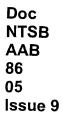
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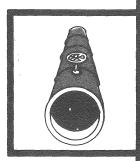


# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594 AIRCRAFT ACCIDENT REPORTS



BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 9 OF 1984 ACCIDENTS





NTSB/AAB-86/05

UNITED STATES GOVERNMENT

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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 supplement the probable cause(s). Additional items or 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 9

CALENDAR YEAR 1984

# File Order Listing - Issue No. 9, 1984

File Number	Aircraft Regist.	Date	Location	Aircı Make 	Model	Injury Index	Page
1601	758FN	101484	CORNING, CA	CESSNA	R172	NONE	72
1602	8325V	092584	JACKSON, TN	PIPER	PA-28-181	NONE	314
1603	12KH	021784	CULLMAN, AL	BELL	47GL	FATAL	6
1604	61219	101284	BROOKHAVEN, MS	CESSNA	150J	MINOR	204
1605	231	062084	CUMMING, GA	CAMAIR	480	FATAL	122
1606	858E	090284	CALHAN, CO	MOLINO OY	PIK-20	SERIOUS	84
1607	30390	062084	LAS CRUCES, NM	CESSNA	182K	NONE	240
1608	6695C	083184	HUNTINGTON BCH, CA	BEECH	C-23	MINOR	62
1609	56520	053184	MARIETTA, GA	MAULE	M-6-235	SERIOUS	120
1610	2346J	060984	BLANDING, UT	BEECH	23	NONE	342
1611	2292M	070984	LOS ALAMOS, NM	PIPER	PA-28R-201	NONE	242
1612	738FA	051484	KINDRED, ND	CESSNA	172N	NONE	220
1613	4967P	090384	RUBIDOUX, CA	PIPER	PA-23-235	FATAL	64
1614	57396	070684	GORST, WA	BELLANCA	7GCBC	SERIOUS	358
1615	8365K	071784	ROE, AR	GRUMMAN	G-164B	NONE	24
1617	44GP	092784	NICEVILLE, FL	THOMAS	PITTS SPEC	NONE	108
1618	38685	100384	MILLEDGEVILLE, GA	PIPER	J3C-65	NONE	124
1619	8771D	020484	HOBOKEN, GA	PIPER	PA-22-150	FATAL	114
1620	6558K	021984	DAWSON, GA	GRUMMAN	G-164B	FATAL	116
1621	11JJ	050684	PAINTER, VA	BELLANCA	17-30A	SERIOUS	350
1622	9657Q	082384	WINSTON-SALEM, NC	CESSNA	172M	NONE	216
1623	4772K	051884	RAMONA, CA	CESSNA	P210N	MINOR	52
1624	5654A	051284	MONTAGUE, CA	CESSNA	172	NONE	50
1625	6651Q	041984	ARBUCKLE, CA	GRUMMAN	G-164B	NONE	46
1626	3574Z	062884	STANLEY, ND	PIPER	PA-18-150	NONE	222

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File Order	Listing	- Issue	No.	9,	1984
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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
1627	8917V	070684	MINNEWAUKAN, ND	CESSNA	172	NONE	224
1628	6293V	050684	DALLAS, GÀ	CESSNA	172RG	FATAL	118
1629	8280K	080184	BOUNTIFUL, UT	STINSON	108-1	NONE	344
1630	1980U	082284	AKRON, CO	CESSNA	185	NONE	80
1631	58397	070284	MT. ST. HELENS, WA	HUGHES	269C	MINOR	356
1632	86686	071084	WATERTOWN, SD	WEATHERLY	201	NONE	304
1633	2641Y	082884	ILIAMNA BAY, AK	CESSNA	180	FATAL	4
1634	6814G	020384	JAFFREY, NH	CESSNA	402	FATAL	234
1636	737MW	100984	GOLD HILL, NC	CESSNA	172N	MINOR	218
1637	11PM	092884	NAPLES, FL	CESSNA	421	NONE	110
1638	74107	092484	LUKA, MS	GRUMMAN	AA5-B	NONE	202
1639	43DR	081984	CHEYENNE, WY	PIPER	PA-38	NONE	382
1640	1067U	060484	NORTH BEND, OR	PIPER	PA-34-200	FATAL	272
1641	8437Z	020484	NEWPORT NEWS, VA	CESSNA	210	FATAL	348
1642	33569	040684	JOHNSTOWN, PA	PIPER	PA-34-200T	FATAL	284
1643	444ZH	080984	OSAGE CITY, KS	CESSNA	172	MINOR	152
1644	5106Y	060784	BEDFORD, PA	HUGHES	500D	NONE	290
1645	8433L	060384	ORLEANS, MA	CESSNA	172	NONE	162
1646	5737G	060684	WARREN, VT	CESSNA	150K	NONE	352
1647	5942N	041484	KEY WEST, FL	ROCKWELL INT	114A	FATAL	100
1648	55384	082484	BILOXI, MS	CESSNA	172P	MINOR	200
1649	3132M	052784	HICKORY, NC	CESSNA	402C	SERIOUS	214
1650	70296	072784	PASCO, WA	CESSNA	A 188B	NONE	364
1651	2375C	051184	PALO ALTO, CA	CESSNA	182RG	NONE	48
1652	82075	060584	LACEYS SPRING, AL	CESSNA	150F	FATAL	8

File Number	Aircraft Regist.	Date	Location	Airc Make	naft Model	Injury Index	Page
1653	8156M	040484	FAYETTEVILLE, AR	CESSNA	3101	FATAL	16
1654	97137	060284	WEST SENECA, NY	CESSNA	C172	NONE	252
1655	5870V	060584	REHOBOTH BEACH, DE	PIPER	PA-32R	NONE	98
1656	806Q	041784	BENTLEY CREEK, PA	BEECH	58	FATAL	286
1657	7693	081484	SWIFTON, AR	GRUMMAN	G-164A	NONE	30
1658	6730K	081684	MARIANNA, AR	GRUMMAN	G-164B	NONE	32
1659	6600K	062384	CAMPBELL, MO	GRUMMAN	G-164B	MINOR	182
1660	231FV	070384	BLUE SPRINGS, MO	MOONEY	M2OK	NONE	186
1661	8945H	031484	BISCOE, AR	SCHWEIZER	G-164A	NONE	12
1662	6749Z	072484	WEBSTER, ND	PIPER	PA-25-235	NONE	226
1663	5332	081784	ARTHUR, ND	GRUMMAN	G-164A	NONE	228
1664	731YZ	073184	PALOUSE, WA	CESSNA	A188B	NONE	366
1665	9654Q	051584	MANSFIELD, MA	CESSNA	C172	NONE	160
1666	5043F	060484	ELLINGTON, CT	CITABRIA	7ECA	NONE	94
1667	13411	060184	NEW PALTZ, NY	CESSNA	177B	NONE	250
1668	84399	060684	PATTON, PA	AERONCA	7AC	NONE	288
1669	57085	060284	SARATOGA, NY	SCHWEIZER	2-33	NONE	254
1671	16803	022584	COALVILLE, UT	BELL	206B - I I I	FATAL	340
1672	2228W	032684	ALPINE, WY	BELL	206B	MINOR	378
1673	7399M	020784	SIDNEY, MT	CESSNA	T210M	FATAL	206
1674	114CW	032884	RANGELY, CO	BEECH	65-490	NONE	76
1675	7487F	082984	WITTS SPRINGS, AR	HUGHES	269C	NONE	34
1676	9857V	070184	DYERSVILLE, IA	CESSNA	188	NONE	128
1677	8289A	081284	BRANSON, MO	PIPER	PA-28-161	NONE	190
1678	9785	071284	GILLETTE, AR	GRUMMAN	G-164A	NONE	22

File Number	Aircraft Regist.	Date	Location	Airc: Make	Model	Injury Index	Page
1679	731XJ	061384	HOLLANDALE, MS	CESSNA	A 188B	FATAL	196
1680	155DH	091984	DAVENPORT, IA	PIPER	PA-28R-200	NONE	134
1681	48570	080584	STONEWALL, AR	CESSNA	A 188B	MINOR	28
1681	8145G	080584	STONEWALL, AR	CESSNA	A188B	MINOR	26
1682	8148G	070984	EAST LYNNE, MO	CESSNA	182P	NONE	188
1683	10931	100384	SO.CHARLESTON, WV	CESSNA	150L	NONE	374
1684	7236Z	091584	CANTON, SD	PIPER	PA-25-235	NONE	306
1685	2628N	091184	BELGRADE, MT	CESSNA	140	NONE	212
1686	9227W	080584	ELK CITY, ID	PIPER	PA-28-235	NONE	138
1687	2420B	080984	LANGLEY, WA	TEMCO	GC~1B	NONE	370
1688	6561Q	082984	KIRTLAND AFB, NM	CESSNA	152	NONE	244
1689	64744	071184	LAMBERT, MS	SNOW	600-S2C	MINOR	198
1690	5516K	080484	JULIAN, CA	BELLANCA	7ECA	FATAL	56
1691	71429	051284	NUCLA, CO	CESSNA	182M	SERIOUS	78
1692	6932H	062284	HOMESTEAD, FL	PIPER	J-3 CUB	NONE	102
1693	8394L	080284	MORTON, WA	CESSNA	1721	MINOR	368
1694	55660	072984	SCAPPOOSE, OR	MOONEY	M2OE	NONE	276
1695	222RF	092484	CAMPBELL, MO	CESSNA	150	NONE	194
1696	78JC	072184	HENDERSON, NV	SPERLING	BD-4	FATAL	246
1697	42497	060284	NORFOLK, NE	PIPER	J3C-65	SERIOUS	230
1698	516PC	081784	OSKALOOSA, IA	CESSNA	170B	FATAL	132
1699	9888	081484	ADAMS, TN	GRUMMAN	G-164A	NONE	312
1700	6895D	020384	BELLAIRE, MI	PIPER	AEROSTAR 6	NONE	166
1701	8205Y	060684	BERRIEN SPRINGS, MI	PIPER	PA-30	MINOR	168
1703	50618	072584	BURLEY, ID	CESSNA	150J	MINOR	136

File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
1705	8138V	082684	SALOME, AZ	CESSNA	188A	NONE	42
1706	1180A	072784	HOLLISTER, CA	E.L. GRIGGS	Q2	FATAL	54
1708	1113X	120884	MONTAGUE, NJ	MOONEY	M2OJ	FATAL	238
1709	23275	111084	TAUNTON, MA	CESSNA	C337	FATAL	164
1710	1074G	103084	LANE CITY, TX	BELL	206B	SERIOUS	338
1711	67115	080684	BIG LAKE, MN	HILLER	12E	NONE	176
1712	6579K	091684	LONGMONT, CO	CESSNA	172P	NONE	86
1713	4FL	090884	WALLINGFORD, CT	BELL	206B	FATAL	96
1714	3159Y	081884	PRINEVILLE, OR	CESSNA	182E	FATAL	280
1715	6735Q	081084	BLAKESBURG, IA	CESSNA	305A	NONE	130
1718	919R	071284	EPHRATA, WA	SCHLEICHER	ASW 20 B	FATAL	362
1718	17KS	071284	EPHRATA, WA	SCHEMP-HIRTH	VENTUS A	FATAL	360
1719	35849	080884	SHELBYVILLE, TN	CESSNA	177RG	NONE	310
1720	9161X	091584	ROLLA, MO	CESSNA	182D	NONE	192
1721	555HM	062584	MONTAUK, NY	CESSNA	206	NONE	256
1722	9178L	061484	MAHAFFEY, PA	BELLANCA	8KCAB	NONE	292
1723	6485V	060784	SO. BURLINGTON, VT	HELIO	295	NONE	354
1724	5536L	012284	BARRE, MA	CESSNA	152	FATAL	158
1725	26320	050984	PLEASANT HILL, MO	GULFSTREAM A	AA5A	MINOR	178
1726	7556	061684	PERKASIE, PA	SCHWEIZER	SGS 2-33	NONE	298
1727	66078	062184	MARLBORO, NJ	CESSNA	C150	NONE	236
1728	4033P	061684	MEADVILLE, PA	HILLER	12E	NONE	296
1729	704UL	062184	MIDDLETOWN, PA	CESSNA	50 <b>M</b>	NONE	300
1730	738CN	061484	PATTON, PA	CESSNA	C172	NONE	294
1731	2047L	090484	LAURENS, SC	BEECH	58	NONE	302

