLE-FIXED	Number Eng	jines – 1		S	tall Warni	ng System	- YES
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Engine Typ	De - RECIPF	OCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 108	B HP				
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL	Itinerary [·]				Proximity		
Wx Briefing - FSS	Last Depart			OFF AI	RPORT/STRI	2	
Method - TELEPHONE	CALDWELL	ТХ					
Completeness - FULL	Destination			Airport D	ata		
Basic Weather - IMC	SAN ANTO	VIO,TX					
Basic Weather - IMC Wind Dir/Speed- 120/009 KTS Visibility - 3 000 SM						- N/A	
Visibility - 3.000 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Fl	ight Plan - NC)NE		Surface		
Lowest Ceiling - 200 FT	OVERCAST Type of Cle	earance - NC	DNE		Status	- N/A	
Obstructions to Vision- HAZE		_ndg - PF	RECAUTIONARY LA	NDING			
Precipitation - RAIN SHO	WERS						
Condition of Light - DUSK							
-Personnel Information							
Pilot-In-Command	Age - 50	Med	dical Certifica	te – VALID	MEDICAL~W	AIVERS/LIM	4IT
Certificate(s)/Rating(s)	Biennial Flight I	Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -	769	Last 2	4 Hrs -	7
SE LAND	Months Since	- 14	Make/Model-	662	Last 3) Days- U	NK/NR
	Age - 50 Biennial Flight I Current Months Since Aircraft Type	∍ - UNK/NR	Instrument-	2	Last 9) Days-	31
ж. н		n, m					
Instrument Rating(s) - NONE							
Narrative							
PVT NON-INSTRUMENT PLT RECEIVED TWO	WY RDIFFINGS FOR LITE D						
TION, TX, TO SAN ANTONIO, TX. THE LAS							
							-
DITIONS EXSISTED ALONG THE ROUTE AND N NEAR LOCKHART, TX, A DESCENT TO 150							I
LED THE PLT TURNED AROUND TO PROCEED ORIENTED. AFTER FLYING AROUND FOR SOM							
URIENIED. AFTER FLYING ARUUND FUR SOM				AND UN A R	UAD. DURIN	a 186	
	OFT AND THE LEFT WING A						
DING ROLL A GUST OF WIND CAUGHT THE A	CFT AND THE LEFT WING (-

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File No 106	7 3/11/84	SMITHVILLE,TX	A/C Reg.	No. N9460L	Time (Lc1) -	1820 CST
Occurrence #1 Phase of Operation		TER WITH WEATHER				
	N ADVERSE WEATHER	PILOT IN COMMAND - INTENTIONAL - PILOT - EXCESSIVE - PILOT IN				
4. LIGHT CONDITION 5. BECAME LOST/DI	- DARK NIGHT	- EXCESSIVE - PILOT IN				· · ·
Occurrence #2 Phase of Operation		- ON GROUND				
Finding(s) 6. PRECAUTIONARY LA 7. WEATHER CONDITIO 8. COMPENSATION FOR	N - GUSTS	- PILOT IN COMMAND - INADEQUATE - PILOT II	N COMMAND			
Occurrence #3 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT				
Finding(s) 9. OBJECT - FENCE						
Probable Cause						
The National Transpor is/are finding(s) 1,2	-	rd determines that the	Probable Cause(s) of this accide	ent	

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		craft Damage		Iniu	ries	
		STROYED	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	e Cr	ew O	0		0
Flight Conducted Under -14 CFR 91	NOM	NE Pa	ss O	0	1	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 150G		- CONTINENTAL 0-200-		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines			tall Warni	ng System	- YES
Max Gross Wt - 1600 No. of Seats - 2		- RECIPROCATING-CARB	URETUR			
No. of Seats - 2	Rated Power	- 100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	bint	OFF AI	RPORT/STRI	Р	
Method - N/A Completeness - N/A	BISHOP,TX Destination		Airport D	. . .		
Basic Weather - VMC	LOCAL		Airport D	ala		
Wind Dir/Speed- 150/005 KTS	EUCAL		Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONF		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg				·	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 54	Medical Certifi			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fl	ight Time (H			:
PRIVATE	Current - YES	S Total -	700		4 Hrs -	1
SE LAND	Months Since - 0	Make/Model- 150 Instrument-	700	Last 3	O Days- UN	
	Aircraft Type - C-	150 Instrument-	5	Last 9	0 Days-	20
Instrument Rating(s) - NONE						
·····						
Narrative .E FLYING OVER A WATER BASIN THE PLT AND P						

File No 1065 3/11/84 KING	SVILLE, TX	A/C Reg. No. N3337J	Time (Lc1) - 1045 CST
Occurrence #1 IN FLIGHT COLLISION WI Phase of Operation CRUISE	TH TERRAIN		
inding(s) 1. WEATHER CONDITION - TURBULENCE 2. ALTITUDE - NOT MAINTAINED - PILOT IN	COMMAND		
2. ALTITUDE NOT MAINTAINED - PILOT IN		n georgia. Alan	
ccurrence #2 IN FLIGHT COLLISION WI hase of Operation DESCENT - UNCONTROLLED			
inding(s) 3. TERRAIN CONDITION - WATER,GLASSY			
Probable Cause			
The National Transportation Safety Board det is/are finding(s) 2	ermines that the Pro	bable Cause(s) of this accid	ent
actor(s) relating to this accident is/are f	inding(s) 1		
	ta da serie da serie Serie da serie da ser		
			an a

Brief of Accident

File No 1075 3/12/84 STAM	FORD,TX A/C Re	A/C Reg. No. N6794E			- 1750 CST	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION) Aircraft SUBSTAN Fire NONE	ITIAL Crew	Fatal O O	Inju Serious O O	Minor O	None 1 O
	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	OMING 0-320-H2AD	ELT S TOR	Installed// tall Warnin	Activated ng System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point STAMFORD,TX Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	ON AIR Airport D ARLEDG Runway Runway Runway	ata	- 3200/ - ASPHALT	60
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE -Narrative E ACFT TOUCHED DOWN NOSE WHEEL 1ST ON THE EFACE, DIRECTIONAL CONTROL WAS LOST & THE SE WHEEL DUG INTO THE MUD CAUSING THE ACFT	Biennial Flight Review Current - YES Months Since - 17 Aircraft Type - UNK/NR 3200 FT X 60 FT ASPHALT RWY. ACFT WENT OFF THE RIGHT SIDE	Total - Make/Model- Instrument- AS THE PLT ATTEMP1	nt Time (H 70 10 1 	ours) Last 2 Last 3 Last 9 	4 Hrs - O Days- UN O Days- ON THE	1

File No 1075	5 3/12/84	STAMFORD, TX	A/C Reg. No. N6794E	Time (Lc1) - 1750 CST
Occurrence #1 Phase of Operation				
inding(s) 1. FLARE - IMPROPER 2. IMPROPER USE 3. DIRECTIONAL CONTR	OF PROCEDURE, LACK	OF RECENT TOTAL E	XPERIENCE - PILOT IN COMMAND AND	
Occurrence #2 Phase of Operation				
Finding(s) 4. TERRAIN CONDITION	N - SOFT			
Probable Cause			· · · · · · · · · · · · · · · · · · ·	······································

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da	mage		Inju	uries	
		SUBSTANTIA	L	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	-	1	0	0
ircraft Information							
Make/Model - CESSNA 172P			NG 0-320-02J			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engir				Stall Warn	ing System	- YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type Rated Power		OCATING-CARBUR HP				
invironment/Operations Information							
leather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu	re Point		ON AIF	RPORT		
Method - UNK/NR	DALLAS, TX						
Completeness - UNK/NR	Destination			Airport [
Basic Weather - IMC Wind Dir/Speed- 110/004 KTS	HOUSTON, TX			-	N INTERNA	- 08	
Visibility - UNK/NR	ATC/Airspace		-		/ Ident	- 9400/	150
Lowest Sky/Clouds - PART OBS	Type of Flig	nt Plan - VE	D			- CONCRETE	
Lowest Ceiling - OBSCURED	Type of Clear				/ Status		
Obstructions to Vision- FOG	Type Apch/Lnd		S-COMPLETE	indimita j	Status		
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	5					
Condition of Light - NIGHT(DARK)							
Personnel Information Pilot-In-Command	1	Maa					17.7
Certificate(s)/Rating(s)	Age - 30 Biennial Flight Rev		lical Certifica	ht Time (H		WAIVERS/LIM	17.1
PRIVATE	Current		Total -			24 Hrs -	- 5
SELAND	Months Since		Make/Model-	13		30 Days- UN	
			Instrument-	3	Last	90 Days-	13
		,					
and the second	and the second sec						
Instrument Rating(s) - NONE							
Jarrative							
ION-INSTRUMENT RATED PLT DEPARTED DALLA	S, TX, AND WAS ON A VI	FR FLIGHT PL	AN TO HOUSTON	GULF PORT	ARPT. UNA	BLE TO LAND)
E DUE TO WX, THE PLT REQUESTED ATC VECT							
APCH TO RWY O8. THE PLT FLEW THE ILS AP	CH WITHOUT THE APCH C	HARTS & CRAS	HED PAST THE E	ND OF THE	RWY DURIN	G THE	
IPTED MISSED APCH.							
• • • • • • • • • • • • • • • • • • • •							

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File No. - 1099 3/14/84 HOUSTON, TX A/C Reg. No. N54647 Time (Lc1) - 0023 CST ------IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation DESCENT Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - OBSCURATION 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS 5. LIGHT CONDITION - DARK NIGHT 6. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 7. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND 8. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 9. RADAR ASSISTANCE TO VFR AIRCRAFT - INADEQUATE - PILOT IN COMMAND ______ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 10. IFR PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND 11. MISSED APPROACH - DELAYED - PILOT, IN COMMAND _________ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident $\frac{1}{2}$

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7,9,10

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/		Aircraft D	amago		Injur	ies	
Type operating der till date Nowe (denek)		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		Fire 4	, Cri		0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pa		õ	Ó	õ
Accident Occurred During -LANDING					-	-	-
Aircraft Information							
Make/Mode1 - ROBERT MCDONNELL KR-2			WAGEN 1678CC		Installed/A		
Landing Gear - TAILWHEEL-RETRACTABLE N					tall Warnir	ng System	- YES
Max Gross Wt - UNK/NR			ROCATING-CARB	URETOR			
No. of Seats - 2	Rated Power	- 5	50 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIF	0	
Method - N/A	KERRVILLE, T	X					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			-	• • •		
Wind Dir/Speed- CALM	470 /4 /					- N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh				Lth/Wid - Surface -	• .	
	Type of Fingr					- N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE			ORCED LANDING		Status	- N/ A	
Precipitation - NONE	Type Apen/Enc	ig - r	ORCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Aae - 33	Me	edical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	F1	iaht Time (H	ours)	· · · · · · · · · · · · · · · · · · ·	
PRIVATE	Current - Months Since -	YES	Total -	864	Last 24	4 Hrs -	3
SE LAND	Months Since -	23	Make/Model-	2	Last 30) Days- UN	IK/NR
	Current - Months Since - Aircraft Type -	UNK/NR	Instrument-	89	Last 90	Days-	52
Instrument Rating(s) - AIRPLANE							
-Narrative							
DRDING TO THE PLT/BUILDER OF THE HOME BUIL FINUED AND INITIAL CLIMB WAS POOR. A DOWN)
TRIP OF TAPE ON TOP OF THE RIGHT WING COM							
WAS NOT ABLE TO MAINTAIN ALT AND IN LOOK							
REST IN A FIELD. THE PLT BLAMED THE ACCIDI							

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File No 101	2 3/20/84 KERRVILLE,TX	A/C Reg. No. N125RM	Time (Lc1) - 1845 CST
	LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF TAKEOFF - INITIAL CLIMB		
1. UNDETERMINED 2. ABORTED TAKEOFF 3. AIRCRAFT PERFORM			
ccurrence #2	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTI TAKEOFF - INITIAL CLIMB		
ccurrence #3 hase of Operation			
	E - NOT POSSIBLE - PILOT IN COMMAND OF PROCEDURE,DIVERTED ATTENTION - PILOT IN	COMMAND	
ccurrence #4 hase of Operation	IN FLIGHT COLLISION WITH OBJECT Landing		
	E - NOT POSSIBLE - PILOT IN COMMAND OF PROCEDURE,DIVERTED ATTENTION - PILOT IN	COMMAND	
hase of Operation	IN FLIGHT COLLISION WITH TERRAIN LANDING		
Probable Cause			
he National Transpor s/are finding(s) 1,2	tation Safety Board determines that the Prob ,3,5,7,8,10	able Cause(s) of this acc	Ident
actor(s) relating to	this accident is/are finding(s) 4,6,9,11		

Brief of Accident

File No 1103 3/25/84 BR	YAN, TX	A/C Reg. No. N6494K			Time (Lcl) - 1955 CST				
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Dama DESTROYED			e Injuries Fatal Serious Minc			or None			
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	Ō	Ō	0	1		
Aircraft Information Make/Model - CESSNA 150M	Eng Make		NENTAL 0-200-A		Installed/A	otivotod			
Landing Gear - TRICYCLE-FIXED			NENTAL U-200-A		tall Warnin				
Max Gross Wt - 1600		0	ROCATING-CARBURE		carr warnin	ig Jystem	125		
No. of Seats - 2		ver - 10							
Environment/Operations Information									
Weather Data	Itinerary			Airport Proximity					
Wx Briefing - FSS Method - UNK/NR		Last Departure Point			OFF AIRPORT/STRIP				
		DUNCAN, OK			Advant Date				
Completeness - UNK/NR Basic Weather - VMC		Destination SAME AS ACC/INC			Airport Data				
Wind Dir/Speed- 190/006 KTS	SAME AS	ACC/INC		Bunner	Ident -	N/A			
Visibility - 7.0 SM	ATC/Airspace					N/A			
Lowest Sky/Clouds - UNK/NR			ED	Runway Lth/Wid - N/A Runway Surface - N/A					
Lowest Ceiling - 22000 FT B		Type of Flight Plan - VFR Type of Clearance - VFR			Runway Status - N/A				
Obstructions to Vision- NONE		Lndg - F		Kullway	Status	19/ 6			
Precipitation - NONE		Lindg i	DROED EANDING						
Condition of Light - NIGHT(DARK									
Personnel Information									
Pilot-In-Command	Age - 22	Me	dical Certificat	e - VALID		IVERS/LI	TIN		
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Fligh	t Time (H			-		
	Current	- YES	Iotai -	81	Last 24		3		
SE LAND	Months Since		Make/Model-	33	Last 30	Days- U			
	Aircraft lyp	DE - UNK/NR	Instrument-	3	Last 90) Days-	19		
Instrument Rating(s) - NONE									

----Narrative----

THE ENG LOST POWER FROM FUEL EXHAUSTION BEFORE THE PLT REACHED HIS FINAL DESTINATION. DURING A SUBSEQUENT EMERGENCY LANDING AT NIGHT THE ACFT COLLIDED WITH A FENCE AS IT WAS TOUCHING DOWN. THE PLT STATED THAT HE ESTIMATED THERE WAS 1.5 GALS OF USABLE FUEL ON BOARD WHEN THE ENG STOPPED & THAT THE FUEL GAGES INDICATED THAT THERE WAS ABOUT THAT MUCH REMAINING. THE PLT BELIEVED THAT USE OF THE SHOULDER HARNESSES SPARED HIM & THE PASSENGER FROM INJURY. IN HIS WRITTEN STATEMENT, THE PLT RELATED THAT AN INTERMEDIATE STOP FOR FUEL WOULD HAVE COST "TOO MUCH IN TIME & MONEY" & HE SAW NO REASON TO TERMINATE THE FLT. HE OVERFLEW SEVERAL SUITABLE REFUELING POINTS IN ORDER TO REACH HIS DESTINATION NON-STOP.