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1732	900FE	012484	GROTON, CT	CESSNA	P210N	FATAL	92
1734	8337Z	081284	MOUNTAIN HOME, ID	CESSNA	210-5(205)	SERIOUS	140
1735	8655	031384	STORY, WY	AEROSPATIALE	SA-316B	SERIOUS	376
1736	6521R	032484	GREELEY, CO	CESSNA	172RG	SERIOUS	74
1737	743W	033184	MILES CITY, MT	AERO COMMAND	500-B	SERIOUS	208
1738	6931N	070684	CHILOQUIN, OR	MOONEY	M-20C	SERIOUS	274
1739	5553X	081484	NAMPA, ID	ROCKWELL	THRUSH SR2	NONE	142
1741	323E	051384	SPRINGFIELD, MO	BEECH	BE95A55	NONE	180
1742	757KD	051584	NO.LITTLE ROCK, AR	CESSNA	152	NONE	18
1743	4787C	072684	KETCHIKAN, AK	DEHAVILLAND	BEAVER DHC	FATAL	2
1744	6815Z	021584	MENA, AR	CESSNA	4144	FATAL	10
1745	81680	072084	GLENDO, WY	PIPER	28RT-201T	MINOR	380
1746	72480	102484	CHANDLER, AZ	PIPER	PA-22-20	NONE	44
1747	7338F	090984	HAYWARD, CA	CESSNA	172N	NONE	66
1748	9177U	091484	BAKER, CA	CESSNA	150M	NONE	68
1749	3754K	052984	ROCKWOOD, TN	GLOBE SWIFT	GC-1B	FATAL	308
1750	65457	092984	LA BELLE, FL	CESSNA	152	MINOR	112
1751	777TA	092484	MIAMI, FL	CESSNA	172	NONE	106
1752	23665	083184	MIAMI, FL	PIPER	PA-38	NONE	104
1753	3481Y	052584	BROADUS, MT	CESSNA	180H	FATAL	210
1754	731KU	053084	RIPLEY, OK	CESSNA	A188B	MINOR	268
1755	16461	053184	ODESSA, TX	PIPER	PA-28-235	NONE	328
1756	5977W	053184	FERRIDAY, LA	PIPER	PA-28-160	NONE	154
1757	7252V	060184	MARINGOUIN, LA	ROCKWELL	A - 9B	FATAL	156
1758	44WR	060984	FRIENDSWOOD, TX	BOEING	A75N1	NONE	330

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1759	6180Q	071484	EUFAULA, OK	CESSNA	152	NONE	270
1761	3204F	051884	EL MIRAGE, AZ	BLANIK	L-13	NONE	36
1762	2276Q	060884	SOUTH PELTO, GM	BELL	206B	MINOR	126
1763	46ER	090984	QUINLAN, TX	CESSNA	172N	FATAL	336
1764	455FG	062984	MT PLEASANT, TX	GRIFFIN	FG-1A	FATAL	332
1765	31DF	050584	LA MARQUE, TX	PITTS SPECIA	S-1	FATAL	316
1766	6406Y	061584	CAMP VERDE, AZ	CESSNA	T210N	NONE	40
1767	69893	060984	AGUILA, AZ	STINSON	V77	MINOR	38
1768	2876W	082884	LIVERMORE, CA	BEECH	A36	SERIOUS	60
1769	76VP	082684	APPLE VALLEY, CA	CESSNA	150G	NONE	58
1770	8048L	100884	LONG BEACH, CA	CESSNA	172H	NONE	70
1771	95981	052784	WHITNEY, TX	CESSNA	182Q	NONE	324
1772	5852C	052784	ARNETT, OK	BEECH	C35	MINOR	264
1773	951AA	052984	GOLDSBY, OK	AMERICAN AER	EAGLE 2	NONE	266
1774	3610R	052784	AMARILLO, TX	BALLOON WORK	FIREFLY 7	SERIOUS	322
1775	27582	052884	PORT ARANSAS, TX	TAYLORCRAFT	BC-65	MINOR	326
1776	56424	070384	MILLBROOK, NY	MAULE	M5-180C	NONE	258
1777	88155	071684	KIMBALL, NE	EAGLE	DW1	FATAL	232
1778	5019P	070284	OSAGE BEACH, MO	PIPER	PA-24-180	SERIOUS	184
1779	45757	091884	BOULDER, CO	HOMEBUILT	KR 2	NONE	88
1780	8145V	092684	KIOWA, CO	PIPER	PA-28-161	NONE	90
1781	4394E	083084	CLARK, CO	RAVEN	AX-8	SERIOUS	82
1782	27315	081684	PECOS, TX	CESSNA	150	NONE	334
1783	55350	052384	STILLWATER, OK	CESSNA	172P	NONE	262
1784	7393V	051784	PLAINVIEW, TX	BELLANCA	17-30	MINOR	320

File Order Listing - Issue No. 9, 1984

File	Aircraft			Aircr		Injury	_
Number	Regist.	Date	Location	Make	Model	Index	Page
1785	215RL	051684	CLARKSVILLE, TX	CANADAIR	CL-600	SERIOUS	318
1786	1045J	052884	MORRILTON, AR	AERO COMMAND	112	NONE	20
1787	93023	061684	INDIANAPOLIS, IN	CESSNA	152	MINOR	148
1788	18JM	061784	NIMROD, MN	BELL	47-G2	SERIOUS	174
1789	67995	082584	KOKOMO, IN	CESSNA	152	NONE	150
1790	98017	091584	GRAND RAPIDS, MI	PIPER	PA-28-140	NONE	170
1791	941Q	092284	WILLSHIRE, OH	BEECHCRAFT	B33	NONE	260
1792	14420	092984	GREGORY, MI	BLANIK	L-13	NONE	172
1793	44730	100884	LINCOLN, IL	PIPER	PA-34-200T	NONE	146
1794	53130	100684	HAMPSHIRE, IL	AEROTEK, INC.	PITTS S-2B	NONE	144
1795	CGIPZ	081884	WHIDBEY ISLAND, WA	DONALD E. BR	STARDUSTER	NONE	372
1796	7599V	081884	LAS VEGAS, NV	WHITMAN	W - 8	MINOR	248
1797	2345B	082284	SHERIDAN, OR	UNIVERSAL	GC - 1B	NONE	282
1798	83233	080984	PRINEVILLE, OR	AERONCA	7AC	NONE	278
1799	4992M	082884	BLUFFDALE, UT	ENSTROM	280C	NONE	346
1800	9541J	032284	LAKE VILLAGE, AR	CESSNA	188B	NONE	14

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 9 OF 1984 ACCIDENTS

Brief of Accident

Type Operating Certificate-NONE (GENER)		rcraft Damage			Injur		
		ESTROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fi	-		0 2	1	0	0 1
Accident Occurred During -MANEUVERING		DNE	Pass	2	3	0	I
Aircraft Information							
Make/Model - DEHAVILLAND BEAVER DHC	· 3 ·						
Landing Gear - FLOAT	Number Engines				1 Warning S	ystem – N	0
Max Gross Wt - 5100	Engine Type		G-CARBURETO	)R			
No. of Seats - 8	Rated Power	- 450 HP					
Environment/Operations Information	Thingson			linnent	Deckimity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary G Last Departure H	Point	4		Proximity RPORT/STRIP	,	
Method - N/A	YES BAY,AK	Pomit		OFF AI	RFURI/ SIRIF		
Completeness - N/A	Destination		Δ.	irport Da	ata		
Basic Weather - VMC	KETCHIKAN, AK						
Wind Dir/Speed- 140/010 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight I	Plan - NONE			Surface -		
Lowest Ceiling - UNK/NR	Type of Clearan			Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	A	Madiaal (	antificato				
Pilot-In-Command Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review		ertificate			WAIVERS/	LIMII
ATP		FS Total	- 3	586	Last 24	Hrs - UN	K/NR
SE LAND.ME LAND.SE SEA	Current - Y Months Since - 2	2 Make/	- 3: Model- 15	510	Last 30	) Days- UN	
	Aircraft Type - D	HC-2 Instr	ument- UNK	/NR	Last 90	) Days- UN	
		Multi	-Eng -	108	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT FLEW INTO A CANYON WITH A CLIMB-OUT	GRADIENT IN EXCESS OF T	HE ACET CAPARTI	TTY AND COL	I TDED W	ITH THE UPS	LOPING	
RAIN. THE PLT SAID HE HAD HIT A DOWNDRAFT							

File No 174	3 7/26/84	KETCHIKAN, AK	A/C Reg. No. N4787C	Time (Lc1) - 1200 ADT
Occurrence Phase of Operation	IN FLIGHT COLLIS MANEUVERING			
3. AIRCRAFT PERFORM	NING/DECISION - I NANCE,CLIMB CAPABI NADEQUATE - PILOT	ILLY MPROPER - PILOT IN C _ITY - EXCEEDED IN COMMAND	OMMAND	
	E - NOT POSSIBLE			

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Airc	raft Damage			Injur	ries	
	•	TROYED	Fa	atal	Serious	Minor	None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass	2	0	0	1
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - CESSNA 180	Eng Make/Model -		470-L		Installed/#		
Landing Gear - FLOAT	Number Engines -				tall Warnir	ng System	- YES
Max Gross Wt - 2550		RECIPROCATING-	CARBURETOR				
No. of Seats - 4	Rated Power -	230 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A				OFF AI	RPORT/STRIE	5	
Completeness - N/A	SAME AS ACC/INC Destination		Ain	port Da	<b>.</b>		
Basic Weather - VMC	PEDRO BAY,AK		AIC	port Da	ata		
Wind Dir/Speed- CALM	FEDRO DAT, AR			Runwav	Ident -	- N/A	
Visibility - 1.000 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface ·		
Lowest Ceiling - 2000 FT BRO	KEN Type of Clearance	- NONE		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAWN							
-Personnel Information							
Pilot-In-Command	Age - 43	Medical Cer				AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	<b>T</b> - 1 - 1	Flight T			4 11	
PRIVATE SE LAND,SE SEA	Current - YES Months Since - 13		- 305	0		4 Hrs - D Days- U	
SE LAND, SE SEA	Aircraft Type - C-1		ent- UNK/N	D	Last 30	) Days- U ) Days-	
	An chart Type - C T	Multi~F	ng - UNK/N		Rotorci	∽aft - U	
		Marti L				ure o	
Instrument Rating(s) - NONE							
ACFT STRUCK A GRAVEL BAR WHILE TAXIING.	THE ACFT WAS NOT FREED FR	OM THE GRAVEL B	AR UNTIL T	HE NEX	T MORNING D	DUE	
A RECEDING TIDE ON THE PREVIOUS NIGHT. AP							
EOFF, THE ACFT ROLLED OVER IN THE WATER A	ND EVENTUALLY CANK DOTOD	TO THE DISADDE			CT TUC		

BETWEEN THE TIME THE ACFT STRUCK THE GRAVEL BAR AND THE TIME IT SANK. THERE WERE NO APPROVED PERSONAL FLOATATION DEVICES ABOARD THE ACFT. THE FOUR INDIVIDUALS ABOARD THE PLANE USED INFLATED HIP WADERS DURING AN ATTEMPT TO SWIM FOR SHORE. TWO INDIVIDUALS WERE LOST AND PRESUMED DROWNED IN THIS ATTEMPT. WATER TEMPERATURE WAS APPROX 45 DEGREES F.

8/28/84 A/C Reg. No. N2641Y Time (Lc1) - 0600 ADT File No. - 1633 ILIAMNA BAY,AK ------------DRAGGED WING, ROTOR, POD, OR FLOAT Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. LANDING GEAR, FLOAT ASSEMBLY - CRACKED 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, PRESSURE - PILOT IN COMMAND 4. LANDING GEAR, FLOAT ASSEMBLY - LEAK MISCELLANEOUS/OTHER Occurrence #2 Phase of Operation TAXI - TO TAKEOFF Finding(s) 5. LANDING GEAR, FLOAT ASSEMBLY - LEAK 6. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND 7. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 8. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND 9. EQUIPMENT, OTHER - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

.