File No. - 1103 3/25/84 BRYAN, TX A/C Reg. No. N6494K Time (Lc1) - 1955 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 2. FLUID, FUEL - LOW LEVEL 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 4. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 6. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND 7. FLUID, FUEL - EXHAUSTION _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LIGHT CONDITION - DARK NIGHT 9. OBJECT - FENCE _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,6,7

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

Brief of Accident

Type Operating Certificate-NONE (GENERA		ft Damage	_		ijuries				
Type of Operation -PERSONAL	SUBST Fire	ANTIAL	Fat Crew	al Seriou 0 0		None 1			
Flight Conducted Under -14 CFR 91	NONE			o o	ŏ	ò			
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - CESSNA 182J	Eng Make/Model - C			ELT Installe					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800	Number Engines -			Stall war	ning System	- YES			
No. of Seats - 4		Engine Type - RECIPROCATING-CARBURE Rated Power - 230 HP			LIUK				
Environment/Operations Information									
Weather Data	Itinerary			ort Proximit	:y				
Wx Briefing - NO RECORD OF BRIEFING		t	ON	AIRPORT					
Method - N/A	STEPHENVILLE, TX								
Completeness - N/A	Destination		•	rt Data					
Basic Weather - VMC	WEATHERFORD, TX			RKER COUNTY	- 35				
Wind Dir/Speed- 210/010 KTS Visibility - 7.0 SM	ATC/Airspace			nway Ident nway Lth/Wic		40			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			nway Surface					
Lowest Ceiling - NONE	Type of Clearance			nway Status					
Obstructions to Vision- NONE	Type Apch/Lndg		. Ku	nay status	BRI				
Precipitation - NONE	Type Apolly Ellag								
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 48 Biennial Flight Review	Medical Certi			-WAIVERS/LI	MIT			
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Tim	e (Hours)					
PRIVATE	Current - YES Months Since - 4 Aircraft Type - UNK/N	Total	- 285	Last	24 Hrs -				
SE LAND	Months Since - 4	Make/Mode	91- 51	Last	: 30 Days- U : 90 Days-				
	Aircraft Type - UNK/N	R Instrumer	it- 0	Last	90 Days-	/			
Instrument Rating(s) - NONE									

TO 20 KTS.

File No. - 1072 3/26/84 A/C Reg. No. N2689F WEATHERFORD, TX Time (Lc1) - 1700 CST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 2. FLUID, HYDRAULIC - LACK OF 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 6. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 7. WEATHER CONDITION - TAILWIND Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

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

.

Brief of Accident

File No 1074 3/26/84 PEARLAN	ND,TX A/C Reg	A/C Reg. No. N8222S Time (Lc1) - 1415 CST				
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR.91 Accident Occurred During -LANDING	AVIATION) Aircraft SUBSTANT Fire NONE		Fatal O O	Injuri Serious O O	es Minor O O	None 1 O
Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 .	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	St: TOR	nstalled/Ac all Warning) System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 160/015 KTS Visibility - 12.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NONE	Airport Da PEARLAN Runway Runway Runway	PORT/STRIP ta	N/A	
Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 64 M Biennial Flight Review Current - NO Months Since - 48 Aircraft Type - UNK/NR	edical Certificat Fligh Total - Make/Model- Instrument- Multi-Eng -	t Time (Ho 5109		Days- UN	1 K/NR 2
Instrument Rating(s) - NONE						
Narrative JRING TAKEOFF, THE ENGINE LOST POWER AT ABOUT MERGENCY LANDING IN A FIELD 1/2 MILE FROM THE HAT WOULD ACCOUNT FOR THE POWER LOSS.		ER TEST RUN AND N		ONS NOTED		
and the set of the set						
	and the second					

File No. - 1074 3/26/84 PEARLAND, TX A/C Reg. No. N8222S Time (Lc1) - 1415 CST Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - FENCE Occurrence #4 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

Brief of Accident

File No 1010 3/27/84 HASK	LL,TX A/C Reg. No. N8194E			Time (Lc1) - 1345 CST					
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	ATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0 0	1 0		
-Aircraft Information Make/Model - PIPER PA-32-301T Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 7	Number E	/Model - LYCOMI ngines - 1 ype - RECIP- wer - 300	FUEL INJECTED		Installed/A tall Warnir				
Environment/Operations Information									
Weather Data	Itinerary			Airport Proximity ON AIRPORT					
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point			UN AIR	PURI				
Completeness - FULL	ALTUS,OK Destination			Ainmont D	a+a				
Basic Weather - VMC	SAME AS ACC/INC			Airport Data HASKELL					
Wind Dir/Speed- 270/030 KTS	SAME AS ACC/INC					- 27			
Visibility - 6.0 SM	ATC/Airspace						40		
	CATTERED Type of Flight Plan - NONE			Runway Lth/Wid - 1600/ 40 Runway Surface - GRASS/TURF					
Lowest Ceiling - NONE		learance - NO				- WET			
Obstructions to Vision- DUST			AFFIC PATTERN	(Carried)	010100				
Precipitation - RAIN	., , , , , , , , , , , , , , , , , , ,	, Ç	LL STOP						
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 31	Med	ical Certificat	e – VALID	MEDICAL-W/	AIVERS/LIMI	T		
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H	lours)				
PRIVATE	Current		Total -			1 Hrs -	2		
SE LAND		e - 5) Days- UNK	(/NR		
	Aircraft Tv	pe – UNK/NR	Instrument-	0	Last 90	Davs-	20		

Instrument Rating(s) - NONE

----Narrative----

THE PLT RECEIVED A WX BRIEFING AND SAID, "TODAY WAS NOT THE DAY TO GO", BUT LATER WENT. EN ROUTE WEATHER ENCOURAGED HIM TO LAND AT AN ARPT WITH A 1600 FT RWY WITH WINDS OF 30 KTS GUSTING TO 50 KTS, ACCORDING TO A WITNESS. THE PLT LANDED WITH NO FLAPS AND TOUCHED DOWN ABOUT 1/2 WAY DOWN THE RWY WITH EXCESSIVE AIRSPEED. THE ACFT BOUNCED AND SKIDDED UNTIL IT WENT OFF THE RWYS END INTO A DITCH. THE NOSE AND RIGHT MAIN GEAR COLLAPSED DURING THE ACCIDENT.

Time (Lc1) - 1345 CST File No. - 1010 3/27/84 HASKELL.TX A/C Reg. No. N8194E _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - RAIN 2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND 3. IMPROPER USE OF FACILITY, SELF-INDUCED PRESSURE - PILOT IN COMMAND 4. WEATHER CONDITION - TURBULENCE 5. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND 6. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND _____ Occurrence #2 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH 8. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 9. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - COPILOT 10. AIRSPEED - IMPROPER - PILOT IN COMMAND 11. DISTANCE - MISJUDGED - PILOT IN COMMAND 12. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,8,9,10,11,12

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

Brief of Accident

File No 1109 3/29/84 NEW B	DSTON, TX	A/C Reg. No. N1	1273	Time (Lc1) - 0200 CST				
Basic Information Type Operating Certificate-NONE (GENERAL	AL AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor N				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	ire NONE	Crew Pass	0	0 0		1 1	
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activa Number Engines - 1 Stall Warning Sys Engine Type - RECIPROCATING-CARBURETOR Rated Power - 100 HP							
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure LONGVIEW.TX	e Point			Proximity RPORT/STRIF	•		
Completeness - N/A Basic Weather - VMC	Destination TEXARK,TX			Airport D	ata			
Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Type of Cleara		ANDING	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A		
Personnel Information Pilot-In-Command	Age - 25		Certificat					
Certificate(s)/Rating(s) NONE	Biennial Flight Revi Current -	N/A Total		t Time (H 40	Last 24	Hrs -	3	
	Months Since - Aircraft Type -	N/A Make/	Model-	40 0	Last 30 Last 90		3 3	

Instrument Rating(s) - NONE

----Narrative----

THE NON-RATED PLT/OWNER WAS FLYING AT NIGHT WHEN HE NOTICED THAT THE FUEL QUANITY WAS LOW. ABOUT 15 MINS LATER, THE ENG LOST POWER FROM FUEL EXHAUSTION. DURING AN EMERGENCY NIGHT LANDING, THE ACFT STRUCK SEVERAL TREE STUMPS & WAS DAMAGED. POLICE OFFICERS REPORTED FINDING SEVERAL EMPTY & FULL CANS OF BEER & A STRONG ODOR OF ALCOHOLIC BEVERAGE IN THE CABIN OF THE ACFT. DURING QUESTIONING, THE POLICE NOTICED THAT THE 2 OCCUPANTS APPEARED TO BE SLIGHTLY INTOXICATED. ALSO, A CONVENIENCE STORE EMPLOYEE NOTED THE SMELL OF ALCOHOL WHILE THE 2 OCCUPANTS WAS IN THE STORE. THE OWNER/PLT HAD PREVIOUSLY HAD A STUDENT LICENSE, BUT HAD NO CURRENT LICENSE OR MEDICAL CERTIFICATE.

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File No 11	09 3/29/84 NEW BOSTON,TX A/C Reg. No. N11273 Time (Lc1) - 0200 CST
Phase of Operation	
2. IMPROPER US 3. IN-FLIGHT PLANN	CTIVES - NOT FOLLOWED - PILOT IN COMMAND E OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND ING/DECISION - IMPROPER - PILOT IN COMMAND NADEQUATE - PILOT IN COMMAND
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL
Finding(s) 6. LIGHT CONDITION	- DARK NIGHT
Probable Cause	
The National Transpo is/are finding(s) 3,	rtation Safety Board determines that the Probable Cause(s) of this accident 4,5

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

 \sim

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraf	t Damage		Inju	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -FERRY	Fire	Cre	ew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s Ó	O ¹	0	O
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 402B	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			Stall Warni	ng System	- YES
Max Gross Wt - 6300		CIP-FUEL INJECTED	D ₂			
No. of Seats - 10	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - COMPANY	Last Departure Point		ON AI	RPORT		
Method - IN PERSON	ROSWELL, NM					
Completeness - WEATHER NOT PERTINENT			Airport [
Basic Weather - VMC	SAME AS ACC/INC			SO INTL.	000	
Wind Dir/Speed- 210/015 KTS Visibility - 7.0 SM	ATC/Airspace			/ Ident / Lth/Wid	- 26R	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface		75
Lowest Ceiling - NONE	Type of Clearance	- VER			- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		Status	UNI	
Precipitation - NONE	, jpo po, zag	FULL STOP	•			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 28		cate - VALI	MEDICAL-N	O WAIVERS,	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (I	Hours)		
ATP	Current - YES	Total -			4 Hrs -	6
SE LAND, ME LAND	Months Since - 12	Make/Mode1-			0 Days-	80
	Aircraft Type - UNK/NR	Instrument-		Last 9	0 Days-	251
		Multi-Eng -	360			
Instrument Rating(s) - AIRPLANE		•				
·						
Narrative						

File No. - 1056 3/30/84 EL PASO,TX A/C Reg. No. N5039Q Time (Lc1) - 1315 MST AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation APPROACH Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - JAMMED 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----

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

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

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Brief of Accident

-Basic Information							•
Type Operating Certificate-NONE (GE	ENERAL AVIATION)	Aircraft Da		Fatal	Injur		Nana
Type of Operation -PERSONAL		SUBSTANTI Fire	Crev		Serious 0		None 1
Flight Conducted Under -14 CFR 9		NONE	Pas		ŏ	ŏ	ò
Accident Occurred During -LANDING					-	-	_
-Aircraft Information							
Make/Model - OWEN ROBERT R QUICH			AGEN VW2100T				
Landing Gear - TAILWHEEL-ALL FIXE					tall Warnir	ng System –	- YES
Max Gross Wt - UNK/NR	Engine lyp	De - RECIPH	COCATING-CARBU	RETOR			
No. of Seats - 2	Rated Powe	er - UNK/NF	< 				
-Environment/Operations Information							
Weather Data	Itinerary	been Defent			Proximity	`	
Wx Briefing - UNK/NR Method - UNK/NR	Last Depart DENTON.T			UFF AI	RPORT/STRIF	,	
Completeness - WEATHER NOT PERTI	•			Airport D	ata		
Basic Weather - VMC	LOCAL			Anport b	ata		
Wind Dir/Speed- 040/008 KTS	EUGAL			Runwav	Ident -	- N/A	
Visibility - 4 000 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Fl	ight Plan - NG	DNE		Surface -		
Lowest Ceiling - 2300 FT				Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/I	_ndg - F(DRCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							-
-Personnel Information					-		
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight B	Med	lical Certifica	ate - UNK/N	к К		
UNK/NR	Guppont		Total - I	UNIC THE (T	lact 2/	4 Hrs - UNA	
UNR/ NR	Months Since		Make/Model- I		Last 30) Days- UN	
	Aircraft Type		Make/Model- Instrument-		Last 90) Davs- UN	
			Multi-Eng - U	UNK/NR		aft - UN	
			-				
Instrument Rating(s) - NONE							
-Narrative				-			
PLT REPORTED THAT HE HAD A LOSS OR PO	WER & THE ACFT FLIPPE	OVER DURING	AN EMERGENCY	LANDING IN	A WHEAT FIE	ELD. THE	
T OWNER STATED THE LOSS OF POWER WAS I	RECAUSE OF FUEL MISMAN	AGEMENT.					