Basic Information Type Operating Certifica			t Damage		Injur	ioc	
Type operating centrica	LE-AGRICULIURAL	DESTR	5	Fatal	Serious		None
Type of Operation	-TEST FLT	Fire	Crew	1	0	0	0
Flight Conducted Under		ON GRO		Ó	Ō	Ō	Ó
Accident Occurred During							
Aircraft Information							
Make/Model - BELL 47G	L		COMING VO-435-A1F		Installed/A		
Landing Gear - SKID		Number Engines -			tall Warnir	ng System	- NO
Max Gross Wt - 2450		5 ,1	ECIPROCATING-CARBURE	TOR			
No. of Seats - 1		Rated Power -	260 HP				
-Environment/Operations Inf	ormation						
Weather Data		Itinerary			Proximity		
	ORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRIF	,	
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM		LOCAL		Dunwos	Ident -	- N/A	
Visibility - 10.0	SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan			Surface -		
	- NONE	Type of Clearance			Status -		
Obstructions to Vision		Type Apch/Lndg			otatao		
Precipitation		rype xpeny indg					
Condition of Light							
Personnel Information							
Pilot-In-Command		Age - 29	Medical Certificat	e - VALID	MEDICAL-WA	AIVERS/LIM	MIT
Certificate(s)/Rating(s	;)	Biennial Flight Review	Fligh	t Time (F	lours)		
COMMERCIAL		Current - YES	Total -	4197	Last 24	4 Hrs - Ul	NK/NR
		Months Since - 21	Make/Model- UN	K/NR	Last 30	Days- U	NK/NR
SE LAND, ME LAND		Aircraft Type - C-172	Instrument- UN	IK/NR	Last 90	) Davs-	11
SE LAND,ME LAND HELICOPTER							
·			Multi-Eng - UN	K/NR		raft -	2987

#### File No. - 1603 2/17/84 CULLMAN,AL A/C Reg. No. N12KH Time (Lc1) - 0904 CST LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. LUBRICATING SYSTEM - CONTAMINATION 2. MAINTENANCE, OVERHAUL - IMPROPER - UNQUALIFIED PERSON 3. FLUID,OIL - STARVATION \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - GROUND 6. TERRAIN CONDITION - RISING \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

#### Brief of Accident

Type Operating Certificate-NONE (GENER	AL AVIATION) Air	craft Damage			Injur	ies	
		STROYED		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Э	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NO	NE	Pass	1	0	0	0
Aircraft Information							
Make/Model - CESSNA 150F	Eng Make/Model						
Landing Gear - TRICYCLE-FIXED	Number Engines				Stall Warnin	g System	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATI - 100 HP	NG-CARBURETO				
Environment/Operations Information							
Weather Data	Itinerary		Α		Proximity		
W× Briefing - NO RECORD OF BRIEFIN				OFF A	IRPORT/STRIP		
Method - N/A	SAME AS ACC/IN				<b>D</b> = 4 =		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Al	rport l	HUNTSVILLE		
Wind Dir/Speed- 140/014 KTS	LUCAL			-	v Ident -	NI/A	
Visibility - 10.0 SM	ATC/Airspace				v Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SCA		lan - NONF			y Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance				y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 44	Modical	Certificate	- NO M			
Certificate(s)/Rating(s)							
NONE	Biennial Flight Review Current - N/	A Tota	1 - UNK/	NR	Last 24	Hrs - Ul	NK/NR
	Months Since - N/	A Make	/Model- UNK/	NR	Last 30	Days- U	
	Aircraft Type - N/	A Inst	/Model- UNK/ rument- UNK/ i-Eng - UNK/	NR	Last 90	Days- U	
		Mult	i-Eng - UNK/	NR	Rotorcr	aft - Ul	NK/NR
Instrument Rating(s) - NONE							
Narrative	<b>_</b>						
			TVE & IMPACT	ED THE		STEEP	
N-CERTIFICATED PLT MADE A STEEP TURN AFT							

File No 16	52 6/05/84	LACEYS SPRING,AL	A/C Reg. No. N8207S	Time (Lc1) - 1250 CDT
Decurrence #1				
Phase of Operation	TAKEOFF - INITIA	_ CLIMB		
	E OF PROCEDURE, OVER E OF PROCEDURE, IMPR	R CONFIDENCE IN PERSON ROPER TRAINING - PILOT	AL ABILITY - PILOT IN COMMAND	

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

Brief of Accident

File No 1744 2/15/84 MENA,	AR	A/C Reg. No. N	6815Z	т	ime (Lcl) -	1656 CST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL	a a a a a a a	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	2	0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pass	õ	ő	õ	ŏ
Accident Occurred During -APPROACH			1 2 3 3	Ū	Ŭ	0	Ŭ
Aircraft Information							
Make/Model - CESSNA 414A	Eng Make/	Model - CONTINENTAL	TSI0-520-N	IB ELT	Installed/A	ctivated	- YES/NO
Landing Gear ~ TRICYCLE-RETRACTABLE	Number En	gines - 2		S	tall Warnin	ig System	~ YES
Max Gross Wt - 6350	Engine Ty	pe - RECIP-FUEL	INJECTED				
No. of Seats - 8	Rated Pow	er - 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP	•	
Method - N/A	ADDISON,	тх					
Completeness - N/A	Destination		۵	lirport D	ata		
Basic Weather - VMC	MENA, AR			MENA I	NTERMOUNTAI	N REG.	
Wind Dir/Speed- 110/012 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	5000/	75
Lowest Sky/Clouds - UNK/NR	Type of Fl	ight Plan - IFR		Runway	Surface -	ASPHALT	
Lowest Ceiling - 2200 FT OVER	CAST Type of C1	earance - IFR		Runway	Status -	WET	
Obstructions to Vision- NONE	Type Apch/	Lndg - ADF/NDB					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62	Medical	Certificate	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	: Time (H	ours)		
COMMERCIAL, ATP, CFI	Current	-UNK/NR Tota	1 - 10	0100	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since	-UNK/NR Make	/Model- UNK	<td>Last 30</td> <td>) Days-</td> <td>12</td>	Last 30	) Days-	12
	Aircraft Typ	e – UNK/NR Inst	rument- UNK	(/NR	Last 90	) Days-	27
	51		i-Eng - UNK	(/NR	Rotorcr	•aft - UN	K/NR
			2				
Instrument Rating(s) - AIRPLANE							
Narrative							
CFT CLEARED FOR MENA NDB APCH AND TO MAINTAI	N 5000 FT MSL UNT	IL ESTABLISHED ON T	HE APCH. AC	OFT DESCE	NDED TO 480	O FT	
SL ON APRX GRND TRACK OF 040 TO 030 DEG AFTE	R NDB PASSAGE. AC	FT THEN TURNED TO A	GROUND TRA	CK OF 11	6 DEG. AFTE	R 12	
ECONDS THE ACFT TURNED TO A GROUND TRACK OF	350 DEG DURING WH	ICH THE GROUND SPEE	D DECREASED	) TO 93 K	TS. THE ACF	T	
ESCENDED TO 4600 FT MSL WITH GROUND SPEED IN							
N JUST A MOMENT." RADAR CONTACT WAS LOST WIT							
AS FOUND 6 MILES NW OF THE ARPT AT AN ELEV O							
URN HEADING OF 125 DEG AND 305 DEG. REPORTED							
T 34 KTS, 169 DEG AT 30 KTS AND 151 DEG AT 3							
		••					
	DACE	10					

File No 1744	2/15/84	MENA, AR	A/C Reg. No. N6815Z	Time (Lcl) - 1656 CST
	N FLIGHT COLLISIC PPROACH - FAF/OUT	N WITH OBJECT ER MARKER TO THRE	SHOLD (IFR)	
Finding(s) 1. COMPENSATION FOR W 2. MINIMUM DESCENT AL 3. IFR PROCEDURE - NO 4. TERRAIN CONDITION 5. WEATHER CONDITION	TITUDE - NOT ATTA T FOLLOWED - PILC - MOUNTAINOUS/HIL	INED - PILOT IN C T IN COMMAND		

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

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

Brief of Accident

Type Operating Certificate-AGR:	CULTURAL AIRCRAF		raft Damage		<b>F</b>	Inju		
Flight Conducted Under -14 ( Accident Occurred During -LAN	DING	SUE Fire NOM		Crew Pass		Serious O O	Minor O O	None 1 0
-Aircraft Information Make/Model - SCHWEIZER G-164		Eng Make/Model -	• P&W R1340		ELT	Installed/	Activated	- NO -N//
Landing Gear - TAILWHEEL-ALL   Max Gross Wt - 4500 No. of Seats - 1	IXED	Number Engines - Engine Type -	· 1	G-CARBUR		tall Warni	ng System ·	- NO
-Environment/Operations Informatio	 on							
Weather Data Wx Briefing - NO RECORD OF Method - N/A	BRIEFING L	nerary ast Departure Pc DE VALLS BLUFF,				Proximity RPORT/STRI	Ρ	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/008 KTS		stination BISCOE,AR			Airport Da BETZNE	र	- N/A	
Visibility - 4.000 SM Lowest Sky/Clouds - CLEA Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYL	τ τ τ	/Airspace ype of Flight Pl ype of Clearance ype Apch/Lndg	e - NONE		Runway Runway	Lth/Wid Surface		
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - Biennia	1 Elight Peview		Flig	ht Time (H		O WAIVERS/I	IMIT
COMMERCIAL SE LAND	Cur Mon	rent - YES ths Since - 15 craft Type - C-1	5 Total Make/I 172 Instru	Model- ument- -Eng -	8700 7500 155	Last 2 Last 3	4 Hrs - O Days- UNH O Days-	4 K/NR 70
Instrument Rating(s) - All	RPLANE							
-Narrative ER SPRAYING OPERATIONS ACFT PROPE CH CORRODED BEARINGS. EVENTUALLY OWING THE PROPELLER BLADE PITCH TO LANDED THE ACFT IN A FIELD. THE	PITCH MOVEMENT WA D INCREASE. ENGIN	S HINDERED BY RU	IST CORROSION. BELOW OPERATI	THE BLA	DE COUNTER	WEIGHT BOL	T BROKE	

3/14/84 BISCOE.AR File No. - 1661 A/C Reg. Nc. N8945H Time (Lc1) ~ 1230 CST ------Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - CORRODED 2. FLUID - CONTAMINATION 3. FLUID - WATER 4. MAINTENANCE, SERVICE OF AIRCRAFT - 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) 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) 1,4

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

#### Brief of Accident

File No 1800 3/22/84 LAKE	VILLAGE, AK	A/C Reg. No. M	193410		ime (Lc1) ·	- 1545 651	
-Basic Information							
Type Operating Certificate-AGRICULTURAL		rcraft Damage		<b>F</b> = 1 = 1	Inju		
		UBSTANTIAL	0	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137			Crew	-	0	0	1
Accident Occurred During -TAKEOFF	U	N GROUND	Pass	0	0	0	0
Make/Model - CESSNA 188B	Eng Make/Model	- CONTINENTAL	L 10-520-D	ELT	Installed/	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnii		
Max Gross Wt - 3300	Engine Type		INJECTED			5 - 7	
No. of Seats - 1	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIF	PORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination			Airport [	ata		
Basic Weather - VMC	SAME AS ACC/I	NC					
Wind Dir/Speed- 090/008 KTS						- 18	
Visibility - 15.0 SM	ATC/Airspace					- 2600	
Lowest Sky/Clouds - CLEAR	Type of Flight				-	- N/A	
Lowest Ceiling - NONE	Type of Clearan			Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29				MEDICAL-N	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			ht Time (H			
COMMERCIAL	Current - Y					4 Hrs -	. 8
SE LAND	Months Since -		e/Model-			) Days- UN	
	Aircraft Type - U	• • •	trument- ti-Eng -		Last 90	) Days-	96

#### Instrument Rating(s) - NONE

----Narrative----

AS THE ACFT BEGAN TO ROTATE DURING TAKEOFF ONE PROPELLER BLADE WAS THROWN 1000 FT BEHIND THE ACFT. THE REMAINING BLADE AND HUB BECAME UNBALANCED, TWISTING THE ENGINE AT A 45 DEGREE ANGLE. PLT SHUT DOWN THE ENGINE. ACFT TRAVELED OFF THE LEFT SIDE OF THE RWY AND CARTWHEELED. INSPECTION REVEALED PROPELLER BLADE BROKE APRX 2 INCHES OUTBOARD OF THE HUB. METALLURGICAL TESTS REVEALED NUMEROUS FATIGUE ORIGANS ON BOTH THE BLADE BUTT ENDS AT ITS SEPARATION POINTS AND IN THE PROPELLER ATTACHMENT ON THE FACE OF THE HUB. THE PROPELLER BLADE MOUNTING WHICH ATTACHES TO THE ENGINE HAD BROKEN OUT BETWEEN TWO STUD HOLES. THIS AREA SHOWS FATIGUE AS WELL AS DEFORMATION OF THE MOUNTING SURFACE.