A/C Reg. No. N419Q Time (Lc1) - 1600 CST File No. - 1073 3/31/84 PONDER.TX Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ ------Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - CROP 4. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,2

Brief of Accident

File No 1100 4/01/84 FORT WORTH,TX		g. No. N26336	Time (Lc1) - 0950 CST				
Basic Information Type Operating Certificate-NONE (GENERAL AV	/IATION) Aircraft SUBSTAN	0	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0 0	1 0	
Aircraft Information Make/Model - AERONCA 7BCM Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	TINENTAL C-85-8FJ IPROCATING-CARBURE 85 HP	S.	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 5000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	ON AIR Airport Di SYCAMO Runway Runway Runway	ata RE Ident - Lth/Wid - Surface -		25	
· · · · · · · · · · · · · · · · · ·	ennial Flight Review	Total - Make/Model-	nt Time (He 665	ours) Last 24 Last 30) WAIVERS/ Hrs -) Days- UN) Days-	1 IK/NR	

Instrument Rating(s) - NONE

----Narrative----

THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT DURING LANDING ROLL & COLLIDED WITH 2 PARKED ACFT. THE PILOT STATED THAT IMMEDIATELY UPON RUNWAY CONTACT THE ACFT VEERED TO THE RIGHT TOWARD THE PARKED ACFT. HE APPLIED HALF THROTTLE & FULL LEFT RUDDER. DIRECTIONAL CONTROL WAS NOT REGAINED & THE THROTTLE WAS CLOSED JUST BEFORE IMPACT. POST ACCIDDENT INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS OF THE WHEEL BRAKES OR TAIL WHEEL ASSEMBLY.

File No. - 1100 4/01/84 FORT WORTH, TX A/C Reg. No. N26336 Time (Lc1) - 0950 CST _____ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

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Brief of Accident

Type Operating Certificate-NONE (GENER/	AL AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Cre Pas	w O	0		0 0
-Aircraft Information Make/Model - BEECH B35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBU	5		Activated ng System	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Point FORT WORTH,TX Destination			Proximity IRPORT/STRI	P	
Basic Weather - VMC Wind Dir/Speed- 290/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway Runway		- N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 61 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Fli Total -	ght Time (H 31500 1200 11500	Hours) Last 2 Last 3	24 Hrs - 30 Days- UN 30 Days-	K/NR
Instrument Rating(s) - AIRPLANE						

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File No 11	02 4/05/84 NDCONA,TX	A/C Reg. No. N8843A	Time (Lc1) - 0848 CST
	LOSS OF POWER(TOTAL) - NON-MECHANICAL APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. FLUID,FUEL - WA 2. AIRCRAFT PREF	TER LIGHT - INADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT LANDING		
Finding(s) 3. OBJECT - TREE(S)		
Probable Cause			· · · · · · · · · · · · · · · · · · ·

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

Brief of Accident

File No 1085 4/11/84 BEAU	MONT,TX A/C Reg. No. N99	978	Time (Lc1) - 0815 CST				
-Basic Information Type Operating Certificate-AGRICULTURA	DESTROYED	Fatal	Injur [.] Serious		None		
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	ICATION Fire NONE	Crew O Pass O	0 0	0	1 0		
-Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Eng Make/Model - P&W R-1340-At Number Engines - 1 Engine Type - RECIPROCATING Rated Power - 600 HP		T Installed/Ac Stall Warning				
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary G Last Departure Point BEAUMONT.TX		t Proximity AIRPORT/STRIP				
Completeness - N⁄A Basic Weather - VMC	Destination LOCAL	Airport	Data				
Wind Dir/Speed- 235/005 KTS Visibility - 7.0 SM	ATC/Airspace	Runw	ay Lth/Wid -				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE		ay Surface - ay Status -				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Medical Co Biennial Flight Review	ertificate - VAL Flight Time		WAIVERS/	LIMIT		
COMMERCIAL SE LAND	Current - YES Total Months Since - 11 Make/		Last 24 Last 30	Days- UN	4 K/NR 60		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT STALLED DURING A TURN AROUND BETWEEN SWATH RUNS. THE PILOT STATED THAT HE WAS UNABLE TO RECOVER BECAUSE THERE WAS NOT SUFFICIENT ALT.

File No 108	35 4/11/84 BEAUMONT,TX	A/C Reg. No. N9978	Time (Lc1) - 0815 CST
	LOSS OF CONTROL - IN FLIGHT MANEUVERING - AERIAL APPLICATION		
	NOT MAINTAINED - PILOT IN COMMAND ENT - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 3. TERRAIN CONDITIO			
Occurrence #3 Phase of Operation	OTHER		
Probable Cause			

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

Brief of Accident

-Basic Information						
Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Cr	rew O ass O	1	0 0	0 0
Accident Occurred During -LANDING						
-Aircraft Information Make/Model - BEECH 95-B55 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 6	Number Engines - Engine Type -	CONTINENTAL 10-470 2 RECIP-FUEL INJECTE 260 HP		Installed/4 Stall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/025 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi STEPHENVILLE.TX Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	ON AI Airport GRANB Runwa Runwa Runwa	Data URY MUNI. y Ident y Lth/Wid y Surface	- 14 - 3600/ - ASPHALT - DRY	60
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 53 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total ·	light Time (- 816 - 35 - 8	Hours) Last 24	4 Hrs - D Days-	4IT 5 5 9
Instrument Rating(s) - NONE						

OBSERVED IT PORPOISING DOWN THE LAST THIRD OF THE RWY AT HIGH SPEED. HE REPORTED THAT THE PLT LOCKED THE BRAKES ABOUT 500 FT FROM THE END OF THE RWY. THE ACFT CONTINUED OFF THE END OF THE RWY & WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH THE OPPOSITE SIDE OF A WIDE DITCH. THE WITNESS ESTIMATED THAT THE WIND WAS FROM THE NORTHWEST AT 25 GUSTING 30 KTS. THE PLT HAD BEEN FLYING FOR MANY YEARS, BUT HAD ONLY A STUDENT CERTIFICATE. HE WAS NOT ENDORSED FOR SOLO X-COUNTRY FLT.

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Time (Lc1) - 1225 CST File No. - 1101 4/15/84 GRANBURY, TX A/C Reg. No. N3050 Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, QUALIFICATION - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. WEATHER CONDITION - TAILWIND 5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND 6. 7. DISTANCE - MISJUDGED - PILOT IN COMMAND 8. AIRSPEED - MISJUDGED - PILOT IN COMMAND 9. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 10. TERRAIN CONDITION - DITCH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8,9

Factor(s) relating to this accident is/are finding(s) 3,4,6,10

Brief of Accident

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Danage Injuries SUBSTANTIAL Fatal Serious Minor None SUBSTANTIAL Fatal Serious Minor None Pilght Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING -NONE Pass 0 0 0 0 Accident Occurred During -LANDING -NONE Pass 0 0 0 0 Accident Occurred During -LANDING -NONE Pass 0 0 0 0 Accident Occurred During -LANDING -NONE -Aircraft Information Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - NO -N/ Make/Model - CONTINENTAL A-65-8 Stall Warning System - VES - No. of Seats - 1 Reted Power - 65 HP	Basic Information		Demose		toj	unien	
Type of Operation -PERSONAL Fire Crew 0 1 0 0 Hight Conducted Under 1 4 CFR 91 NONE Pass 0 0 0 Accident Occurred During -LANDING NONE Pass 0 0 0 0 Accident Occurred During -LANDING Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - NO -N/ Addodel - MONEY M-18C Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - NO -N/ Max Gross Wt - 850 Stall Warning System - YES Nonber Engines - 1 Stall Warning System - YES Max Gross Wt - 850 Itinerary Airport Proximity VES Vesather N/A LockHART, TX On AIRPORT NonWay Ident - 35 Fining Thomation N/A LockHART, TX Runway Ident - 35 Visibility - 350 - 400000 Basic Weather VMC LockHART, TX Runway Ident - 3200/ 60 Lowest Sky/Clouds CLEAR Type of Flight Plan - NONE Runway Lth/Wid - 3200/ 60 Lowest Sky/Clouds	Type operating centricate-none (deneral			Fatal			None
Filight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During LANDING - Accident Occurred During LANDING Aciccaft Information Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - N0 -W/ Landing Gear - RICYCLE-RETRACTABLE Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - N0 -W/ Max Gross Wt - 850 O O O O Max Gross Wt - 850 Destineres - 1 Stall Warning System - YES Funironment/Operations Information Washiering - Airport Proximity Mirport Proximity Ws Briering - NONE Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - NONE Type of Flight Plan - NONE Runway Ident - 35 350/ 60 Visibility - 15.0 SM ATC/Airspace Runway Status - DRY Obstructions to Vision-NONE Type of Flight Plan - NONE Runway Status - DRY OP Condition of Light DAVLIGHT Discord - 28	Type of Operation -PERSONAL						
Accident Occurred During -LANDING -Aircraft Information Make/Model - MONEY M-18C Eng Make/Model - CONTINENTAL A-85-8 ELT Installed/Activated - NO -M/ Make/Model - 850 Number Engines - 1 Stall Warning System - YES Maxe/Moss Wt - 850 B50 Number Engines - 1 Stall Warning System - YES No. of Seats - 1 Number Engines - 1 Stall Warning System - YES -Fuvinonment/Operations Information Weather Data Itinerary Airport Proximity Ws Briefing - ND RECORD OF BRIEFING Last Departure Point ON AIRPORT Completeness - N/A Destination LOCKHART MUNICIPAL Wind Dir/Speed - 360/008 KTS UCOKHART TAC Runway Ident - 35 Visibility - 15.0 SM Aircorate Type of Flight Plan - NONE Runway Lth/Wid - 3200/ 60 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Condition of Light - DAVLIGHT Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Printort-Airset UNK/NR Personnel Information PES Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review	• ••					-	-
-Aircraft Information Make/Model - MONEY M-18C Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated - NO -N/ Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Mo. of Seats - 1 Rated Power - 65 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point DN AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC LOCAL LOCAL RUNAW JUNCTPAL Wind Dir/Speed - 360/008 KTS Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 320/ 60 Lowest Ceiling - NONE Type of Flight Plan - NONE RUnway Status - DRY Dostrotomand On NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type of Clearance - NONE RUnway Status - DRY Precipitation - NONE Type A Redical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 211 Last 24 Hrs - UMK/NR Aircraft Type - VMK/NR Instrument - 4 Last 90 Days - 24 Instrument Rating(s) - NONE PLT RELATED THAT THE ACFT WAS NOT PERFORMING WELL FROM THE INITIAL TAKEOFF ROLL. SINCE HE HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE YED IN THE TAFFIC PATTERN & MARDE AT OUCH-8-GO LAND. HE HOW FOR AN INMEDIAL HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE YED IN THE RAFFIC PATTERN & ADE AT TOUCH-8-GO LAND. HE DID NOT USE THE CARB HEAT SINCE HE HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE YED IN THE RAFFIC PATTERN & ADE AT TOUCH-8-GO LAND. HE DID NOT USE THE CARB HEAT SIN		· · · ·		-	-	-	-
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 850 Engine Type - RECIPROCATING-CARBURETOR. No. of Seats - 1 Linerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Wethod - N/A LOCKHART,TX Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL LOCAL LOCKHART MUNICIPAL Wind Dir/Speed-360/008 KTS LOCKLART MUNICIPAL Wind Dir/Speed-360/008 KTS Runway Ident - 35 Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3200/ 60 Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pflot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Current - YES Total - 211 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument - 4 Last 90 Days - 24 Instrument Rating(s) - NONE Narrative PIT RELATED THAT THE ACFT WAS NOT PERFORMING WELL FROM THE INITIAL TAKEOFF RDLL. SINCE HE HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE VED IN THE RAFFIC PATTERN & MADE A TOUCH-&-GO LANDING. HE DOI DOT USE THE CARB HEAT SINCE HE HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT HE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE VED IN THE RAFFIC PATTERN & MADE A TOUCH-&-GO LANDING. HE DOI DOT USE THE CARB HEAT SINCE HE HOUGHT HE ALR NOT CONDUCIVE TO CARB ICE. AFTER THE TOUCH-&-GO, THE ENG WAS EVEN MORE SLUGGISH. ON DOWNWIND, HE NOTICED AN ICATION D' ZERO	-Aircraft Information						
Max Gröss Wt - 850 Engine Type - - RECLPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 65 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Gompleteness - N/A Destination Airport Data Basic Weather - Visibility - 15.0 So (Oo8 KTS Wind Dir/Speed - 360/008 KTS UOCKLART MUNICIPAL Runway Ident - -35 Visibility - 15.0 So (Clearance - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Runway Status - DRY Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN PRECIPICAL-WAIVERS/LIMIT Centificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PItot-In-Command Current - YES Total - 211 Last 24 Hrs - <t< td=""><td></td><td>-</td><td></td><td></td><td></td><td>•</td><td></td></t<>		-				•	
No. of Seats - 1 Rated Power - 65 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data IN ARPORT ON AIRPORT Weather Data Itinerary Airport Droximity Ws Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A DockHART,TX Information Airport Data Basic Weather - WC LOCAL DOCKHART,MX Wind Dir/Speed-360/008 KTS Runway Ident - 35 Visibility - 15.0 SM ATC/Airspace Runway Udent - 35 Lowest Ceiling - NONE Type of Flight Plan NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Ordition of Light - DAYLIGHT - Monet - Parceiticates// Autoparticates - DRY Precipitation - NONE Eleminal Flight Review Flight Time (Hours) - Parceiticates// Autopa	5	the second			tall Warr	ing Syste	m - YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - 35 Wind Dir/Speed - 360/008 KTS Runway Ident - 35 Wind Dir/Speed - 28 Runway Sufface - ASPHALT Obstructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 28 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 211 Last 24 Hrs - UNK/NR SE LAND Months Since - 10 Make/Model - 51 Last 30 Days- 24 Instrument Rating(s) - NONE -Narrative PLT RELATED THAT THE ACFT WAS NOT PERFORMING WELL FROM THE INITIAL TAKEOFF ROLL. SINCE HE HAD ONLY PREVIOUSLY WN THE ACFT IN WINTER MONTHS & THE TEMP WAS QUITE WARM, HE THOUGHT THE LACK OF PERFORMANCE WAS DUE TO THE TEMP. HE YED IN THE TRAFFIC PATTERN & MADE A TOUCH-&-GO, THE ENG WAS EVEN MORE SILUGATSH. ON DOWNWIND, HE NOTICED AN NOT CONDUCIVE TO CARB ICE. AFTER THE TOUCH-&-GO, THE ENG WAS EVEN MORE SILUGATSH. ON DOWNWIND, HE NOTICED AN TO				TOR			
Weather Data Itinenary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - WMC LOCAL Runway Ident - 35 Wind Dir/Speed-360/008 KTS CoAL Runway Ident - 35 Visibility - 15.0 SM ATC/Airspace Runway Udent - 35 Visibility - 00NE 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 - TRAFFIC PATTERN Precipitation - NONE Precipitation - NONE Current - YES Total Last 24 Hrs - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 211 Last 20 Days- 24 Instrument Rating(s) - NONE Months Since - 10 Make/Model- 51 Last 30 Days- 24 -Narrative PLT RELATED THAT THE ACFT WAS NOT PERFORMING WELL FROM THE INITIAL TAKEOFF ROLL. SINCE HE HAD ONLY PREVIOUSLY WN	No. of Seats - 1	Rated Power -	65 HP 				
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50 DEG. ACCORDING TO ICING PROBABILITY CHARTS CARB ICING WAS POSSIBLE AT OR BELOW RATED POWER. AUTOMOTIVE FUEL WAS USED.

File No 11	24 4/21/84 LOCKHART,	TX A/C Reg.	No. N4083	Time (Lcl) - 1547 CST
Occurrence #1 Phase of Operation				
	BURETOR - ICE DN - CARBURETOR ICING CONDITIO AT - NOT USED - PILOT IN COMM		·	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TE LANDING	RRAIN		
5. PROPER ALIGNMEN	NG - INITIATED - PILOT IN COM T - ATTEMPTED - PILOT IN COMM.	AND		
Probable Cause				
The National Transpo is/are finding(s) 1,	rtation Safety Board determin 3	es that the Probable Cause(s) of this accident	

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

Brief of Accident

File No 1128 5/08/84 HORIZO	ON CITY,TX A/C Reg. No. NONE			T	ime (Lcl) -	1830 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 103 Accident Occurred During -LANDING		Aircraft Damage DESTROYED Fire NONE	Crew Pass	2 0	Injur Serious O O		None O O
Aircraft Information Make/Model - MITCHELL WING T-10R263 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 750 No. of Seats - 2	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPROCAT	A446A-C2O3	ELT	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/004 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clea		LANDING	OFF AI Airport D Runway Runway Runway Runway Runway		N/A N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL ME LAND HELICOPTER	Months Since	view - UNK/NR Tota - O Maka - UNK/NR Ins	Fligh al - 1: e/Model-	t Time (H 3500 10 K/NR	lours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE ULTRALIGHT DEPARTED WEST TEXAS ARPT AT ABOUT 1700 MDT FOR A LOCAL INSTRUCTIONAL FLT WITH 2 PERSONS ON BOARD. IT WAS LAST SEEN FLYING AT ABOUT 1800 MDT A SHORT DISTANCE WEST OF THE ARPT. WHEN IT DID NOT RETURN AT 2100 MDT, THE ARPT MANAGER NOTIFIED THE LOCAL AUTHORITIES AND A SEARCH RESULTED IN THE U.S. BORDER PATROL FINDING THE ACFT WRECKAGE AT 2245 MDT. THE VEHICLE HAD CRASHED NOSE FIRST IN THE DESERT ABOUT 1 MILE FROM THE ARPT. NO FUEL WAS FOUND ON THE ACFT AND THERE WAS NO EVIDENCE OF LEAKAGE. THE ARPT MANAGER SAID THE VEHICLE WAS REFUELED A DAY BEFORE THE ACCIDENT FROM A 5 GALLON CAN. THE VEHICLE HAS A TOTAL ENDURANCE OF 3 HOURS AND 20 MINUTES WHEN FULL OF FUEL. THIS VEHICLE HAD BEEN FLOWN 3 TIMES SINCE REFUELING, THE LAST FLT LASTED AN HOUR OR MORE. AT THE ACCIDENT SCENE, THE WOODEN PROPELLER WAS UNDAMAGED AND NO PROPELLER STRIKES WERE NOTED ON THE VEHICLE STRUCTURE.

Brief of Accident (Continued) File No. - 1128 5/08/84 HORIZON CITY, TX A/C Reg. No. NONE Time (Lc1) - 1830 MDT _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL - NOT CORRECTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED 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) 2,3,4,5,6

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

Brief of Accident

File No 1039 10/28/84 LIPAN,	TX A/C Reg	. No. N49475	Т	ime (Lcl) -	1715 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANT	IAL Crew	Fatal O O	Injur Serious O O		None 0 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - LYCC Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 34C/008 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 FORT WORTH,TX Destination EASTLAND,TX ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE VFR	ON AIR Airport Da Runway Runway Runway	ata Ident - Lth/Wid - Surface -	UNK/NR UNK/NR DIRT WET	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 24 M Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (He 542 202 44	ours) Last 24 Last 30	Hrs -	3 K/NR

Instrument Rating(S) - AIRPLANE

----Narrative----

ACFT EXPERIENCED A PARTIAL ENG FAILURE IN FLIGHT. DURING THE FORCED LANDING, THE NOSE GEAR DUG INTO TERRAIN AND THE ACFT FLIPPED OVER. INVESTIGATION REVEALED THAT THE NO. 3 CYL BARREL WAS CRACKED ABOUT 90% AROUND THE CIRCUMFERENCE. METALLURGICAL EXAMINATION REVEALED THAT CRACK HAD INITIATED IN FATIGUE DUE TO IMPROPER MACHINING OF THE BARREL TO COOLING FIN RADIUS DURING MANUFACTURE. IN ADDITION, CORROSION PITTING IN THE AREA OF THE FATIGUE ORIGIN AGGRAVATED THE ORIGINAL DEFECT.

File No. - 1039 10/28/84 LIPAN, TX A/C Reg. No. N49475 Time (Lc1) - 1715 CST _____ _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - CRACKED 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER 3. ENGINE ASSEMBLY, CYLINDER - FATIGUE 4. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - WET 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----

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

Brief of Accident

File No 1084 1/22/84 HUNTI	NGTON, UT A/C	Reg. No. N500CN	т	ime (Lc1) -	1130 MST	Г
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	•	-	Fatal Few O ass O	Injur Serious 2 2		None O 2
-Aircraft Information Make/Model - BELL 206L-1 Landing Gear - SKID Max Gross Wt - 4150 No. of Seats - 7	Eng Make/Model - A Number Engines - Engine Type - T Rated Power -	1		Installed/A tall Warnir		- YES-UNK/N - NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Poir HUNTINGTON,UT Destination	nt		Proximity RPORT/STRIP	,	
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER ,GLIDER	Age - 33 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - 206L-	F Total Make/Model	Flight Time (H - 2713 - 47 - 110	lours) Last 24 Last 30 Last 90	Hrs -	1 NK/NR 94

Instrument Rating(s) - AIRPLANE, HELICOPTER

----Narrative----

WHILE IN A STABILIZED, OUT-OF-GROUND-EFFECT HOVER, AT ABOUT 300 FEET AGL, THE HELICOPTER STARTED AN UNCONTROLLABLE RIGHT TURN. THE PLT STATED THAT USING FULL LEFT PEDDLE HAD NO EFFECT ON STOPPING THE SPIN. AT THE ONSET OF THE SPIN, THE OCCUPANTS OF THE ACFT FELT A HIGH FREQUENCY VIBRATION. THE PLT STATED THAT HE REDUCED THE ROTOR RPM BY ROLLING OFF THE THROTTLE & LOWERED THE COLLECTIVE. THE HELICOPTER DESCENDED INTO TREES IN A RIGHT SPIN. THE PLT STATED THAT HE DID NOT BELIEVE THAT THERE WAS ANYTHING MECHANICALLY WRONG WITH THE ACFT. THE COPLT STATED THAT HE FELT THAT THEY HAD EXPERIENCED A LOSS OF TAILROTOR AUTHORITY. INVESTIGATION REVEALED NO MECHANICAL PROBLEMS WITH THE HELICOPTER. REVIEW OF HEIGHT-VELOCITY CHART FOR THE BELL 206L-1 INDICATED THAT A SUCCESSUL AUTO-ROTATION FROM HOVER A 300 FEET AGL IS NOT PROBABLE. THE ELEVATION OF THE CRASH SITE WAS APRX 6800 FT MSL.

File No 1084	1/22/84 HUI	NTINGTON,UT	A/C Reg.	No. N500CN	Time (Lc1) - 1130 MST	
Occurrence #1 LOS Phase of Operation HOV		FLIGHT				
Finding(s) 1. WEATHER CONDITION - 2. IN-FLIGHT PLANNING/D 3. DIRECTIONAL CONTROL 4. IMPROPER USE OF	ECISION - IMPROPE - NOT MAINTAINED	R - PILOT IN COMM - PILOT IN COMMAN	ID	E OF AIRCRAFT -	PILOT IN COMMAND	
Occurrence #2 IN Phase of Operation DES						
Finding(s) 5. TERRAIN CONDITION - 6. TERRAIN CONDITION -		5)				
Probable Cause						

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

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

Brief of Accident

-Basic Information						
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	aft Damage		Injuri		
		TANTIAL		Serious		None
Type of Operation -BUSINESS	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 185C	Eng Make/Model - (CONTINENTAL IO-470-F		installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		S	all Warning	g System	- YES
Max Gross Wt - 3200		RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - N/A	ROOSEVELT,UT					
Completeness ~ N/A	Destination		Airport Da	ata		
Basic Weather - VMC	PROVO,UT		_	-		
Wind Dir/Speed- 030/010 KTS					N/A	
Visibility - 30.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	N/A	
	Type Apch/Lhdg	- FURCED LANDING				
Precipitation - NONE Condition of Light - DUSK						
-Personnel Information						
	Age - 45	Medical Certifica	ate - VALID ght Time (He		WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Total -		Last 24	Hrs - UN	
SE LAND	Months Since - 15	Make/Model-	50	Last 30		
JE LAND	Aircraft Type - C-180	0 Instrument-	6	Last 90	Davs-	
			-		· , –	-
Instrument Rating(s) - NONE						

THE ACFT NOSED OVER DURING A FORCED LANDING IN SNOW AFTER THE ENGINE QUIT. THE PLT SAID THAT HE RAN OUT OF FUEL. THE PLT SAID HE DEPARTED ON THE 90 MILE X-COUNTRY WITH ABOUT 15 GALLONS OF FUEL ABOARD THE ACFT. THE ACFT WAS LANDED JUST SHORT OF THE DESTINATION ARPT.