\_\_\_\_\_

File No. - 1800 3/22/84 LAKE VILLAGE, AR A/C Reg. No. N9541J Time (Lc1) - 1545 CST \_\_\_\_ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE 2. PROPELLER SYSTEM/ACCESSORIES, HUB - FATIGUE Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. 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

Brief of Accident

File No 1653 4/04/84 FA		A/C Reg.	No. N8156M 		'ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da DESTROYED	mage	Fatal	Injur Serious	ies Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	1 1	0 0	0 0	0 0
Aircraft Information Make/Model - CESSNA 310I Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 4	Number E Engine 1	e/Model - CONTIN Engines - 2 Type - RECIP- ower - 260	FUEL INJECTED		Installed/A itall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 290/010 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 500 FT Lowest Ceiling - 500 FT Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - DAYLIGHT	LITTLE Destinatio FAYETTE ATC/Airspac Type of F /ERCAST Type of C	on EVILLE,AR ce Flight Plan - IF	R	OFF AI Airport D DRAKE Runway Runway Runway	FIELD	- 16 - 6006/ - ASPHALT	100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI,MILITARY SE LAND,ME LAND	Age - 52 Biennial Fligh Current Months Sinc Aircraft Ty	Review	ical Certifica Fligh Total - Make/Model- Instrument- Uh Multi-Eng -	nt Time (H 5007 77 NK/NR	lours) Last 24 Last 30 Last 90	AIVERS/LIM 4 Hrs - UM ) Days- ) Days- raft - UM	NK/NR 13 37

Instrument Rating(s) - AIRPLANE

----Narrative----

WHEN THE PLT RECEIVED A WX BRIEFING AT 1012 CST, HE WAS ADVISED THAT THE WX AT HIS DESTINATION (FAYETTEVILLE, AR) WAS AN ESTIMATED 600' OVERCAST, VIS 4 MI WITH LIGHT DRIZZLE & FOG, BUT THE WX WAS FORCAST TO BEGIN TO IMPROVE IN ABOUT 1 HR. HE TOOK OFF & DURING ARRIVAL AT 1123, THE PLT WAS ADVISED THAT 2 PREVIOUS ACFT HAD MADE MISSED APPROACHES. AT 1139:17, HE WAS CLEARED FOR AN ILS APCH & INSTRUCTED TO REPORT OVER THE OUTER MARKER (OM). AT 1141:08, THE PLT REPORTED DEPARTING THE ELMIE INTERSECTION, 6.9 MI FROM THE OM. AT 1145:21, THE TOWER CLEARED THE ACFT TO LAND & REMINDED THE PLT TO REPORT AT THE OM. THE PLT RESPONDED, "WAITING FOR IT." ABOUT 30 SEC LATER, TOWER ASKED THE PLT TO REPORT IS POSITION, BUT THERE WAS NO REPLY. LATER, THE ACFT WAS FOUND WERE IT HAD CRASHED ON RISING TERRAIN (ELEV 1960') ALONG THE EXTENDED CENTERLINE OF RWY 16, ABOUT 7 MI SSE OF THE ARPT. THE MDA FOR THE APCH WAS 1800' (549' AGL). THE MARKER BEACON SW WAS FOUND IN THE OFF POSITION & THE GEAR & FLAPS WERE EXTENDED. THE ARPT ELEV WAS 1251' & ITS WX WAS: 500' OVC, 3 MI VIS, DRIZZLE, FOG.

File No. - 1653 4/04/84 FAYETTEVILLE, AR A/C Reg. No. N8156M Time (Lc1) - 1145 CST ------IN FLIGHT COLLISION WITH TERRAIN Occurrence #1 Phase of Operation APPROACH Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - FOG 3. WEATHER CONDITION - RAIN 4. WEATHER CONDITION - BELOW APPROACH MINIMUMS 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 6. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 7. NAVIGATION RECEIVER - NOT SELECTED - PILOT IN COMMAND \_\_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH Finding(s) 8. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND '9. TERRAIN CONDITION - MOUNTAINOUS/HILLY 10. TERRAIN CONDITION - RISING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information		Aircraft Dan SUBSTANTIA Fire NONE	Crew	Fatal O	Injur Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information		SUBSTANTIA Fire	Crew		Serious		••
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information				0		PLUTON S	None
Accident Occurred During -LANDING Aircraft Information		NONE		0	0	0	1
			Pass	0	0	0	0
Make/Model ~ CESSNA 152			NG 0-235-L2C	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED					tall Warning	g System	- YES
Max Gross Wt - 1670			DCATING-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 110	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Depar			OFF AI	RPORT/STRIP		
Method - UNK/NR	SAME AS						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	LOCAL				LITTLE ROCK		
Wind Dir/Speed- 060/012 KTS						35	~~
	ATC/Airspace				Lth/Wid - Surface -		75
Lowest Sky/Clouds - 8000 FT S Lowest Ceiling - NONE	Type of Clo				Status -		
Obstructions to Vision- NONE		Lndg - TR		Runway	status -	DRT	
Precipitation - NONE	Type Apch/		LL STOP				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 32		ical Certifica	te – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H			
STUDENT	Current	- N/A	Total -	17	Last 24		1
	Months Since	- N/A	Make/Model-	17	Last 30	Days-	4
	Aircraft Typ	e - N/A	Instrument-	1	Last 90	Days-	13
Instrument Rating(s) - NONE							

THE ACFT COLLIDED WITH A RWY LIGHT AND NOSED OVER DURING LANDING IN A X-WIND. THE WIND WAS REPORTED TO THE STUDENT AS FROM 040 DEGREES AT 9 KTS AT TAKEOFF AND 070 DEGREES AT 11 KTS WHEN SHE RETURNED TO LAND. THESE WINDS CONVERTED TO A 90 DEGREE X-WIND OF 6.5 KTS FOR TAKEOFF AND 10.8 KTS FOR LANDING ON RWY 35. THE STUDENT PLTS CFI HAD INSTRUCTED HER NOT TO FLY WHEN THE X-WIND WAS OVER 5 KTS.

File No. - 1742 5/15/84 A/C Reg. No. N757KD NO.LITTLE ROCK.AR Time (Lc1) - 0920 CDT ------Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WIND INFORMATION - DISREGARDED - 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. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - RUNWAY LIGHT \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL \_ \_ \_ \_ \_ \_ \_ \_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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

Brief of Accident

File No 1786 5/28/84 MORRI	_TON, AR	A/C Reg. No. M	т	ime (Lcl)	- 0945 0	DT	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal 0 0	Inju Serious O O		
Aircraft Information Make/Model - AERO COMMANDER 112 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4	Number Engir Engine Type	lei - LYCOMING IG les - 1 - RECIP-FUEL - 200 HP			Installed/ tall Warni		ed - YES/YES 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 - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clear		C PATTERN	ON AIR Airport D MORRIL Runway Runway Runway	ata TON MUNI Ident Lth/Wid Surface		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND		view · YES Tot: · 15 Make	al - Ŭ	nt Time (H 1316 3	ours) Last 2 Last 3	AIVERS/I 4 Hrs - 0 Days- 0 Days-	1 UNK/NR

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#### Instrument Rating(s) - AIRPLANE

----Narrative----

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ON SHORT FINAL THE PLT ADVANCED THE THROTTLE TO MAINTAIN ALT BUT THE ENGINE FAILED TO RESPOND. POWER REMAINED AT IDLE RPM AND THE ACFT LANDED SHORT OF THE RWY. ON TOUCHDOWN THE LANDING GEAR SANK IN THE SOFT GROUND AND ALL THREE GEARS WERE BROKEN OFF. EXAMINATION OF THE ENGINE AND FUEL REVEALED NO PREIMPACT FAILURE OR DEFICIENCY.

File No 17	86 5/28/84 MORRILTON,AR		Time (Lc1) - 0945 CDT
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. ENGINE ASSEMBLY 2. ALTITUDE - INAD	EQUATE -		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	UNDERSHOOT APPROACH - VFR PATTERN - FINAL APPROACH		
Occurrence #4 Phase of Operation	GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. LANDING GEAR -	OVERLOAD		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	ent

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

#### Brief of Accident

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File No. ~ 1678 7/12/84 GILL	ETTE,AR A/O	C Reg. No. N9785	т	Time (Lcl) - 1120 CDT				
-Basic Information								
Type Operating Certificate-AGRICULTURA		raft Damage		Injuries				
		STANTIAL	Fatal					
Type of Operation -AERIAL APPL			-	0	0			
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONI	E Pas	s O	0	0	0		
-Aircraft Information								
Make/Model - GRUMMAN G-164A	Eng Make/Model -	D8W D4240	<b>E</b> 1 <b>T</b>	Installed/A				
Landing Gear - TAILWHEEL-ALL FIXED						•		
Max Gross Wt - 6000	Number Engines -	RECIPROCATING-CARBL		tall Warnin	g syst	em - YES		
No. of Seats - 1	<b>e</b> , ,	600 HP	RETUR					
NO. OF Seats - I	Rated Power -	600 HP						
 -Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFIN		int		RPORT/STRIP				
Method - N/A	GILLETTE, AR							
Completeness - N/A	Destination		Airport D	ata				
Basic Weather - VMC	LOCAL		TRITES					
Wind Dir/Speed- 320/006 KTS	EUGHE				N/A			
Visibility - 10.0 SM	ATC/Airspace				N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		Surface -				
Lowest Ceiling - NONE	Type of Clearance			Status -				
Obstructions to Vision- NONE	Type Apch/Lndg			010100	001 1			
Precipitation - NONE	type hpony chag	FORCED LANDING						
Condition of Light - DAYLIGHT		Concep Empire						
-Personnel Information								
Pilot-In-Command	Age - 35	Medical Certific			WAIVE	RS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (⊦					
COMMERCIAL	Current - YES							
SE LAND	Months Since - 13							
	Aircraft Type - G-10			Last 90	Days-	30		
		Multi-Eng -	5					
Instrument Rating(s) - NONE								

----Narrative----

DURING SWATH RUN ENGINE RAN ROUGH AND COULD NOT SUSTAIN ACFT IN FLIGHT. THE PLT MADE A FORCED LANDING IN A SOFT FRESHLY PLOWED FIELD. THE ACFT NOSED OVER DURING THE LANDING. INSPECTION OF THE ACFT REVEALED THAT ONE MAGNETO WAS MISSING TEETH FROM THE DRIVE GEAR WHICH RESULTED IN THE IGNITION TIMING BEING OFF.

7/12/84 GILLETTE, AR A/C Reg. No. N9785 Time (Lc1) - 1120 CDT File No. - 1678 -----Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - SOFT ----Probable Cause----

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

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

Brief of Accident

asic Information Type Operating Certificate-AGRICL	JLTURAL AIRCRAFT	Airo	raft Damage			Iniu	ries		
_			STANTIAL		Fatal	Serious	-		
Type of Operation -AERIAL Flight Conducted Under -14 CFF	APPLICATION	Fire		Crew		0	0	1	
Flight Conducted Under -14 CFF Accident Occurred During -LANDIN	₹ 137 NG	NOM	IE	Pass	; O	0	0	0	
ircraft Information									
Make/Model - GRUMMAN G-164B	E	ng Make/Model ·	- P&W R-1340	)	ELT	Installed/			
Landing Gear - TAILWHEEL-ALL FI)	(ED N	umber Engines –	• 1			Stall Warni	ng Syste	m – UNK/NF	
Max Gross Wt - 6075		ngine Type		ING-CARBUR	ETOR				
No. of Seats - 1	R:	ated Power	- 600 HP						
nvironment/Operations Information									
leather Data		erary				Proximity	-		
Wx Briefing - NO RECORD OF BF Method - N/A		st Departure Po ROE.AR	πτ		UFF A	IRPORT/STRI	Р		
Completeness - N/A		tination			Airport	Data			
Basic Weather - VMC		LOCAL			Anport	Data			
Wind Dir/Speed- 250/005 KTS					Runwa	y Ident	- N/A		
Visibility - 4.000 SM	ATC/	Airspace				y Lth/Wid	- N/A		
Lowest Sky/Clouds - 800 F					Runwa	y Surface	- N/A		
Lowest Ceiling - 25000 F		pe of Clearance			Runwa	y Status	- N/A		
Obstructions to Vision- NONE	Ту	pe Apch/Lndg	- FORCED	LANDING					
Precipitation - RAIN Condition of Light - DAYLIGH	т								
ersonnel Information Pilot-In-Command	100 -	37	Modical	Contifica				C/ITMIT	
Certificate(s)/Rating(s)	Riennial	Flight Review	Meurcar	Flic	ht Time (	Hours)	U WAIVER	3/ 11/11	
COMMERCIAL	C	ama		al -			4 Hrs -	UNK/NR	
SE LAND	Mont	hs Since - UNA raft Type - UNA	K/NR Mak	e/Model- trument- U			0 Days-	UNK/NR	
	Airc	raft Type - UN				Last 9	0 Days-		
			Mult	ti-Eng - L	JNK/NR	Rotorc	raft -	UNK/NR	
Instrument Rating(s) - NONE									
larrative									
RESULT OF A SUPERCHARGER FAILURE,								L	
		REST INVERTED.				DOTU OUDEDO			

File No 161	15 7/17/84 ROE,AR	A/C Reg. No. N8365K	Time (Lcl) - 0900 CDT
	LOSS OF POWER(PARTIAL) - MECH FAILU Maneuvering - Aerial Application	RE/MALF	
	RVATION ,BEARING - FAILURE,TOTAL ,BLOWER/IMPELLER - FAILURE,PARTIAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3	NOSE OVER LANDING - ROLL		

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	+- AODTOU						<b>.</b> .			
Type Operating Certifica	te-AGRICUL	IURAL AIRCRA	FI Alrcraft SUBSTAI	t Damage		Fatal	Inj Serious	uries Mino	n Nr	one
Type of Operation	-AERIAL	APPLICATION	Fire	NIAC	Crew	0	0	0		1
Flight Conducted Under	-14 CFR	137	NONE		Pass	ō	Ō	ō		0
Accident Occurred During		RING			Other	0	0	1		0
Aircraft Information										
Make/Model - CESSNA A		_	Eng Make/Model - CO		IO-520D		Installed			
Landing Gear - TAILWHEE	L-ALL FIXE	D	Number Engines - 1				Stall Warn	ing Syst	em – UNH	K/NR
Max Gross Wt - 3300					INJECTED					
No. of Seats - 1			Rated Power -	300 HP						
Environment/Operations Inf Weather Data	ormation					• · · · · · · •	Dunasidanidas			
	ORD OF BRI		inerary Last Departure Point				Proximity IRPORT/STR			
Method - N/A	UKD UF BKI		BEECH GROVE, AR			UFFA	IRPURI/SIR	16		
Completeness - N/A		D	estination			Airport	Data			
Basic Weather - VMC			LOCAL							
Wind Dir/Speed- CALM						Runwa	y Ident	- N/A		
Visibility - 5.0			C/Airspace			Runwa	y Lth/Wid	- N/A		
Lowest Sky/Clouds -			Type of Flight Plan				y Surface			
	- NONE		Type of Clearance			Runwa	y Status	- N/A		
Obstructions to Vision			Type Apch/Lndg	- NONE						
Precipitation Condition of Light	- NONE	-								
Condition of Light	- DAYLIGH									
Personnel Information Pilot-In-Command		•	05				D MEDICAL		DC /1 TMT	-
Certificate(s)/Rating(s	1	Age - Rieppi	35 al Flight Review		Certificate	a - VALI t Time (∣		NU WAIVE	K2/LIMI	,
COMMERCIAL		Cu	rrent - UNK/NR	Tota	1 – UNI	C/ND	last	24 Hrs -		
SE LAND			nths Since - UNK/NR	Make	Model- 4	4568	Last	30 Davs-		
			rcraft Type - UNK/NR	Inst	rument- UN	<td>Last</td> <td>90 Days-</td> <td></td> <td></td>	Last	90 Days-		
				Mult	i-Eng - UN	<td>Rotor</td> <td>craft -</td> <td>UNK/NR</td> <td></td>	Rotor	craft -	UNK/NR	
Instrument Rating(s)	- NONE									
 Narrative										
E ENGAGED IN AERIAL APPLIC			G THE SAME ETELD COLL	TOED IN-		F-FI TOHT				
FING FOR THE DUAL PLANE OP										

8/05/84 STONEWALL,AR File No. - 1681 A/C Reg. No. N8145G Time (Lc1) - 0900 CDT Occurrence #1 MIDAIR COLLISION Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT OF OTHER AIRCRAFT 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 6. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULT			Democro			Injur	iee	
Type operating centricate-AGRICULT	URAL AIRCRA	FT Aircraft DESTROYE		F	atal	Serious	Minor	None
Type of Operation -AFRIAL A	PPLICATION	Fire		Crew	0	0	1	
Type of Operation -AERIAL A Flight Conducted Under -14 CFR 1	37	NONE		ass	õ	õ	Ó	Ō
Accident Occurred During -MANEUVER			Ċ	)ther	0	Serious O O O	0	1
Aircraft Information								
Make/Model - CESSNA A188B		Eng Make/Model ~ CON	INENTAL IO-52	20-D-23				
Landing Gear - TAILWHEEL-ALL FIXED		Number Engines - 1			St	tall Warnin	ng Syste	m - UNK/NR
Max Gross Wt - 3300		Engine Type - REC		ED				
No. of Seats - 1		Rated Power - 3	300 HP					
Environment/Operations Information		·						
Weather Data	inerary				Proximity			
Wx Briefing - NO RECORD OF BRIE		Last Departure Point			OFF AIF	RPORT/STRIP	)	
Method - N/A		BEECH GROVE, AR						
Completeness - N/A Basic Weather - VMC	U	estination		AIC	port Da	ata		
Wind Dir/Speed- CALM		LOCAL			Dupwow	Ident -	NI/A	
Visibility - 5.0 SM	A.T.	C/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3000 FT			NONE			Surface -		
Lowest Ceiling - NONE		Type of Clearance -				Status -		
Obstructions to Vision- NONE		Type Apch/Lndg -				0.0.00	,	
Precipitation - NONE		i ype Apen, Eneg						
Condition of Light - DAYLIGHT								
Personnel Information		40 al Flight Review						
Pilot-In-Command	Age -	40 r	edical Certif	licate -	VALID	MEDICAL-NO	J WAIVER	S/LIMII
Certificate(s)/Rating(s) COMMERCIAL	Bienni	rrent - UNK/NR	Tatal		IME (HO	Last 24		
SE LAND		nths Since - UNK/NR		- UNK/N	7	Last 24 Last 30		
JL LANU	MO A 4	rcraft Type - UNK/NR						
	AT	i ciai tiype - uwk/wk	Multi-Eng				raft -	UNK/NR
Instrument Rating(s) - NONE								

BRIEFING FOR THE DUAL OPERATION WAS NOT CONDUCTED. THERE WERE NO INTER-PLANE COMMUNICATIONS.

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File No 168	1 8/05/84	STONEWALL, AR	A/C Reg. No. M	N4857Q	Time (Lc1) - 0900 CDT
	MIDAIR COLLISION				
Phase of Operation	MANEUVERING - AE	RIAL APPLICATION			
Finding(s)					
1. PREFLIGHT PLANNI	NG/PREPARATION -	INADEQUATE - PILOT IN	COMMAND		
<ol><li>PREFLIGHT PLANNI</li></ol>	NG/PREPARATION -	INADEQUATE - PILOT OF	OTHER AIRCRAFT		
	•	DEQUATE - PILOT IN COM			
		DEQUATE - PILOT OF OTH	IER AIRCRAFT		
5. VISUAL LOOKOUT -			_		
6. VISUAL LOOKOUT -	NOT MAINTAINED -	PILOT OF OTHER AIRCRA	FT		
Occurrence #2	IN FLIGHT COLLIS	TON WITH TERRAIN			
Phase of Operation					

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----Probable Cause----

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

Brief of Accident

-Basic Information			<b>_</b>			<b>T</b> 1			
Type Operating Certificate-AGRICULT	JRAL AIRCRAFT	Aircraft [ SUBSTANT]		Fata	al Ser	Injur ious			
Type of Operation -AERIAL AF	PPLICATION	Fire			) 301	0		1	
Flight Conducted Under -14 CFR 13		NONE			5	Ō	Ō	0	
Accident Occurred During -MANEUVER	ING								
-Aircraft Information									
Make/Model - GRUMMAN G-164A	Eng Make/	Model ~ P&W F	R-1340	I				- NO -N/	
Landing Gear - TAILWHEEL-ALL FIXED	Number Er	gines - 1			Stall	Warnin	g System	- UNK/NR	
Max Gross Wt - 6075			PROCATING-CARE	URETOR					
No. of Seats - 1	Rated Pow	er - 60	00 HP 						
-Environment/Operations Information	- Itinerary								
Weather Data				ort Proxi					
Wx Briefing - NO RECORD OF BRIEF Method - N/A				0+1	AIRPORT	/SIRIP			
Completeness - N/A	SWIFTON, Destinatior			Ainno	rt Data				
Basic Weather - VMC	LOCAL	1		Anpo	l Dala				
Wind Dir/Speed- 080/010 KTS	LOCAL			Ru	nway Ider	nt -	N/A		
Visibility - 4.000 SM	ATC/Airspace	2			nway Lth				
Lowest Sky/Clouds - 10000 FT	Type of FI	ight Plan - I	NONE		nway Suri				
Lowest Ceiling - 10000 FT (	DVERCAST Type of CI	earance - I	NONE	Rui	nway Stat	us -	N/A		
Obstructions to Vision- NONE	Type Apch/	Lndg - S							
Precipitation - NONE		I	FORCED LANDING	ì					
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - UNK/NR	Me	edical Certifi				WAIVERS	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight	Review - YES	FI	ight Time	e (Hours				
ATP,CFI SE LAND,ME LAND		- YES - UNK/NR	Total -		I		Hrs - U Days- U		
SE LAND, ME LAND	Aircraft Typ		Make/Model- Instrument-		1		Days- U Days- U		
	Anciarcity		Multi-Eng -		L. L.		aft - U		
			Martin Ling		. '		urt 0		
Instrument Rating(s) - AIRPLAN									
-Narrative									
ING A SWATH RUN THE #9 CYLINDER ON THE	PADIAL ENGINE SERADA						CET		

File No 16	57 8/14/84 SWIFTON,AR	A/C Reg. No. N7693	Time (Lc1) - 1030 CDT
	LOSS OF POWER(PARTIAL) - MECH FAILURE/N MANEUVERING - AERIAL APPLICATION	MALF	
Finding(s) 1. ENGINE ASSEMBLY	,CYLINDER - FAILURE,TOTAL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI	DN - SOFT		
Probable Cause			

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

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

Brief of Accident

-Basic Information							
Type Operating Certificate-AGRICULTURAL		craft Damage				iries	
		BSTANTIAL	<b>0</b>	Fatal	Serious		
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	CATION Fire		Crew		0	0	1 0
Accident Occurred During -MANEUVERING	NOM	NE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng Make/Model						ed - NO -N/
Landing Gear ~ TAILWHEEL-ALL FIXED	Number Engines				tali warni	ng Syste	em ~ UNK/NR
Max Gross Wt - 6075 No. of Seats - 1	Engine Type · Rated Power ·	- RECIPRUCATIN	G-CARBUR	ETUR			
	Rated Power ·	- 600 MP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	oint		UNK/NR			
Method - N/A	MARIANNA, AR						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM					Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- UNK/NR					
Precipitation ~ NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	·						
Pilot-In-Command	Age - 22	Medical C		te – VALID		/AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flig	ht Time (H	ours)		
COMMERCIAL	Current - YES	S Total				24 Hrs -	
SE LAND, SE SEA	Months Since - 4			1619			
	Aircraft Type - UN				Last 9	90 Days-	300
		Multi	-Eng -	19			
Instrument Rating(s) - NONE							
-Narrative							
LANDING GEAR CONTACTED THE BEAN CROP WHIC							

.