File No. - 1025 2/22/84 SPANISH FORK,UT A/C Reg. No. N2691Z Time (Lc1) - 1800 MST LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY NOSE OVER Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SNOW COVERED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER)		craft Damage STROYED	9	Fatal	Inj Serious	uries Minor	None
Type of Operation -PERSONAL	Fir	-	Crew	1	0	MINON	0
Flight Conducted Under -14 CFR 91		NE	Pass	ò	ŏ	ŏ	õ
Accident Occurred During -MANEUVERING				-	-	-	-
Aircraft Information							
Make/Mode1 - PIPER PA-30-160	Eng Make/Model		0-320-B1A				d - YES-UNK/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			S	tall Warn	ing Syste	em - YES
Max Gross Wt - 3600	5	- RECIP-FUEL	. INJECTED				
No. of Seats - 4	Rated Power	- 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure F	oint		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	CONWAY, SC				- + -		
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC				Airport D	ata		
Wind Dir/Speed- 140/005 KTS	BUTLER, PA			Bubyay	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight F	lan - NONF			Surface	•	
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg				010100		
Precipitation - NONE							
Condition of Light - NIGHT(BRIGHT)						
Personnel Information							
Pilot-In-Command	Age - 58	Medica	l Certificat			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review			it Time (H			
COMMERCIAL	Current - YE	-	tal -			24 Hrs -	
SE LAND, ME LAND	Months Since - 1		(e/Model- UN	•		30 Days-	
	Aircraft Type - PA		strument- UN			90 Days-	
		Mu'	lti-Eng - UN	IK/NR	Rotor	craft -	UNK/NR
Instrument Rating(s) - AIRPLANE							
•••••••••••••••••••••••••••••••••••••••							
Narrative							
E EN ROUTE, THE PLT WAS PROGRESSING NORT							
). AT THAT TIME, HE DESCRIBED HIS POSITION							
NORMAL, HIS MANNER WAS CALM & PROFESSION HIT TREES & TERRAIN ON A SADDLE BETWEEN							
EVEL FLT ON A HEADING OF 190 DEG. AN EXA							
ALFUNCTION. RADAR DATA SHOWED A PROBABLE							
500 FT MSL UNTIL PASSING ARFAM MONTERFUL	U VUR AL APRA 2138130 F1	SI. UUSI 4FU					
500 FT MSL UNTIL PASSING ABEAM MONTEBELL THE ACFT THEN TURNED RIGHT TO ABOUT 170							AR

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File No. - 1114 2/12/84 MASSIES MILL, VA A/C Reg. No. N8742Y Time (Lc1) - 2142 EST _____ ------Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 1. LIGHT CONDITION - NIGHT 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. DESCENT - PERFORMED - PILOT IN COMMAND 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. TERRAIN CONDITION - HIGH TERRAIN 6. TERRAIN CONDITION - RISING 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN		Aircraft Damage			Injur	ioe	
Type operating certificate-none (den	ERAL AVIATION)	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model ~ CONSOLIDATED VULTEE		Model - LYCOMING R				Activated -	
Landing Gear - TAILWHEEL-ALL FIXED		,		-	all Warnir	ng System ·	• NO
Max Gross Wt - 2900 No. of Seats - 2	Engine ly Rated Powe	pe - RECIPROCAT er - 150 HP	ING-CARBURE	IUR			
	Rated Powe	er - 150 HP		,			
nvironment/Operations Information							
Veather Data Wx Briefing - NO RECORD OF BRIEF	Itinerary	burne Delimit		Airport F ON AIRF			
Method - N/A	ING Last Depart GRANVILL			UN AIRF	URI		
Completeness - N/A	Destination	_ , IN T		Airport Da	ta		
Basic Weather - VMC	LOCAL			MOORES			
Wind Dir/Speed- 250/015 KTS					Ident -	- 36	
	ATC/Airspace			Runway	Lth/Wid -	- 1800 -UN	NK/NR
Lowest Sky/Clouds - 5000 FT S						- GRASS/TUP	۶F
	Type of Clo			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/1	_ndg - TRAFFI					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL S	TOP				
Personnel Information Pilot-In-Command	Age ~ 28	Medical	Certificat	te - VALID	MEDICAL-NO	WATVERS/I	тмтт
Certificate(s)/Rating(s)	Biennial Flight	Review	Fliat	nt Time (Ho	ours)		
COMMERCIAL	Current	Review - YES Tot	al -	778	Last 24	4 Hrs -	0
SE LAND	Months Since	- 1 Mak	e/Model-	12	Last 30) Days- UN	
HELICOPTER	Aircraft Type	e-UNK/NR Ins	trument-	41	Last 90) Days-	3
Instrument Rating(s) - AIRPLANE							
					·		

REPORTED THE WIND WAS FROM THE WEST/SOUTHWEST AT 15 KTS GUSTING TO 22 KTS.

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File No. - 1160 5/02/84 A/C Reg. No. N90426 DUMMERSTON.VT Time (Lc1) - 1700 EDT _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WEATHER CONDITION - CROSSWIND 4. WEATHER CONDITION - GUSTS 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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) 1.5

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

Brief of Accident

SUBSTANTIALFatal Serious Minor NoneType of Operation-POSITIONINGFireFatal Serious Minor NoneFilight Conducted Under-14 CFR 91NONEPass000000000000000000000000000000000000000000000000000000000000000000000000000 <th c<="" th=""><th>Basic Information Type Operating Certificate-ON-DEMAND AIR</th><th>TAXI Aircraft</th><th>Damage</th><th></th><th>Injur</th><th>ies</th><th></th></th>	<th>Basic Information Type Operating Certificate-ON-DEMAND AIR</th> <th>TAXI Aircraft</th> <th>Damage</th> <th></th> <th>Injur</th> <th>ies</th> <th></th>	Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft	Damage		Injur	ies	
Filght Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Arccident Occurred During -LANDING Arcraft Information Make/Model - ALLISON 250-C20B ELT Installed/Activated - YES/NC Make/Model - HUGHES 369D Eng Make/Model - ALLISON 250-C20B ELT Installed/Activated - YES/NC Maxe Gross Wt 3000 Engine Type - TURBOSHAFT Stall Warning System - UNK/NE Maxe Gross Wt 3000 Engine Type - 375 HP Stall Warning System - UNK/NE Environment/Operations Information Weather Data Airport Proximity OF AIRPORT/STRIP Weather Data Itinerary Airport Data OF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE WA Runway Ident - N/A Wind Dir/Speed- 270/010 KTS Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - WET Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Age - 31 Medical Certificate - VALID M				Fata1			None	
Accident Occurred During -LANDING Aircraft Information Make/Model - HUGHES 369D Eng Make/Model - ALLISON 250-C20B ELT Installed/Activated - YES/NC Max Gross Wt - 3000 Engine Type - TURBOSHAFT No. of Seats - 5 Rated Power - 375 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Matod - N/A Destination Airport Data Basic Weather - VMC SPITI LAKE, WA Wind Dir/Speed - 270/010 KTS Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commercial Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND, ME LAND MA Aircraft Type - 111 Rotorcraft - 3465				-	0	0		
Aircraft Information Make/Model - HUGHES 369D Eng Make/Model - ALLISON 250-C20B ELT Installed/Activated - YES/NC Landing Gear - SKID Number Engines - 1 Stall Warning System - UNK/NR Max Gross Wt - 3000 Engine Type - TURBOSHAFT No. of Seats - 5 Rated Power - 375 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A CAMP BAKER WA Completeness - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE, WA Wind Dir/Speed- 270/010 KTS RUNway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Surface - DIRT Dostructions to Vision- NONE Type of Clearance - NONE Runway Status - WET Distructions to Vision- NONE Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL.CFI Current - YES Total - 4912 Last 24 Hrs - 6 Ste LAND, ME LAND Monthe Since - 3 Make/Model - 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument - 411 Last 90 Days - 23 Multi-Eng - 111 Rotorcraft - 3465		NONE	Pass	0	0	0	0	
Make/Model- HUGHES 369DEng Make/Model - ALLISON 250-C20BELT Installed/Activated - YES/NO Stall Warning System - UNK/NRMax Gross Wt- 3000Engine TypeTURBOSHAFT No. of Seats - 5Stall Warning System - UNK/NRMove Gross Wt- 3000Engine TypeTURBOSHAFT No. of Seats - 5Stall Warning System - UNK/NREnvironment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIPMethod- N/ACAMP BAKE, WACompleteness- N/ADestinationBasic Weather - VMCSPIRIT LAKE, WAWind Dir/Speede 270/010 KTSType of Flight Plan - NONE Type of Clearance - NONE Destructions to Vision- NONERunway Lth/Wid - N/ALowest Sky/Clouds - UNK/NRType of Flight Plan - NONE Type of Clearance - NONE Runway Status - WETWetra - VAL Wind DayLight - DAYLIGHTPersonnel Information Piot-In-CommandAge - 31 Biennial Flight ReviewMedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YESPersonnel Information S E LAND, ME LANDMonths Since - 3 Make/Model - 2510Last 24 Hrs - 6 Last 30 Days - UNK/NRHELICOPTERAircraft Type - UNK/NR Aircraft Type - UNK/NRInstrument - 41 Last 90 Days - 23 Multi-Eng - 111	Accident Occurred During -LANDING							
Landing Gear - SKID Max Gross Wt - 3000 Max Gross Wt - 3000 Engine Type - TURBOSHAFT No. of Seats - 5 Environment/Operations Information Weather Data Weather Data Weather Data Weather Data Weather Data Weather Data Weather Data Weather Data Wind Dir/Speed- 270/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Destination Lowest Sky/Clouds - UNK/NR Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command ComMERCIAL,CFI ComMERCIAL,CFI SE LAND,ME LAND HELICOPTER Age - 31 Mumber Engines - 1 Stall Warning System - UNK/NR Number Engines - 1 Stall Warning System - UNK/NR Stall Warning System -	Aircraft Information							
Max Gross Wt - 3000 No. of Seats - 5 Engine Type - TURBOSHAFT Rated Power - 375 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Use Departure Point Wx Briefing - NO RECORD OF BRIEFING Method - N/A Last Departure Point OFF AIRPORT/STRIP Max Gross Wat - 2000 NA Destination Airport Data Basic Weather - VMC SPIRIT LAKE, WA Runway Ident - N/A Wind Dir/Speed- 270/010 KTS Runway Lth/Wid - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT CothMERCIAL,CFI Current - YES Total - 4912 Last 30 Days- UNK/NR 6 SE LAND, ME LAND Months Since - 3 Make/Model - 2510 Last 30 Days- UNK/NR 6 HELICOPTER Aircraft			ISON 250-C20B					
No. of Seats - 5 Rated Power - 375 HP Environment/Operations Information Itinerary Airport Proximity Wa Briefing - NOR ECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wa Briefing - N/A CAMP BAKER,WA OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE,WA Runway Ident - N/A Wind Dir/Speed-270/010 KTS ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision - NAIN Type Apch/Lndg - FORCED LANDING Precipitation - Runway Status - WET Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commercial (s)/Rating(s) Biennial Flight Review Flight Time (Hours) 6 Commercial (s)/Rating(s) Biennial Flight Review Flight Time (Hours) 6				S	tall Warning	g System	I - UNK/NR	
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A CAMP BAKER,WA Completeness - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE,WA Wind Dir/Speed- 270/010 KTS Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Surface - DIRT Lowest Ciling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND,MK LAND Months Since - 3 Make/Model - 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111 Rotorcraft - 3465								
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A CAMP BAKER, WA OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE, WA Runway Ident - N/A Wind Dir/Speed 270/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - WET Precipitation - RAIN - - - - WET Condition of Light DAYLIGHT - - - - 'Personnel Information - YES Total - 4912 Last 24 Hrs - 6 COMMERCIAL,CFI Current <	NO. OF Seats - 5	Rated Power -	375 HP 					
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point CAMP BAKER, WA CAMP BAKER, WA DestinationOFF AIRPORT/STRIP Airport DataMethod- N/ACAMP BAKER, WA CAMP BAKER, WA DestinationAirport DataBasic Weather- VMCSPRIIT LAKE, WA SPRIIT LAKE, WAAirport DataWind Dir/Speed- 270/010 KTSSPRIIT LAKE, WA SPRIIT LAKE, WARunway Ident- N/A Runway Lth/Wid - N/A Runway Lth/Wid - N/A Runway Lth/Wid - N/A Runway Status- N/A Runway StatusWind Dir/Speed Visibility- 10.0SMATC/Airspace Type of Flight Plan - NONE Runway StatusRunway Lth/Wid - N/A Runway Status- N/A Runway StatusLowest Sky/CloudsUNK/NRType of Clearance Type of Clearance- NONE Runway Status- WET Runway Status- WET WET ODE Precipitation Condition of Light Certificate(s)/Rating(s)Age - 31 Biennial Flight Review CurrentMedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) CurrentPersonnel Information Pilot-In-Command COMMERCIAL,CFIAge - 31 Months Since - 3 Make/Model- 2510 Make/Model- 2510 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Miti-Eng - 111Rotorcraft - 3465	Environment/Operations Information							
Method - N/A CAMP BAKER,WA Completeness - N/A Destination Airport Data Basic Weather - VMC SPIRIT LAKE,WA Runway Ident - N/A Wind Dir/Speed-270/010 KTS SPIRIT LAKE,WA Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BR0KEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision NONE Type Apch/Lndg - FORCED LANDING - WET - WET Precipitation - RAIN Condition of Light - DAYLIGHT - Status - WET - FORCED LANDING Presonnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commerciencies/Rating(s) Biennial Flight Review Flight Time (Hours) - Gummerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commerciencies/Commercies/Commerciencies/Commerciencies/Commercies/								
Completeness N/A Destination Airport Data Basic Weather VMC SPIRIT LAKE, WA Runway Ident N/A Wind Dir/Speed-270/010 KTS Runway Ident N/A Wind Dir/Speed-270/010 KTS Runway Ident N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan NONE Runway Surface DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Condition of Light - DAYLIGHT Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Commercial_LAND Months Since - 3 Make/Model- 2510 Last 24 Hrs - 6 Multi-Eng - 111 Rotorcraft - 3465	5	•		OFF AI	RPORT/STRIP			
Basic Weather - VMC SPIRIT LAKE,WA Wind Dir/Speed- 270/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Surface - DIRT Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING - WET Precipitation - RAIN Condition of Light - DAYLIGHT - Wet - WET Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Cortificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 6 COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 2510 Last 30 Days- UNK/NR - 4912 Last 30 Days- 23 HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23								
Wind Dir/Speed- 270/010 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Surface - DIRT Destructions to Vision- NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Type Apch/Lndg - FORCED LANDING Condition of Light - DAYLIGHT Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND, ME LAND Months Since - 3 Make/Model- 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111 Rotorcraft - 3465				Airport D	ata			
Visibility-10.0SMATC/AirspaceRunway Lth/Wid-N/ALowest Sky/Clouds-UNK/NRType of Flight Plan-NONERunway Surface-DIRTLowest Ceiling-2000 FT BROKENType of Clearance-NONERunway Status-WETObstructions to Vision-NONEType Apch/Lndg-FORCED LANDING-WETPrecipitation-RAIN-Age -31Medical Certificate-VALID MEDICAL-NO WAIVERS/LIMITCondition of Light-DAYLIGHT-YESTotal-4912Last 24 Hrs-6COMMERCIAL,CFICurrent-YESTotal-4912Last 24 Hrs-6SE LAND,ME LANDMonths Since3Make/Model-2510Last 30 Days-UNK/NRHELICOPTER3465		SPIRIT LAKE, WA		Dumun	Telent	NI / A		
Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111 Rotorcraft - 3465		ATC / Ainanago						
Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model - 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111 Rotorcraft - 3465			NONE					
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Pilot-In-Command Age - 31 Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Biennial Flight Review SE LAND,ME LAND Months Since - 3 HELICOPTER Aircraft Type - UNK/NR Incraft Type - UNK/NR Instrument- Multi-Eng - 111 Rotorcraft - 3465								
Precipitation - RAIN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Pilot-In-Command Age - 31 Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL,CFI Current SE LAND,ME LAND Months Since - 3 HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111				Kuriway	512103			
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 31 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 4912 Last 24 Hrs - 6 SE LAND,ME LAND Months Since - 3 Make/Model- 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23		, peny Endg	PORCED EARDING					
Pilot-In-CommandAge - 31Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent - YESTotal - 4912Last 24 Hrs - 6SE LAND,ME LANDMonths Since - 3Make/Model- 2510Last 30 Days- UNK/NRHELICOPTERAircraft Type - UNK/NRInstrument- 41Last 90 Days- 23Multi-Eng - 111Rotorcraft - 3465								
Pilot-In-CommandAge - 31Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s)COMMERCIAL,CFIBiennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent - YESTotal - 4912Last 24 Hrs - 6SE LAND,ME LANDMonths Since - 3Make/Model- 2510Last 30 Days- UNK/NRHELICOPTERAircraft Type - UNK/NRInstrument- 41Last 90 Days- 23Multi-Eng - 111Rotorcraft - 3465								
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- YESTotal- 4912Last 24 Hrs - 6SE LAND,ME LANDMonths Since - 3Make/Model-2510Last 30 Days- UNK/NRHELICOPTERAircraft Type - UNK/NRInstrument-41Last 90 Days-23Multi-Eng -111Rotorcraft -3465	Pilot-In-Command	Age - 31	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT	
COMMERCIAL,CFICurrent- YESTotal- 4912Last 24 Hrs- 6SE LAND,ME LANDMonths Since- 3Make/Model2510Last 30 Days-UNK/NRHELICOPTERAircraft Type- UNK/NRInstrument41Last 90 Days-23Multi-Eng- 111Rotorcraft- 3465	Certificate(s)/Rating(s)	Jiennial Flight Review	Flig	ht Time (H	ours)			
SE LAND,ME LAND Months Since - 3 Make/Model- 2510 Last 30 Days- UNK/NR HELICOPTER Aircraft Type - UNK/NR Instrument- 41 Last 90 Days- 23 Multi-Eng - 111 Rotorcraft - 3465			Total -	4912	Last 24	Hrs -		
Multi-Eng - 111 Rotorcraft - 3465		Months Since - 3	Make/Model-	2510	Last 30	Days- U	INK/NR	
	HELICOPTER	Aircraft Type - UNK/NR	Instrument-	41	Last 90			
Instrument Pating(s) - NONE			Multi-Eng -	111	Rotorcr	aft -	3465	
	Instrument Rating(s) - NONE							