File No 16	58 8/16/84 MARIANNA,AR	A/C Reg.	No. N6730K	Time (Lcl) - 1230 CDT
	IN FLIGHT COLLISION WITH TERRA MANEUVERING - AERIAL APPLICATI			
	DN - CROP DE - NOT MAINTAINED - PILOT IN C JUDGED - PILOT IN COMMAND	OMMAND		
	NOSE OVER MANEUVERING - AERIAL APPLICATI			

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

Brief of Accident

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft	Damage		Injur	ies	
			SUBSTANT		Fatal	Serious		None
Type of Operation	-AERIAL OBSERVA	TION	Fire	Crew	<i>i</i> 0	0	0	1
Flight Conducted Under			NONE	Pass	s 0	0	0	1
Accident Occurred During	-DESCENT							
Aircraft Information								
Make/Model - HUGHES 269	С	Eng Make/Mc	del - LYCO	MING HID-360-D1A				I - NO -N/A
Landing Gear - SKID		Number Engi			St	all Warnir	ng System	1 - NO
Max Gross Wt - 1670		5 11		P-FUEL INJECTED				
No. of Seats - 3		Rated Power	- 1	90 HP				
Environment/Operations Infor	mation							
Weather Data		Itinerary			Airport F			
Wx Briefing - NWS		Last Departu			OFF AIF	PORT/STRIF	>	
Method - TELEPHON		RUSSELLVIL	LE,AR					
Completeness - WEATHER	NOT PERTINENT	Destination			Airport Da			
Basic Weather - VMC		LOCAL				ISVILLE MU		
Wind Dir/Speed- 200/015							- N/A	
Visibility - 6.0		ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds -		Type of Flig				Surface -		
	6000 FT BROKEN				Runway	Status ·	- N/A	
Obstructions to Vision-		Type Apch/Lr	0					
Precipitation - Condition of Light -				FORCED LANDING				
-Personnel Information								. /
Pilot-In-Command		ge - 31		ledical Certifica			J WAIVERS	S/LIMII
Certificate(s)/Rating(s)	Ę	Siennial Flight Re	eview	Filg	ght Time (Ho		4 450 -	15
COMMERCIAL, CFI		Current Monthe Cince	- YES	Iotal -	2128		4 Hrs - D Days- l	
SE LAND HELICOPTER		Aircraft Type	- 12 - UNIZ/ND	Total - Make/Model- Instrument-	138		) Days- ( ) Days-	
HELICOPTER		All chart Type	- UNK/INK	The trument	134		raft -	
								· · · · ·
Instrument Rating(s)	- HELICUPIER							
-Narrative								
LE MANUEVERING AT AN ALT OF 3	5 TO 40 ET ABO	F TREE THE PLT FE	TT & SHUTT	FR AND LOW FREQU	JENCY SHAKT		ROTOR	
K. ROTOR RPM AND ENGINE RPM D								
JCED COLLECTIVE AND INCREASED							-	
A TALL TREES AND SETTLED THE								

File No 1675	8/29/84	WITTS SPRINGS, AR	A/C Reg. No	. N7487F	Time (Lc1) - 1515 CDT
Occurrence #1 A Phase of Operation M					
Finding(s) 1. PREFLIGHT PLANNING 2. WEATHER CONDITION 3. ALTITUDE - INADE 4. WEATHER CONDITION	/PREPARATION - - HIGH DENSITY QUATE - PILOT I	INADEQUATE - PILOT IN CO ALTITUDE N COMMAND			
Occurrence #2 I Phase of Operation D					
Finding(s) 5. OBJECT - TREE(S) 6. CLEARANCE - NOT	POSSIBLE - PILO	T IN COMMAND			
Probable Cause			~~~~~~~~~~~		

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

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

#### Brief of Accident

File No 1761 5/18/8	34 EL MIRAGE,A	Z A/CF	Reg. No. N3204F	Ť	Time (Lc1) - 1200 MST			
-Basic Information Type Operating Certificate-NC	DNE (GENERAL AVIA		t Damage	Fatal	Injuries Fatal Serious Minor			
Type of Operation -PE Flight Conducted Under -14 Accident Occurred During -LA		Fire NONE	Crev Pass	<i>i</i> 0	0 0	0 0	1 0	
-Aircraft Information Make/Model - BLANIK L-13 Landing Gear - TAILWHEEL-ALL Max Gross Wt - 1102 No. of Seats - 2	- FIXED	Eng Make/Model - N, Number Engines - N, Engine Type - N, Rated Power - N,	΄Α ΄Α		Installed/A tall Warnir			
-Environment/Operations Informat Weather Data		tinerary		Airport	Proximity			
Wx Briefing - TV WX Method - UNK/NR	-	Last Departure Poin SAME AS ACC/INC	t	ON AIR				
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM		Destination LOCAL			NT VALLEY	- 05		
Visibility - 30.0 SM	DOO FT SCATTERED	TC/Airspace Type of Flight Plan Type of Clearance		Runway Runway	/Lth/Wid - /Surface -	- 4000 -1	INK/NR	
Obstructions to Vision- NOM Precipitation - NOM	NE	Type of Clearance Type Apch/Lndg		Runway	Status -			
-Personnel Information Pilot-In-Command		52	Medical Certifica	ate - VALIC	MEDICAL-WA	AIVERS/LIN		
Certificate(s)/Rating(s)	5	ial Flight Review	Flig	ght Time (⊦	lours)			
PRIVATE		urrent - YES onths Since - 9	Total - Make/Model-	233	Last 24 Last 30		1 2	
SELAND								

Instrument Rating(s) - NONE

----Narrative----

THE GLIDER PLT REPORTED THAT AFTER A RELEASE FROM THE TOW LINE, HE HAD DIFFICULTY FINDING LIFT. HE CONCENTRATED ON FINDING LIFT SO MUCH THAT HE BECAME DISORIENTED WITH RESPECT TO THE RWY. WHEN HE ELECTED TO RETURN TO THE ARPT, HE INADVERTENTLY SELECTED A NARROW STRIP USED BY ULTRALIGHT VEHICLES. THE PLT STATED THAT AFTER LANDING, HE SWERVED TO AVOID A TREE & THE GLIDER'S TAIL STRUCK THE GROUND.

\_\_\_\_\_

File No 1761	5/18/84	EL MIRAGE, AZ	A/C Reg. No. N3204F	Time (Lc1) - 1200 MST
Occurrence ON G	ROUND COLLIS	ON WITH TERRAIN		
Phase of Operation LAND	ING			
Finding(s) 1. WRONG RUNWAY - SELECT 2. IMPROPER USE OF E			ION - PILOT IN COMMAND	÷
3. OBJECT - TREE(S)	QUIPMENT/AIRC	RAFT, DIVERIED ATTENT	ION - FILOT IN COMMAND	
4. GROUND LOOP/SWERVE	- INTENTIONAL	- PILOT IN COMMAND		
5. TERRAIN CONDITION - G	ROUND			
Probable Cause				
The National Transportatio	n Safety Boar	d determines that th	e Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

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

Brief of Accident

File No 1767 6/09/84 AGUIL	A,AZ A/C Reg. No.	N69893	ime (Lc1) -	1610 MST	
Basic Information Type Operating Certificate-NONE (GENERA			Injuri		•
Type of Operation -INSTRUCTIONA	SUBSTANTIAL L Fire	Fatal Crew O	Serious O	Minor 2	None O
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT	NUNL		Ū	0	Ū
Aircraft Information					
Make/Model - STINSON V77	Eng Make/Model - LYCOMING		Installed/Ac		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		Stall Warning	g System	- NO
Max Gross Wt ~ 4000		TING-CARBURETOR			
No. of Seats - 3	Rated Power - 300 HF	, 			
Environment/Operations Information			<b>_</b>		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure Point AGUILA,AZ	UFF A.	RPORT/STRIP		
Completeness - N/A	Destination	Airport (	lata		
Basic Weather - VMC	GOODYEAR, AZ	TRAILS			
Wind Dir/Speed- VARIABLE/018 KTS			-	15	
Visibility - 25.0 SM	ATC/Airspace	Runwa	/ Lth/Wid -	1650/	35
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runwa	/ Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance - NONE	Runwa	/Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - NONE				
Precipitation - NONE					
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command		al Certificate - VALI		VERS/LIN	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES To	Flight Time (I otal - 2527		Line	2
SE LAND		ake/Model- 18	Last 24 Last 30	-	3 20
JE LAND		istrument- 90	Last 90		56
		ulti-Eng - 637		buye	
Instrument Rating(s) - AIRPLANE					
Narrative	NETRUCTION TO THE OWNER WHO HAD OF	MOLETING DESERVICE	TRATNINO		
HE FLT INSTRUCTOR (CFI) WAS PROVIDING DUAL B DR HIS BIENNIAL FLT REVIEW. THE CFI REPORTED				VTC	
TER CLIMBING ABOUT 50 FT, THE ACFT ENCOUNTE					
OCK REMEDIAL ACTION & LEVELED THE WINGS, BUT					
	THE ACFT'S SPEED WAS SLOWER THAN NO				
KNUWLEDGED INAI DUKING INE INIIIAL CLIMB. I					

File No 17	67 6/09/84 AGU	ILA,AZ	A/C Reg. No. N69893	Time (Lc1) - 1610 MST
	LOSS OF CONTROL - IN F TAKEOFF - INITIAL CLIN			
2. WEATHER CONDITI 3. WEATHER CONDITI 4. COMPENSATION FO 5. SUPERVISION - I	ON - GUSTS R WIND CONDITIONS - IMP NADEQUATE - PILOT IN CON EQUATE - DUAL STUDENT	MMAND(CFI)		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION W DESCENT	ITH TERRAIN		
Probable Cause				
The National Transpo is/are finding(s) 4,	rtation Safety Board de 5,6	termines that the Proba	uble Cause(s) of this a	ccident

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

Brief of Accident

File No 1766 6/15/84 CA	MP VERDE, AZ	A/C Reg. No. No	5406Y	т	ime (Lcl) -	1540 MS	г
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -PABST AIR Type of Operation -NON SCHED Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING		rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O			None 1 4
Aircraft Information Make/Mode1 - CESSNA T210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Number Engines	- RECIP-FUEL 1			Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 175/010 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SCOTTSDALE,AZ Destination CAMP VERDE,AZ ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	Plan - VFR ice - NONE		ON AIR Airport D CAMP V Runway Runway Runway	ata ERDE Ident - Lth/Wid - Surface -	· · ·	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 33 Biennial Flight Revie Current - Y Months Since - Aircraft Type - C	ew ES Tota 2 Make, 5-182 Instr	Fligh 1 - /Model-	t Time (H 1817 392	Last 24 Last 30	Hrs -	/LIMIT 1 28 162

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT DURING THE LANDING, THE ACFT ROLLED ABOUT 200 TO 250 FT AFTER TOUCHDOWN, THEN BEGAN VEERING TO THE LEFT. HE ATTEMPTED TO MAINTAIN DIRECTIONAL CONTROL BY APPLYING RIGHT RUDDER & BRAKE, BUT WAS UNUSCESSFUL. THE LEFT MAIN GEAR HIT A BERM, LEFT OF THE RWY, & COLLAPSED. THERE WAS EVIDENCE THAT THE LEFT TIRE HAD DEFLATED. AN INVESTIGATION REVEALED THE TIRE & TUBE HAD BEEN REPLACED DURING THE LAST ANNUAL INSPECTION, 10 DAYS PRIOR TO THE ACCIDENT. WHEN THE TUBE WAS INSTALLED, IT WAS PINCHED BETWEEN THE 2 WHEEL HALVES.