ENTERED BUT A HARD LANDING RESULTED IN THE MAIN ROTOR BLADES CUTTING OFF THE TAIL BOOM. INVESTIGATION REVEALED A FUEL SAMPLE TAKEN FROM THE ENGINE FUEL PUMP FILTER CHAMBER CONTAINED SEVERAL DIFFERENT TYPES OF CONTAMINTATION PARTICLES. SOME OF WHICH WERE FROM A DETERIORATING FUEL PUMP BUSHING.

		Brief of Accident (Continu	ed)	
File No 1051	4/28/84 TOUTLE,W	A A/C Reg.	No. N779FA	Time (Lc1) - 1630 PST
Occurrence #1 LOS Phase of Operation CRL				
Finding(s) 1. FUEL SYSTEM - CONTAN 2. FUEL SYSTEM,PUMP - D				
Occurrence #2 FOR Phase of Operation DES				
Finding(s) 3. AUTOROTATION - PERFO 4. ALTITUDE - INADEQUAT	RMED - PILOT IN COMMAND E - PILOT IN COMMAND)		
Occurrence #3 HAF Phase of Operation LAN	RD LANDING IDING - FLARE/TOUCHDOWN			
Probable Cause				

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

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

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Brief of Accident

File No 1044 5/24/84 FA	ALL CITY,WA	A/C Reg. No.	N6136B	т	ime (Lc1) -	1830 PDT	
asic Information							
Type Operating Certificate-NONE (GEN	VERAL AVIATION)	Aircraft Damage SUBSTANTIAL	1	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	0
ircraft Information	F				T		
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED		Model - LYCOMING O gines - 1	-235-120		Installed/A tall Warnin		
Max Gross Wt - 1670		pe - RECIPROCAT			tari warnin	ig system	123
No. of Seats - 2		er - 110 HP	ING OARBORE	- OK			
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - UNK/NR	SEATTLE,						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	FALL CIT	Y,WA			L FIELD	~~	
Wind Dir/Speed- 260/006 KTS						09	.
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		25
Lowest Sky/Clouds - 4500 FT		ight Plan - NONE			Surface -		
Lowest Ceiling - 4500 FT E		earance - VFR	TOP	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FULL S	TUP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - 23		Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			it Time (H			
STUDENT	Current		al -			Hrs - UN	
	Months Since	e - N/A Mak	e/Model-	11	Last 30) Days- UN	
	Aircraft Typ	$n = N/\Lambda$ Inc	strument-	0	1 ast 90) Days- UN	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS LANDED AT AN ARPT WITH A NARROW 25 FT RWY WITH TALL GRASS ON EITHER SIDE AND PARTIALLY UNSURFACED. THE STUDENT PLT SAID HE WAS BLOWN OFF CENTER LINE BY A X-WIND INTO THE TALL GRASS. AS THE ACFT SLOWED THE NOSE WHEEL SUNK IN THE SOFT TERRAIN AND THE ACFT SUBSEQUENTLY NOSED OVER.

5/24/84	FALL CITY,WA	A/C Reg. No. N6136B	Time (Lc1) - 1830 PDT
OSS OF CONTROL - ANDING - FLARE/TO			
IN - SELECTED - P - CROSSWIND - NOT MAINTAINED IND CONDITIONS - F EQUIPMENT/AIRCR VES - NOT FOLLOWE	- PILOT IN COMMAND INADEQUATE - PILOT	IN COMMAND XPERIENCE - PILOT IN COMMAND	
OSE OVER ANDING - ROLL			
- SOFT - HIGH VEGETATION			
	on Safety Board	on Safety Board determines that th	on Safety Board determines that the Probable Cause(s) of this accid

is/are finding(s) 2,4,5,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,6,9,10

Brief of Accident

-Basic Information				T	•	
Type Operating Certificate-AGRICULTURAL	AIRCRAFT ATTCTAT SUBSTA	t Damage NTIA!	Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI				0		1
Flight Conducted Under -14 CFR 137	NONE	Pass		0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - BELL 47G2A	Eng Make/Model - LY	COMING VO-435-A1E	ELT	[nstalled/A		
Landing Gear - SKID	Number Engines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 2850	Engine Type - RE		ETOR			
No. of Seats - 3	Rated Power -	240 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•		OFF AI	RPORT/STRIF)	
Method ~ N/A	BUENA, WA					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	BUENA, WA		_	- · ·		
Wind Dir/Speed- 250/007 KTS					N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -	• .	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	N/A	
Precipitation - NONE	Type Apch/Lhdg	- NUNE				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	1	Nedicel Centifics				/1 TMTT
Certificate(s)/Rating(s)	Age - 39 Riceptel Elight Roview	Medical Certifica	te - VALIU	MEDICAL-NU	WAIVERS	/LIMII
COMMERCIAL.CFI	Biennial Flight Review Current - YES		1672	Jurs)	Hrs -	3
SE LAND, ME LAND	Months Since - 1	Make/Model-	1620	Last 24		
HELICOPTER	Months Since - 1 Aircraft Type - UNK/NR	Instrument-	91	Last 90) Days-	75
		Multi-Eng -	55	Rotorcr	aft -	4600
			00		art	1000
Instrument Rating(s) - AIRPLANE						
-Narrative						
N ROTOR BLADES CONTACTED A WIND MACHINE DU						

COLLISION WITH OBJECT G - AERIAL APPLICATION - PILOT IN COMMAND - PILOT IN COMMAND			
NT/AIRCRAFT, INATTENTIVE - PI			····
G - AERIAL APPLICATION			
			-
)	NTROL - IN FLIGHT IG - AERIAL APPLICATION	INTROL - IN FLIGHT IG - AERIAL APPLICATION	IG - AERIAL APPLICATION

is/are finding(s) 1,2

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

Brief of Accident

File No 1018 6/23/84 FALL C	ITY,WA A/C Reg	. No. N3184V	Time (Lc1) - 1650 PDT					
Basic Information Type Operating Certificate-NONE (GENERAL		/IATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire NONE	Crew Pass	0 0	0 0	. O O	1		
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECI Rated Power - 1	PROCATING-CARBURE	S	Installed/A tall Warnir		•		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point TACOMA.WA			Proximity RPORT/STRIF				
Completeness - N/A Basic Weather - VMC	Destination FALL CITY,WA		Airport Da		N 1 / A			
Wind Dir/Speed- 270/005 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE	Runway	Lth/Wid -	N/A N/A N/A			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	NONE			N/A			
Personnel Information Pilot-In-Command	Aae - 40 M	edical Certificat				тмтт		
	Biennial Flight Review	Fligh	t Time (H	ours)	, <u>"AIVERJ/</u> E	1 - 1		
PRIVATE SE LAND	Current - YES Months Since - 2 Aircraft Type - UNK/NR	Total - Make/Model-	211 105	Last 24 Last 30	Hrs - UNM Days- UNM Days-	K/NR		

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS APPROACHING A STRANGE ARPT WITH A RWY ELEVATION OF 140 FT AND SURROUNDING TERRAIN OF 1000 TO 3000 FT. THE PLT SAID AS HE APPROACHED THE THRESHOLD HE FELT THE ACFT WAS TOO HIGH SO HE EXECUTED A GO-AROUND. WITH THE FLAPS AT 20 DEGREES HE SAID HIS CLIMB RATE WAS ONLY 200 FPM. AFTER REACHING 1000 FT MSL HE DECIDED THAT THE ACFT WOULD NOT CLEAR THE TREES SO "HE SHUT THE ACFT DOWN" AND CRASH LANDED IN SOME SMALL TREES. THE DENSITY ATL WAS COMPUTED AS BEING 2000 FT. HE RECOMMENDED A LONGER LOWER APCH TO THE ARPT OR AN ACFT CAPABLE OF A GREATER RATE OF CLIMB. THE ACFT ENGINE WAS CHECKED AND FOUND TO BE WITHIN NORMAL OPERATING LIMITS.

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Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 6. RAISING DE LAPS - IMPROPER - PILOT IN COMMAND	File No 1018 6/23/84 FALL CITY, WA A/C Reg. No. N3184V Time (Lc1) - 1650 PDT	
Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND		
7. PLANNED APPROACH - POOR - PILOT IN COMMAND 8. GO-AROUND - DELAYED - PILOT IN COMMAND	1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND 4. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND 7. PLANNED APPROACH - POOR - PILOT IN COMMAND	

is/are finding(s) 2,3,4,5,6,7,8

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	ΔΙ ΔΥΤΔΤΤΟΝ)	Aircraft D	amage		Injur	ios	
type operating bertin cate NONE (GENER	AC AVIATION/	MINOR	anage	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pas		Ō	ō	0
Accident Occurred During -MANEUVERING			Oth	er O	0	0	1
Aircraft Information							
Make/Mode1 ~ SCHLEICHER ASW-20		e/Model - N/A			Installed/A		
Landing Gear - HULL		ingines - N/A		S	tall Warnin	g System	- UNK/NR
Max Gross Wt - 660		ype - N/A					
No. of Seats - 1	Rated Po	ower - N/A					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		arture Point		OFF AI	RPORT/STRIP		
Method - IN PERSON	EPHRATA						
Completeness - FULL	Destinatio	n		Airport D	ata		
Basic Weather - VMC	LOCAL			-	-		
Wind Dir/Speed- 180/008 KTS						N/A	
Visibility - 30.0 SM	ATC/Airspac					N/A	
Lowest Sky/Clouds - 25000 FT THI Lowest Ceiling - NONE					-	N/A	
Obstructions to Vision- NONE	Type of C	/Lndg - N		кunway	Status -	N/A	
Precipitation - NONE	Type Apcr		IUNE				
Condition of Light - DAYLIGHT							
Personnel Information	1					TUEDC /1 TH	. .
Pilot-In-Command	Age - 32 Riserviel Elische		edical Certific			IVERS/LIM	11
Certificate(s)/Rating(s) PRIVATE,COMMERCIAL,CFI	Biennial Flight Current	- YES	Total -	ght Time (H 876		Hrs -	2
SE LAND	· Monthe Sinc	- 765 ce - 20	Nako/Model-	3/0	Last 24	·	2 K/ND
GLIDER	Aircraft T	/pe - UNK/NR	Make/Mode!- Instrument-	10	Last 30) Days- UN Days-	55
GLIDEK	Aircraft I	pe - unk/nk	instrument-	12	Last 90	Days-	55

----Narrative----

THE TWO GLIDERS COLLIDED WHILE THERMALING IN VICINITY OF EACH OTHER WHILE ENGAGED IN A CONTEST. ACCORDING TO THE PLTS THEY LOST SIGHT OF EACH OTHER WHILE SPIRALING IN THE LIFT. BOTH ACFT LANDED SAFELY. THE COLLISION WAS NOSE TO TAIL.