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File No. - 1766 6/15/84 CAMP VERDE, AZ A/C Reg. No. N6406Y Time (Lc1) - 1540 MST \_\_\_\_\_ AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation UNKNOWN Finding(s) 1. LANDING GEAR, TIRE - FAILURE, TOTAL 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK Occurrence #4 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

Brief of Accident (Continued)

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

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

#### Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURA	_ AIRCRAFT	Aircrat	ft Damage			Inju	uries	
			ANTIAL		Fatal	•		None
Type of Operation -AERIAL APPL	ICATION	Fire		Crew	0	Serious O O	0	1
Flight Conducted Under -14 CFR 137		NONE		Pass	0	0	0	0
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - CESSNA 188A		<e -="" co<="" model="" td=""><td></td><td></td><td>ELT</td><td>[nstalled/</td><td>Activated</td><td>- NO -N/</td></e>			ELT	[nstalled/	Activated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		Engines -			S	tall Warni	ing System	- YES
Max Gross Wt - 3300 ° No. of Seats - 1		Type - R		NJECTED				
	катео	Power -	285 HP					
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFIN	Itinerary					Proximity		
Method - N/A		parture Poin <sup>.</sup> AS ACC/INC	τ		ON AIR	JURI		
Completeness - N/A	Destinat				Airport Da	a+a		
Basic Weather - VMC	LOCAL					ata		
Wind Dir/Speed- CALM					Runwa∨	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airsp	ace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		Flight Plan				Surface		
Lowest Ceiling - NONE		Clearance			Runway	Status	- ROUGH	
Obstructions to Vision- NONE	Type Ap	ch/Lndg	- NONE					
Precipitation - NONE Condition of Light - NIGHT(DARK)								
Personnel Information	Age - 40		Modical C	ontifica	te - VALID			/   TMTT
Certificate(s)/Rating(s)	Biennial Flig	nt Review	Meurcar c		ht Time (H		W WAIVLKS	
COMMERCIAL	Current	- YES	Total		5000		24 Hrs -	11
SE LAND	Months Si	nce - 4	Make/	Model-	1000	Last 3	30 Days-	130
	Aircraft	Туре - С-310	Instr	ument-	200	Last 9	90 Days-	100
			Multi	-Eng -	300			
Instrument Rating(s) - AIRPLANE								
Narrative								
PLT SAID HIS PROP STIRRED UP A CLOUD OF	DUST DURING TAK	EOFF AND IN /	A STATE OF	REDUCED	VISIBILITY	HE COLLIC	DED WITH A	
D OF DIRT. THE COLLISION SEPARATED THE L	FFT MATN LANDIN	G GEAR FROM	THE ACET. S	UBTANTIA	L DAMAGE W	AS DONE TO	THE ACET	_

File No 170	5 8/26/84	SALOME, AZ	A/C Reg. No. N8138V	Time (Lc1) - 2345 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CONT 2. IMPROPER USE 3. GROUND LOOP/SWER 4. VISUAL LOOKOUT -	OF PROCEDURE,VISU VE - NOT CORRECTED	AL/AURAL PERCEPT	ION - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 5. TERRAIN CONDITIO	N - DIRT BANK			·
Occurrence #3 Phase of Operation	MAIN GEAR COLLAPS TAKEOFF - GROUND			
Finding(s) 6. LANDING GEAR,MAI 7. LANDING GEAR,MAI				
Probable Cause				
The National Transpor is/are finding(s) 1,2		d determines tha	t the Probable Cause(s) of this acci	dent

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage		Injur	ies	
		TANTIAL	Fatal	Serious		None
Type of Operation -INSTRUCTIONA				0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pa	ss O	0	0	0
Aircraft Information						
Make/Model - PIPER PA-22-20	Eng Make/Model -	LYCOMING 0-320	ELT	Installed/A	ctivated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		Stall Warnir	ng System	- YES
Max Gross Wt - 1950		RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information	_					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF A	IRPORT/STRIF	,	
Method - N/A	SAME AS ACC/INC			<b>.</b>		
Completeness - N/A	Destination		Airport			
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		CHAND		22	
Visibility - 50.0 SM	ATC/Airspace			v Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		y Surface -		75
Lowest Ceiling - NONE	Type of Clearance					
Obstructions to Vision- NONE	Type Apch/Lndg			,	- · ·	
Precipitation - NONE	· ) [ · · ] - · · · ]					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 23	Medical Certifi	cate - VALI	D MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (			
COMMERCIAL, CFI	Current - YES	Total -	800		Hrs - UN	,
SE LAND, ME LAND	Months Since - 3	Make/Model- 38 Instrument-	24	Last 30	) Days- U	
	Current - YES Months Since - 3 Aircraft Type - PA-3	38 Instrument-	50	Last 90	) Days- UN	NK/NR
		Multi-Eng -	12			
Instrument Rating(s) - AIRPLANE						
STUDENT PLT STARTED TO RETRACT THE FLAPS	DURING A TOUCH-&-GO LANDI	ING WITH A CFI ON B	OARD THE AC	FT. THE ACF1	VEERED	
THE CFI TOOK CONTROL. DURING THIS TIME TH						

File No. - 1746 10/24/84 CHANDLER,AZ A/C Reg. No. N72480 Time (Lc1) - 0830 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - DUAL STUDENT 3. GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT 4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI) 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 6. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT \_\_\_\_\_ 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) 1,2,4,5,6

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

#### Brief of Accident

File No 1625 4/19/84 ARBUC	KLE,CA	A/C Reg. No.	N6651Q	т	ime (Lcl) -	1530 PST	-
Basic Information							
Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Damag	ge		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLI	CATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Accident occurred burning -Landing							
Aircraft Information							
Make/Model - GRUMMAN G-164B		del - P&W R-134		ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		nes - 1			tall Warnin	ng System	- YES
Max Gross Wt - 4500		- RECIPROCA		ETOR			
No. of Seats - 1	Rated Power	- 525 HF	5				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point		ON AIR			
Method - N/A	ARBUCKLE.C				UK I		
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	LOCAL			RIGGS			
Wind Dir/Speed- 290/015 KTS						14	
Visibility - 30.0 SM	ATC/Airspacé				Lth/Wid -	2600/	50
	Type of Flig	nt Plan - NONE			Surface -		
Lowest Ceiling - 3500 FT BROK						DRY	
Obstructions to Vision- NONE		dg - STRAI					
Precipitation - NONE		FULL					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 42	Medica	al Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Flia	ht Time (H			
COMMERCIAL	Current	-YES To	otal -			Hrs -	7
SE LAND, ME LAND	Months Since		ake/Model-			) Days-	65
···· - ,······	Aircraft Type					) Days-	170
	···· · · · · · · · · · · · · · ·		ulti-Eng -			-	
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE LDG WAS MADE ON AN AG AIRSTRIP WITH A RIGHT QUARTERING TAILWIND. UPON TOUCHDOWN, THE PLT "FELT WHAT APPEARED TO BE EITHER A DRAGGING LEFT BRAKE AND/OR THE ROUGH SURFACE" OF THE LANDING STRIP. THE LANDING WAS ABORTED. ON THE NEXT LANDING, THE ACFT NOSED OVER WHEN THE WHEELS MADE GROUND CONTACT. AN EXAM REVEALED MARKINGS OF BRAKE LINING-TO-DISC CONTACT ALONG WITH SIGNS OF HEAT AND WEAR ON BOTH MAIN GEAR WHEELS. THE WHEELS DID TURN, BUT WITH SOME DIFFICULTY WHEN THEY WERE CHECKED. THE PLT REPORTED THAT THE WIND WAS FROM THE WNW AT 15 GUSTING 25 KTS.

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File No 162	5 4/19/84	ARBUCKLE,CA	A/C Reg. No. N6651Q	Time (Lc1) - 1530 PST	
Occurrence Phase of Operation	NOSE OVER LANDING - ROLL				
	SELECTED - PILOT	IN COMMAND - MOVEMENT RESTRICTE	D		
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		Demore		Indur		
Type Operating Certificate-NONE (GENERAL /	SUBSTAN	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	ŏ	1
Accident Occurred During -LANDING	NONE	1 4 5 5	Ū	Ŭ	Ũ	•
Aircraft Information						
Make/Model - CESSNA 182RG	Eng Make/Model - LYC	COMING 0-540-J3C5D		[nstalled/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			tall Warnir	ng Syster	n - YES
Max Gross Wt - 3200	Engine Type - REC		TOR			
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR			
Method - IN PERSON	BAKERSFIELD, CA					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		PALO AI	TO		
Wind Dir/Speed- 020/005 KTS			Runway	Ident -	- 30	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 1200 FT SCATTE				Surface -		Г
	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command A	ge - 39	Medical Certificat	e – VALID	MEDICAL-WA	AIVERS/L:	IMIT
Certificate(s)/Rating(s) B	iennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Current - YES	Total -			4 Hrs - l	•
SE LAND	Months Since - 4				Days- ו	
	Aircraft Type - UNK/NR	Instrument-	60	Last 90	) Days- l	JNK/NR

----Narrative----ACFT TOUCHED DOWN ON THE NOSE GEAR, PORPOISED AND FINALLY IMPACTED THE RWY ON THE NOSE GEAR.

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File No 1651	5/11/84	PALO ALTO,CA	A/C Reg. No. N2375C	Time (Lc1) - 1049 PDT
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Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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1. FLARE - MISJUDGED - PILOT IN COMMAND

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

----Probable Cause----

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama	ade		Inju	ries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTION	IAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172		lodel - CONTINE			Installed/		
Landing Gear - TRICYCLE-FIXED		ines - 1			Stall Warni	ng System	- YES
Max Gross Wt - 2200		e - RECIPRO		ETOR			
No. of Seats - 4	Rated Powe	er - 145 l					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIF	RPORT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport [			
Basic Weather - VMC	LOCAL				RFIELD		
Wind Dir/Speed- CALM						- 32	
Visibility - 30.0 SM	ATC/Airspace		_		/ Lth/Wid		50
Lowest Sky/Clouds - CLEAR		ght Plan - NON			/ Surface		
Lowest Ceiling - NONE		arance - NON		Runway	/ Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/L		FFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FUL	L STOP				
Personnel Information Pilot-In-Command	A	M = -1 -1					
Certificate(s)/Rating(s)	Age - 55 Biennial Flight R		cal Certifica Flio	ht Time (F		AIVERS/LIM	111
COMMERCIAL,CFI	Current		riig Total -	9457	lact 2	4 Hrs -	1
SE LAND, ME LAND	Months Since	- 21 1	Total - Make/Model-	525	Last 2	0 Davs-	52
GLIDER		e - SGS2-33		~_~		0 Days-	170
GEIDER	Andrattype		Multi-Eng -			J Days	
Instrument Rating(s) - AIRPLANE							
Narrative						_	
MPROPER LDG FLARE BY THE DUAL STUDENT PL R, BUT THE STUDENT DELAYED ADDING POWER							
CALLED FOR BY THE CFI & ATTEMPTED BY THE						JUND	
THE RWY.	STUDENT. THE LEFT	WING DRUPPED &	WAS THE INTI	IAL PUINT	OF IMPACT		
INE RWI.	·						

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File No 16	24 5/12/84	MONTAGUE,CA	A/C Reg. No. N5654A	Time (Lcl) - 1415 PDT
Occurrence #1 Phase of Operation				
3. GO-AROUND - ATT 4. REMEDIAL ACTION 5. AIRSPEED(VS) -	- DELAYED - DUAL EMPTED - DUAL STUD - DELAYED - PILOT	ENT IN COMMAND(CFI) UAL STUDENT		
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) 4,5

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	LAVIATION) Aircraf	t Damage		Ini	uries	
Type operating out throate None (denend	DESTRO		Fatal	•		None
Type of Operation -EXP TEST FLT	Fire	Cre	w O	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						_
Make/Model - CESSNA P210N	Eng Make/Model - P&				/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warn	ing System	n - YES
Max Gross Wt ~ 4000	Engine Type - TU					
No. of Seats - 1	Rated Power -	750 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport			
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STR	P I P	
Method - N/A	CARLSBAD, CA			- • -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ата		
Wind Dir/Speed- 180/002 KTS	LUCAL		Bubway	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			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 - 63	Medical Certific	ate – VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		lours)			
COMMERCIAL, CFI	Current - YES Months Since - 2	Total -		- · · ·	24 Hrs -	, 8
SE LAND, ME LAND, SE SEA					30 Days- l	
	Aircraft Type - C-172	Instrument- Multi-Eng -		Last	90 Days-	82
Instrument Rating(s) - AIRPLANE						

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5/18/84 Time (Lcl) - 1145 PDT File No. - 1623 RAMONA, CA A/C Reg. No. N4772K Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND 2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. SAFETY SYSTEM(OTHER) - FAILURE, TOTAL 4. REMEDIAL ACTION - NOT POSSIBLE -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) 3

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

Brief of Accident

File No 1706 7/27/84 HOLLIS	STER, CA	A/C Reg. No.	N1180A	т	ime (Lc1) -	0821 PDT	
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	AVIATION)	Aircraft Damagu SUBSTANTIAL Fire NONE	e Crew Pass	Fatal 1 0	Injur Serious O O	Minor	None 0 0
-Aircraft Information Make/Model - E.L. GRIGGS Q2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 2	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- CALM Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle			OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 69 Biennial Flight R Current Months Since Aircraft Type	eview -UNK/NR To -UNK/NR Ma -UNK/NR In		t Time (H K/NR	ours) Last 24 Last 30 Last 90	Hrs - UN ) Days- UN ) Days- UN aft - UN	K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT PASSED OVER THE ARPT TWICE AFTER DEPARTURE WITH THE ENGINE POPPING AND BACKFIRING. A WITNESS WHO HEARD THIS RADIOED THE PLT TO WARN HIM. THE PLT REPLIED THAT HE WAS TRYING TO CORRECT IT WITH THE MIXTURE CONTROL. THE PLT WAS ALSO ADVISED THAT HIS RADIO HAD BACKGROUND NOISE AND A SQUEAL. THE PLT REPLIED THAT IT MUST BE THE OPERATOR. THE ACFT THEN FLEW OUT OF SIGHT. ANOTHER WITNESS HEARD THE ENGINE BACKFIRING AND LOOKED IN TIME TO SEE PARTS FALLING OFF OF THE ACFT. THE ACFT CRASHED INVERTED. THE MAIN WINGS WERE FOUND 165 AND 300 FT FROM THE FUSELAGE. INVESTIGATION REVEALED THAT THE PLT HAD INSTALLED A MODIFIED WING FUEL TANK IN THE FOAM FILLED WING AND THE USE OF AUTO GAS HAD DISSOLVED THE FOAM FILLING BY A LEAK, SPILLAGE, OR OVERFLOW. THE FOAM WAS TESTED WITH AVGAS AND NO DAMAGE RESULTED.