File No 1014	7/03/84 EPHRATA,WA	A/C Reg. No. N2OUZ	Time (Lc1) - 1400 PDT	
	R COLLISION VERING			
	• • • • • • • • •			
Probable Cause				

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

Brief of Accident

Type Operating Certificat	e-NONE (GENERAL	AVIATION)	Aircraft Da			Inju	ries	
			SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Cre	-	0	0	1 0
Flight Conducted Under Accident Occurred During			NONE	Pas Oth	-	0 0	0 0	1
Make/Model - APPLEBAY	SAILPLANES ZUNI	II Eng Make/Mo	del - N/A		ELT	Installed/	Activated	- NO -N/
Landing Gear - HULL		Number Engi	nes - N/A		S	tall Warni	ng System	- NO
Max Gross Wt - 1500		Engine Type						
No. of Seats - 1		Rated Power	- N/A					
-Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity	_	
Wx Briefing - FSS		Last Departu			OFF AI	RPORT/STRI	Р	
Method - UNK/NR		EPHRATA, WA						
Completeness - FULL		Destination			Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 180/008	VTC	SAME AS AC	C/INC		Bunyay	Ident	- N/A	
Visibility - 30.0		ATC/Airspace					- N/A - N/A	
Lowest Sky/Clouds -		BKN Type of Flig	h+ Dlan - N			•	- N/A	
Lowest Ceiling -		Type of Clea					- N/A	
Obstructions to Vision-		Type Apch/Ln			Kariway	514145	11/ 1	
Precipitation -				UNE				
Condition of Light -								
 -Personnel Information								
Pilot-In-Command		Age - 42	Mo	dical Certific	ate - VALID	MEDICAL-N	n watvers/	ТТМТТ
Certificate(s)/Rating(s)		Biennial Flight Re			ght Time (H			
COMMERCIAL, CFI			- NO	Total -			4 Hrs -	8
SE LAND, ME LAND		Months Since		Make/Model-			O Days- UN	
GLIDER		Aircraft Type	- UNK/NR	Instrument-	126	Last 9	0 Days-	102
				Multi-Eng -	500		-	
Instrument Rating(s)	- AIRPLANE		•					
-Narrative								
TWO GLIDERS COLLIDED WHILE		ACTINETY OF FACIL OF						

File No 1014	7/03/84 EPHRATA,WA	A/C Reg. No. N22HL	Time (Lc1) - 1400 PDT	
	AIR COLLISION EUVERING			
2. CLEARANCE - NOT MAIN 3. VISUAL LOOKOUT - INA	DEQUATE - PILOT IN COMMAND TAINED - PILOT IN COMMAND DEQUATE - PILOT OF OTHER AIRCRA TAINED - PILOT OF OTHER AIRCRAF			
Probable Cause				

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

Brief of Accident

File No 1045 7/11/84 CAST	LE ROCK,WA	A/C Reg. No. N	1932E	т	ime (Lcl) -	1616 PDT	
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -HAWKINS COR Type of Operation -NON SCHED,D Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	IR TAXI P OMESTIC,CARGO	Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None O O
Aircraft Information Make/Model - AERO COMMANDER 680T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9450 No. of Seats - 2	Number Eng	e - TURBOPROP			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SEATTLE,W Destination HILLSBORO ATC/Airspace Type of Fli Type of Cle	A		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 33 Biennial Flight R Current Months Since Aircraft Type	Medical eview - YES Tota - 6 Make - UNK/NR Inst Mult	Certificate Fligh Al - S Model- crument- UNE i-Eng - UNE	e - VALID t Time (H 5000 75 <td>MEDICAL-NO ours) Last 24 Last 30 Last 90 Rotorcr</td> <td>) WAIVERS/ Hrs -) Days- UN Days- UN aft - UN</td> <td>LIMIT 7 K/NR K/NR K/NR</td>	MEDICAL-NO ours) Last 24 Last 30 Last 90 Rotorcr) WAIVERS/ Hrs -) Days- UN Days- UN aft - UN	LIMIT 7 K/NR K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS ON A X-COUNTRY TRIP. ON PREVIOUS FLTS OVER THE SAME ROUTE, 2 REFUELING STOPS WERE MADE. DURING THIS TRIP, NO REFUELING WAS ACCOMPLISHED, & WHILE EN ROUTE, THE LOW FUEL WARNING LIGHT CAME ON. THE PLT DECLARED AN EMERGENCY & WAS VECTORED & ASSIGNED THE LOWEST POSSIBLE IFR ALT. SHORTLY THEREAFTER, BOTH ENGINES QUIT. WHEN HE ENQUIRED ABOUT NEARBY ARPTS, THE PLT WAS TOLD THERE WERE NONE AND ADVISED TO FIND A ROAD OR SUITABLE AREA TO LAND. THE PLT OVERSHOT A ROAD AFTER FEATHERING BOTH ENGINES AND CRASHED ON AN EMBANKMENT. THERE WAS NO SMELL OF FUEL AT THE SCENE OF THE CRASH. BOTH PROPS WERE IN THE FEATHERED POSITION.

File No. - 1045 7/11/84 CASTLE ROCK, WA A/C Reg. No. N932E Time (Lc1) - 1616 PDT _____ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - HIGH VEGETATION 8. TERRAIN CONDITION - UPHILL 9. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

Brief of Accident

File No 1173 4/01/84 DELAV	DELAVAN,WI A/C Reg. No. N7389V			Time (Lcl) - 1645 CST			
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	-	Injur Serious O O	Minor		
-Aircraft Information Make/Model - BELLANCA 17-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	NTINENTAL IO-520-D CIP-FUEL INJECTED	ELT :		Activate	ed - YES/YES	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point BLOOMINGTON,IL Destination DELAVAN,WI ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport Da LAKE LA Runway Runway Runway	RPORT/STŔIF ata AWN	- N/A - N/A - N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - AIRPLANE	Age - 39 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Flig Total -	ht Time (Ho 500 30 95	ours) Last 24	1 Hrs -) Days-	4 UNK/NR	

THE PLT REPORTED THAT WHEN HE WAS DESCENDING FROM 3500 FT MSL TO TRAFFIC PATTERN ALT (2000 FT MSL), HE SWITCHED THE FUEL SELECTOR FROM THE LEFT FUEL TANK TO THE RIGHT TANK. UPON ENTERING THE TRAFFIC PATTERN, HE MADE HIS PRELANDING CHECKS. WHEN HE ADVANCED THE MIXTURE, THE ENG QUIT. SUBSEQUENTLY, HE MADE A FORCED LANDING IN A MUDDY FIELD WHERE THE GEAR COLLAPSED. THE LEFT FUEL TANK WAS FOUND TO BE EMPTY, BUT THE RIGHT FUEL TANK HAD 12 GALS REMAINING.

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73 4/01/84 DELAVAN,WI	A/C Reg. No. N7389V	Time (Lcl) - 1645 CST
	73 4/01/84 DELAVAN,WI LOSS OF POWER APPROACH FORCED LANDING DESCENT - EMERGENCY GEAR COLLAPSED LANDING - ROLL DN - SOFT DN - WET	LOSS OF POWER APPROACH FORCED LANDING DESCENT - EMERGENCY GEAR COLLAPSED LANDING - ROLL DN - SOFT DN - WET

is/are finding(s) 1

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

Brief of Accident

ime (Lc1) - 2045 CST
Injuries Serious Minor No O 1 O 1
Installed/Activated - YES Stall Warning System - YES
Proximity RPORT/STRIP Data / Ident - N/A / Lth/Wid - N/A / Surface - N/A / Status - N/A
) MEDICAL-NO WAIVERS/LIMI Hours) Last 24 Hrs - 8 Last 30 Days- UNK/NR Last 90 Days- 60
UEL EXHAUSTION

File No. - 1052 4/26/84 BLOOMER,WI A/C Reg. No. N30609 Time (Lc1) - 2045 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SOFT _____ ----Probable Cause----

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

Brief of Accident

File No 1006 5/05/84 BERLIN,W	I A/C Re	т	1537 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL' Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	VIATION) Aircraf SUBSTAI Fire NONE	Crew		Injur Serious 1 O	Minor O	None O O
Aircraft Information Make/Model - GABLE SONERAI II Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 950 No. of Seats - 2	Eng Make/Model - VW Number Engines - 1 Engine Type - REG Rated Power - UNI	CIPROCATING-CARBURE	ELT S		ctivated -	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/012 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 4000 FT Lowest Ceiling - 4000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D BERLIN Runway Runway Runway	ata Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Ag Certificate(s)/Rating(s) Bi PRIVATE SE LAND	e - 53 ennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR	Fligh - Total Make/Model-	t Time (H 107 2	ours) Last 24 Last 30	Hrs - Days- UNI	0

Instrument Rating(s) - NONE

----Narrative----

THIS HOMEBUILT ACFT STALLED DURING A FORCED LANDING AFTER AN ENGINE FAILURE. THE PLT REPORTED THAT THE ENGINE TEMPERATURE WENT TO 650 DEGREES WHICH WAS AN OVERHEAT CONDITION. THE PLT STATED THAT HE TRIED TO RETURN TO THE ARPT BUT STALLED 20 FT SHORT OF RWY 27 AND CRASHED IN A SWAMPY AREA. FAA ADVISED THAT THE OWNER HAD TRIED TO MODIFY AN OPENING IN THE COWLING FOR COOLING BUT DUE TO POSITIONING AND AREA THE RESULT WAS A LACK OF COOLING.

File No 10	D6 5/05/84 BERLIN,WI	A/C Reg. No. N3994G	Time (Lc1) - 1537 CDT
	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. COOLING SYSTEM, 2. MAINTENANCE,M	DIFICATION - IMPROPER - PILOT IN COMMAND		
	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH TERRAIN LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. STALL - INADVER	TENT - PILOT IN COMMAND		
Probable Cause			
The National Transpo	rtation Safety Board determines that the I	Probable Cause(s) of this accid	ent

is/are finding(s) 1,2

Brief of Accident

File No 1053 6/	26/84	DEERFIELD,W	I A/C Re	A/C Reg. No. N62362			me (Lc1) -	1230 CDT	
-Basic Information Type Operating Certificat	e-AGRICU	LTURAL AIRCR					Injur		
· Type of Operation	- AEDTAI		SUBSTAN Fire		Crew	Fatal O	Serious O	Minor 1	None O
Flight Conducted Under			NONE		Pass	ő	ŏ	ŏ	ŏ
Accident Occurred During	-DESCEN	Т							
-Aircraft Information									
Make/Model - HILLER UH	12 D		Eng Make/Model - LYC						
Landing Gear - SKID			Number Engines - 1				all Warnir	ng System	- UNK/NR
Max Gross Wt - 2750			Engine Type - REC		ARBURE	TOR			
No. of Seats - 4			Rated Power - UNK	<td></td> <td></td> <td></td> <td></td> <td></td>					
-Environment/Operations Info	rmation-								
Weather Data		I	tinerary			Airport F			
Wx Briefing - NO RECO	RD OF BR	IEFING	Last Departure Point			OFF AIR	PORT/STRIE)	
Method - N/A			MADISON, WI				• -		
Completeness - N/A Basic Weather - VMC			Destination LOCAL			Airport Da FLYING			
Wind Dir/Speed- 240/012	KIC		LUCAL					N/A	
Visibility - 10.0		Δ	TC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds -				- NONE			Surface -		
Lowest Ceiling -							Status -		
Obstructions to Vision-			Type Apch/Lndg					,	
Precipitation -	NONE		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light -		т		•					
 -Personnel Information									
Pilot-In-Command		Age -	40 nial Flight Review Current - YES	Medical Cert	ificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Bienr	nial Flight Review		Fligh	nt Time (Ho	ours)		
COMMERCIAL		C	Surrent - YES	Total	-	2022	Last 24		
SE LAND		M	lonths Since - 0	Make/Mode	e]-	13	Last 30) Days- UN	
HELICOPTER		Д	ircraft Type - UNK/NR	Instrumer	nt-	0) Days- raft -	
Instrument Rating(s)	- AIRPL							•	
-Narrative									

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6/26/84 File No. - 1053 DEERFIELD.WI A/C Reg. No. N62362 Time (Lcl) - 1230 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. LIGHT CONDITION ~ SUNGLARE 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. OBJECT - WIRE, STATIC Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. TERRAIN CONDITION - GROUND ----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

Brief of Accident

File No 1097 6/29/84 ARENA,	RENA,WI A/C Reg. No. N377ST			ime (Lc1) -	1950 CD	T
Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage	Fatal	Injur Serious		None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		Crev	v O	0 0	0	1 0
Aircraft Information Make/Model - HUGHES 500C/369HS Landing Gear - SKID Max Gross Wt - 3000 No. of Seats - 5	Eng Make/Model - A Number Engines - Engine Type - T Rated Power -	1 JRBOSHAFT		Installed/A tall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poiņ ARENA,WI	t		Proximity RPORT/STRIF	,	
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ata		
Wind Dir/Speed- 005/006 KTS					N/A	
Visibility - 10.0 SM	ATC/Airspace	NONE			N/A N/A	
	Type of Flight Plan N Type of Clearance				N/A N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg		Runway	Status		
Personnel Information						
	Age - 41				WAIVERS	/LIMIT
· · · · · · · · · · · · · · · · · · ·	Biennial Flight Review		ght Time (H			
COMMERCIAL, CFI	Current - YES	Total -	10000	Last 24	Hrs - U	
SE LAND, ME LAND, SE SEA	Months Since - 2 Aircraft Type - 500C	Make/Model- Instrument-	650	Last 30) Days- U) Days- U	

Instrument Rating(s) - AIRPLANE,HELICOPTER

----Narrative----

DURING AN AGRICULTURAL SPRAYING OPERATION THE HELICOPTER ENG LOST PWR. THE PLT ATTEMPTED AN AUTOROTATION. THE ACFT ROLLED OVER ON LANDING. THE PLT STATED THAT HE OBSERVED A LOSS OF ENG & ROTOR RPM, NECESSATATING THE AUTOROTATION. INSPECTION OF THE ENG REVEALED THAT THE THIRD STAGE STATOR VANES WERE BROKEN.

File No. - 1097 6/29/84 ARENA,WI A/C Reg. No. N377ST Time (Lc1) - 1950 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. COMPRESSOR ASSEMBLY, STATOR VANE RETAINER - FAILURE, PARTIAL _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. AUTOROTATION - INADEQUATE - PILOT IN COMMAND _____ Occurrence #4 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

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

Brief of Accident

File No 1133 7/24/84 THREE	LAKES,WI A/C	Reg. No. NONE	T i	Time (Lc1) - 0935 CDT				
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14CFR103 Accident Occurred During -DESCENT	DEST	raft Damage ROYED Cre Pas		Injur Serious O O		None 0 0		
-Aircraft Information Make/Model - MATTISON MAC ULTRALIGHT Landing Gear - TRICYCLE-FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIPROCATING-CARBU		installed/A tall Warnir				
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Gompleteness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	an - NONE	Runway Runway Runway Runway	PORT Ata AKES MU. Ident - Lth/Wid - Surface -				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - 36 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model- Instrument-	ight Time (Ho UNK/NR UNK/NR	burs) Last 24 Last 30 Last 90	4 Hrs - UN) Days- UN) Days- UN raft - UN	K/NR K/NR		
Instrument Rating(s) - NONE								

----Narrative----

THE RECENTLY PURCHASED ULTRALIGHT WAS TAXIED FOR ABOUT 40 MINUTES PRIOR TO THE NEW OWNER TRYING HIS FIRST FLT. HE HAD BEEN ADVISED BY THE FORMER OWNER TO MAKE SHORT HOPS AT LOW ALTITUDE DURING A FAMILIARIZATION PERIOD. THE FORMER OWNER WANTED TO BE PRESENT FOR THIS PERIOD BECAUSE THE NEW OWNER HAD NO AVIATION EXPERIENCE. THE NEW OWNER TOOK OFF ON HIS FIRST FLT WITHOUT THE INSTRUCTION OF THE SHORT HOP PERIOD OF FAMILIARIZATION. THE TAKEOFF WENT OK AND THE ULTRALIGHT PROCEEDED DOWNWIND TO BASE IN A CONTROLLED LEVEL FLT. THE TURN TO FINAL APPROACH WAS OVERSHOT AND THE ULTRALIGHT ANGLED BACK TO 40 DEG OFF THE RWY HEADING. OVER A TREE HE WAS HEARD TO THROTTLE BACK TO DESCEND, THEN TO ACCELERATE AND DECELERATE. AT THIS TIME THE ULTRALIGHT WAS SEEN TO NOSE DOWN & DIVE INTO THE GROUND FROM ABOUT 100 FT AGL AT AN ANGLE OF ABOUT 30 DEGREES. THE ACFT WAS DESTROYED AND THE PLT FATALLY INJURED ON IMPACT. THE ENGINE WAS STARTED AND RUN AT VARIOUS POWER SETTINGS FOR 10 MINUTES IN A TEST AFTER THE ACCIDENT.

File No 113	33 7/24/84 THR	EE LAKES,WI	A/C Reg.	No. NONE	·	1) - 0935 CDT
	LOSS OF CONTROL - IN APPROACH - VFR PATTER					
2. IMPROPER USE 3. DIRECTIONAL CONT 4. THROTTLE/POWER (5. PROPER DESCENT F 6. PULL-UP - NOT AT	NG - NOT MAINTAINED - P E OF EQUIPMENT/AIRCRAFT TROL - IMPROPER - PILOT CONTROL - IMPROPER USE RATE - NOT MAINTAINED - TTAINED - PILOT IN COMM	,INADEQUATE INITIAL IN COMMAND OF - PILOT IN COMMA PILOT IN COMMAND AND	TRAINING - F	VILOT IN COMMAND		
ccurrence #2 hase of Operation	IN FLIGHT COLLISION W DESCENT - UNCONTROLLE	ITH TERRAIN D	an shekara A	1993 (1997) 1997 - Stan Stan Stan Stan Stan Stan Stan Stan		
Probable Cause						
is/are finding(s) 1,2	rtation Safety Board de 2,3,4,5,6				-	
			n di			
a da anti-ara da anti- arte da anti- arte da anti-ara da anti- arte da anti-ara da anti-						
• • •						
	an a					

Brief of Accident

Basic Information Type Operating Certificate-NONI		ATTON) Airon	oft Demogra			Tada		
Type operating centricate-NoN	E (GENERAL AVI		aft Damage ROYED		Injuries Fatal Serious Minor N			
Type of Operation -INS	TRUCTIONAL	Fire		Crew	0	0	1	None O
Type of Operation -INST Flight Conducted Under -14 (Accident Occurred During -LAND		NONE		Pass	Ō	Ō	Ö	Ō
Aircraft Information Make/Model - BEECHCRAFT BE-2	10	Eng Make/Model -	VCONTNO 0-260-		EIT -	Inctallod	Activated	
Landing Gear - TRICYCLE-FIXED		Number Engines -		445			ing System	
Max Gross Wt - 2450		Engine Type -				tarr warn	ng system	163
No. of Seats - 4		Rated Power -						
-Environment/Operations Informatio	on							
Weather Data		Itinerary				proximity		
Wx Briefing - UNK/NR		Last Departure Poi	nt		ON AIR	PORT		
Method - UNK/NR		JANESVILLE, WI						
Completeness - UNK/NR		Destination		1	Airport Da			
Basic Weather - VMC Wind Dir/Speed- 270/007 KTS		DODGEVILLE, WI			DODGEV		20	
Visibility - 10.0 SM		ATC/Airspace				Ident	- 30 - 2740/	75
Lowest Sky/Clouds - 4000			n - NONE				- ASPHALT	
Lowest Ceiling - 2500						Status	- DRY	
Obstructions to Vision- NONE		Type Apch/Lndg		TERN	nannay	514140	Ditt	
Precipitation - NONE		·) [- · · [- · · , - · · -]	TOUCH AND G					
Condition of Light - DAYL	IGHT							
-Personnel Information								
Pilot-In-Command	Age	- 42	Medical Cert	ificate	e - VALID	MEDICAL-V	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Bien	nial Flight Review		Fligh	t Time (H	ours)		-
STUDENT		nial Flight Review Current - N/A Months Since - N/A	lotai Maka (Mad	- 1	36	Last 2	24 Hrs - 30 Days- U	
		Aircraft Type - N/A	Make/Mode	el- n+-	0	Last .	30 Days- U 30 Days-	
		An Grant Type - N/A	TUS CLUME		U	Last	JU Days	10
Instrument Rating(s) - NO	NE							

THE STUDENT SOLO PLT FLARED THE ACFT OVER THE RWY, THE ACFT BOUNCED AND HIT THE NOSE GEAR WHICH COLLAPSED. THE ACFT BECAME AIRBORNE AGAIN AND WENT OFF THE RWY ABOUT 100 FT TO THE RIGHT SIDE. THE ARPT DIRECTORY CAUTIONS OF A STEEP DOWNGRADE TO THE RWY. THE THRESHOLD OF RWY 30 IS 85 FT HIGHER THAN RWY 12 THRESHOLD.

A/C Reg. No. N2010V File No. - 1003 8/02/84 DODGEVILLE, WI Time (Lc1) - 1300 CDT -------------Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - DOWNHILL 2. FLARE - EXCESSIVE - PILOT IN COMMAND з. IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND 5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 7. 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) 2,3,4,5

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

Brief of Accident

File No 1041 6/22/84 PARS	SONS, WV	A/C Reg. No. N7C	4SK	т	ime (Lc1)	- 2230 EDT	
Basic Information Type Operating Certificate-NONE (GENER		rcraft Damage ESTROYED		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		ne DNE	Crew Pass	0 0	1 0	0 0	0 0
Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines	- CONTINENTAL C - 1 - RECIPROCATING - 100 HP		S		Activated ng System	
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure F FRONT ROYAL.V/				Proximity RPORT/S⊺RI	Ρ	
Completeness - UNK/NR Basic Weather - IMC	Destination BUCKHANNON,WV	•	Δ	irport D			
Wind Dir/Speed- UNK/NR Visibility - 2.000 SM Lowest Sky/Clouds - 1000 FT SC/ Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - NIGHT(DARK)	ATC/Airspace ATTERED Type of Flight F Type of Clearand Type Apch/Lndg	ce - NONE - STRAIGHT-	IN INARY LAND	Runway Runway Runway	Ident Lth/Wid Surface Status		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Review	Medical Ce		e - VALID Time (H		O WAIVERS/	'LIMIT
PRIVATE SE LAND	Current - YI Months Since - (Aircraft Type - C	6 Make/N	 lode1-		Last 2 Last 3	24 Hrs - UN 30 Days- UN 30 Days-	
Instrument Rating(s) - NONE							
Narrative E ACFT COLLIDED WITH A TREE AND CRASHED AN SCENDED AFTER SEEING LIGHTS BELOW HIM. HE ID THE POLICE HAD PLACED LIGHTS FOR HIM. [CIRCLED THE TOWN AND MAD	DE A TURN TO APP	ROACH A R				
and and a second se Second second							
	PAGE 396	en en tel s					

File No. - 1041 6/22/84 PARSONS, WV A/C Reg. No. N704SK Time (Lc1) - 2230 EDT _____ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 6. WEATHER CONDITION - RAIN 7. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND 8. WEATHER EVALUATION - POOR - PILOT IN COMMAND 9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 10. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 11. OBJECT - TREE(S) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,11

Brief of Accident

File No 1123 8/01/84 St	File No 1123 8/01/84 SO.CHARLESTON,WV			т	Time (Lc1) - 1800 EDT				
Basic Information Type Operating Certificate-NONE (GEI	VERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	Fire NONE	Crew Pass	0	0 0	0	1 2		
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1840 No. of Seats - 4	Number Eng Engine Typ	odel - LYCOMING O ines - 1 e - RECIPROCATI r - 150 HP		S	Installed/A tall Warnir				
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/007 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 5500 FT Lowest Ceiling - 10000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary FING Last Depart SO.CHARLE Destination SAME AS A ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle	STON,WV CC/INC		ON AIR Airport D MALLOR Runway Runway Runway	ata Y Ident - Lth/Wid - Surface -	33 UNK/NR ASPHALT UNK/NR			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight R Current Months Since Aircraft Type	eview -YES Tota -1 Mako	Fligh al -	t Time (H 2955 30	Last 24 Last 30	Hrs -) Days- UN	3		

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED THAT AFTER TOUCHING DOWN, HE WAS UNABLE TO STOP THE ACFT BEFORE RUNNING OFF THE END OF THE PAVED RWY. HE ELECTED TO GO AROUND, BUT FINALLY DECIDED TO MAKE A FULL STOP. A WITNESS REPORTED THAT THE ACFT BOUNCED 3 TIMES DURING THE LEVEL-OFF BEFORE COLLIDING WITH A DIRT BANK. ACCORDING TO THE PLT, THE ENG FLOODED WHEN HE ADDED POWER TO GO AROUND. HOWEVER, NO PRE-ACCIDENT/MECHANICAL FAILURE OR MALFUNCTION WAS EVIDENT.

File No 11	23 8/01/84	SO.CHARLESTON, WV	A/C Reg. No. N8017D	Time (Lc1) - 1800 EDT
Occurrence Phase of Operation	ON GROUND COLLIS LANDING	ON WITH TERRAIN		
Finding(s) 1. UNDETERMINED 2. TERRAIN CONDITI Probable Cause			a sana an	

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

Brief of Accident

FILE NO 1026 6/	File No 1026 6/03/84 THERMOPOLIS,WY A/			C Reg. No. N12	Time (Lc1) - 0930 MDT				
-Basic Information Type Operating Certifica ⁻	te-NONE (GENERAL AVI		craft Damage STROYED		Fatal	Inj Serious	uries 6 Minor	n None
Type of Operation Flight Conducted Under Accident Occurred During		2 91	Fire	9	Crew Pass		1		0
Aircraft Information Make/Model - CESSNA 1 Landing Gear - TRICYCLE- Max Gross Wt - 2400 No. of Seats - 4			Eng Make/Model · Number Engines · Engine Type · Rated Power ·	- 1		St		d/Activate	ed - UNK/N em - YES
-Environment/Operations Info Weather Data Wx Briefing - FSS Method - TELEPHO Completeness - WEATHEF Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 Lowest Sky/Clouds - Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	DNE NDT PER 5000 F 12000 F NONE NONE	TINENT T SCATTERED T BROKEN		C 1an - VFR e - NONE	ATTERN	Runway Runway Runway	ORT ta INGS CO. Ident Lth/Wid	AIRPORT - 19 - 4779/ - ASPHAL	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s STUDENT)	Bien	- 61 nial Flight Review Current - N// Months Since - N// Aircraft Type - N//	A Total A Make/M	Fligh - lode1-	t Time (Ho 66 66	urs) Last Last	24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s)	- NONE								

. f	ile No 1026	6/03/84	THERMOPOLIS, WY	A/C Reg.	No. N12863	Time (Lc1) - 0930 MDT
	nce #1 LOSS Operation LAND					
2. 3. REC 4. THF 5. FL1	LÉN AIRCRAFT/UNAUTH IMPROPER USE OF EC COVERY FROM BOUNCED	QUIPMENT/AIRC LANDING - IM - IMPROPER ROPER USE OF	PROPER - PILOT IN C USE OF - PILOT IN C - PILOT IN COMMAND	NSITION/UPGRADE T OMMAND	RAINING - PILOT	Fo IN COMMANDA LLA DE ENVERTENCIALES
	nce #2 IN Fl Operation DESCE					
Prot	bable Cause					
	ional Transportation finding(s) 1,2,3,4,5		d determines that t	he Probable Cause	e(s) of this acc	cident

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