File No. - 1706 7/27/84 HOLLISTER.CA A/C Reg. No. N1180A Time (Lc1) - 0821 PDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, - PILOT IN COMMAND 3. FLUID, FUEL GRADE - INCORRECT 4. JUDGEMENT - POOR - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 5. WING - SEPARATION 6. MAINTENANCE, MODIFICATION - IMPROPER - PILOT IN COMMAND 7. WING - CONTAMINATION \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED \_\_\_\_\_ ----Probable Cause----

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

Brief of Accident

File No 1690 8/04/84 JULIA	N, CA	CA A/C Reg. No. N5516K		т	ime (Lcl) -	1530 F	TDY
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious		. None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	Ō	Ó
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - BELLANCA 7ECA	Eng Make/Mod	el - LYCOMING O-	235-C1	ELT	Installed/A	ctivate	ed - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin	es - 1		S	tall Warnin	ng Syste	em - YES
Max Gross Wt - 1650	Engine Type	- RECIPROCATI	NG-CARBURET	OR			
No. of Seats - 2		- 115 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AI	RPORT/STRIP	)	
Method - N/A	BORREGO SPR	INGS,CA					
Completeness - N/A	Destination		Α	irport D	ata		
Basic Weather - VMC	EL CAJON,CA						
Wind Dir/Speed- 220/008 KTS				Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace			Runway	Lth/Wid -	· N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clear	ance - NONE		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 - 55 Biennial Flight Rev	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)							
PRIVATE		UNK/NR Tota		590			
SE LAND	Months Since -	UNK/NR Make	/Model- UNK	/NR	Last 30	) Days-	UNK/NR
	Aircraft Type -	UNK/NR Inst	rument-	0	Last 90	) Days-	UNK/NR
Instrument Rating(s) - NONE							

AFTER TAKEOFF SEVERAL 360 DEG CLIMBING TURNS WERE MADE TO GAIN ALT TO CLEAR THE MOUNTAIN RIDGE. THE RIDGE WAS APPROACHED AT 4800 FT MSL WITH THE PLT EXPECTING A THERMAL LIFT OVER THE 5500 FT LEVEL WHICH HAD BEEN ENCOUNTERED MANY TIMES BEFORE. AT 4800 FT MSL THE SECOND PLT STATED "WE AREN'T GOING TO MAKE IT." THE NOSE OF THE ACFT PITCHED DOWN AND BEFORE REMEDIAL ACTION COULD BE TAKEN, THE ACFT ENTERED A 2000 FPM VERTICLE DESCENT CONTACTING THE 4100 FT MSL TERRAIN AT 53 MPH. THE OAT ON THE DAY OF THE ACCIDENT WAS 108 DEGS F.

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File No 16	90 8/04/84 JULI	IAN,CA	A/C Reg. No. N5516K	Time (Lc1) - 1530 PDT	
Occurrence #1 Phase of Operation	ALTITUDE DEVIATION, UNC	CONTROLLED			
<ol> <li>TERRAIN CONDITI</li> <li>WEATHER CONDITI</li> <li>WEATHER CONDITI</li> </ol>	N - HIGH DENSITY ALTITU	UDE	)		
	IN FLIGHT COLLISION WI DESCENT - UNCONTROLLEE				
Finding(s) 6. TERRAIN CONDITI	DN - MOUNTAINOUS/HILLY		:		
Probable Cause					
		termines that the F	Probable Cause(s) of this acc	ident	

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

File No 1769 8/26/84 APPLE	VALLEY,CA	A/C Reg. No. N76VP			Time (Lcl) - 1445 CDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft D SUBSTANTI		Fatal	Inju Serious	ries Minor	None		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass		0 0	0 0	<b>2</b> 0		
-Aircraft Information Make/Model - CESSNA 150G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engin	es - 1 - RECIP	NENTAL 0-200-A Rocating-carbur 0 HP	S	Installed/ tall Warnin		•		
-Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departur			Airport ON AIR	Proximity PORT				
Method - N/A Completeness - N/A	APPLE VALLE Destination	Y,CA		Airport D	ata				
Basic Weather - VMC	SAME AS ACC	/INC		APPLE	VALLEY				
Wind Dir/Speed- 360/015 KTS						- 18			
Visibility - 30.0 SM	ATC/Airspace					- 6500/ - ASPHALT			
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Fligh					- ASPHALI - DRY			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clear Type Apch/Lnd		RAFFIC PATTERN	Runway	Status	- DRI			
Precipitation - NONE	Type Aperiy Lind	0	TOP AND GO						
Condition of Light - DAYLIGHT		5							
-Personnel Information									
Pilot-In-Command	Age - 34		dical Certifica			O WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (H		4 11	•		
COMMERCIAL, CFI		YES	Total -			4 Hrs -	8 0		
SE LAND, ME LAND	Months Since - Aircraft Type -		Make/Model- Instrument-			0 Days- 0 Days-	121		
	Allenant Type -	UNK/INK	Multi-Eng -	39	Last	U Days	121		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE STUDENT WAS RECEIVING INSTRUCTION IN SOFT FIELD LANDINGS & RUDDER CONTROL DURING THE LANDING ROLL-OUT. A DOWNWIND APPROACH WAS MADE TO RWY 18 WHICH HAD A DOWNWARD GRADIENT OF 1.5%. FLAPS WERE USED FOR THE APPROACH & THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. AS THE WHEELS TOUCHED DOWN THE INSTRUCTOR (CFI) TOLD THE STUDENT TO "BRING UP THE RPM TO ABOUT 12 INCHES & TO HOLD THE NOSE OFF THE RWY." ABOUT HALF WAY DOWN THE RWY, HE WAS STILL HOLDING THE NOSE OFF. SUBSEQUENTLY, AS THEY STARTED TO RAISE THE FLAPS, THE ACFT ENCOUNTERED A GUST & THE LEFT WING LIFTED. THE STUDENT ADDED POWER & RAISED THE NOSE. THE CFI STATED THAT HE QUICKLY REDUCED THE POWER & APPLIED LEFT RUDDER & AILERONS. HE SAID THE ACFT BEGAN TO WHEELBARROW, TURNED LEFT INTO THE DIRT & SUBSEQUENTLY NOSED OVER. THE CFI REPORTED THE WIND WAS FROM 360 DEG AT 15 GUSTING 25 KTS.

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File No 1769 8/26/84 APPLE VALLEY,	CA A/C Reg. No. N76VP	Time (Lcl) - 1445 CDT
Ccurrence #1 LOSS OF CONTROL - ON GROUND Thase of Operation LANDING - ROLL		
inding(s) 1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI) 2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION 3. WEATHER CONDITION - TAILWIND 4. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 5. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STU 6. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT 7. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)	N - DOWNHILL	
Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL		
Probable Cause		

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

#### Brief of Accident

asic Information								
Type Operating Certificate-NONE (GENE		ircraft Damage DESTROYED		Injuries Fatal Serious Minor Non				
Type of Operation -PERSONAL	-	ire	Crew		0	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	I	IONE	Pass	0	1	2	0	
ircraft Information								
Make/Model - BEECH A36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 4	Number Engine	- RECIP-FUEL		ELT S	Installed/A tall Warnin			
		20J HF						
nvironment/Operations Information leather Data	Itinerary			Airport	Proximity			
Wx Briefing - UNK/NR	Last Departure	Point			RPORT/STRIP			
Method - UNK/NR	SAME AS ACC/							
Completeness - UNK/NR	Destination			Airport D	ata			
Basic Weather - VMC	S. LAKE TAHO	E,CA		LIVERM	ORE MUNICIP	AL		
Wind Dir/Speed- 270/020 KTS				Runway	Ident -	25		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -		LT	
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 43				MEDICAL-NO	WAIVE	RS/LIMIT	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revi			ht Time (H		11	0	
SE LAND	Current - Months Since -		al -		Last 24			
SE LAND	Aircraft Type -		e/Model- trument-		Last 30 Last 90			
	Anchart Type -		ti-Eng -	2	Last st	Days		
Instrument Rating(s) - AIRPLANE								

THE PLT VISUALLY CHECKED THE FUEL TANKS DURING HIS PRE-FLT & ESTIMATED 10-20 GALS OF FUEL REMAINING IN BOTH THE LEFT & RIGHT TANKS. HE SAID THAT THE START, TAXI & RUN-UP WERE PERFORMED WHILE USING THE RIGHT RANK. HE REPORTED THAT THE RIGHT FUEL GAGE READING SUDDENLY WENT TO ZERO, BUT HE SUSPECTED A FAULTY FUEL GAGE READING. NEVERTHELESS, HE SAID HE SELECTED THE LEFT TANK FOR TAKEOFF. AFTER TAKING OFF, THE ACFT WAS CLIMBING THRU ABOUT 200 FT AGL WHEN THE ENG LOST POWER. THE PLT SAID HE SWITCHED TO THE RIGHT TANK, BUT NOTHING HAPPENED, SO HE SWITCHED BACK TO THE LEFT TANK & LANDED GEAR DOWN IN AN ALFALFA FIELD. AN EXAM REVEALED THERE WAS 12 TO 15 GALLON REMAINING IN THE LEFT TANK. THE RIGHT TANK WAS FOUND EMPTY. NO PART FAILURE OR MALFUNCTION WAS FOUND.

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File No 17	FLUID,FUEL - STARVATION AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND rrence #2 FORCED LANDING e of Operation DESCENT - EMERGENCY rrence #3 IN FLIGHT COLLISION WITH TERRAIN	Time (Lc1) - 1856 PDT		
	ence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL of Operation TAKEOFF - INITIAL CLIMB g(s) LUID,FUEL - STARVATION AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND ence #2 FORCED LANDING of Operation DESCENT - EMERGENCY			
•		- PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
		NCY		
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					<b>-</b> .		
Type Operating Certificate-ON-DEMAND AIF		craft Damage BSTANTIAL		[ata]	Injur Serious		n None
Type of Operation -PERSONAL	Su Fir		Crew		0	M100	
Flight Conducted Under -14 CFR 91		NE	Pass	ŏ	ő	ò	•
Accident Occurred During -TAKEOFF				Ū	Ū.	Ũ	0
-Aircraft Information						~ - ~	
Make/Model - BEECH C-23		- LYCOMING 0-360	0- <b>A4K</b>				
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnin	g Syste	∋m − YES
Max Gross Wt - 2450		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure P	oint		OFF AIR	RPORT/STRIP		
Completeness ~ N/A	OXNARD,CA Destination			Airport Da	.+-		
Basic Weather - VMC	SAME AS ACC/IN	IC		MEADOW			
Wind Dir/Speed- 250/005 KTS	SAME AS ACC/IN			_		19	
Visibility - 6.0 SM	ATC/Airspace				Lth/Wid -		/ 36
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONF			Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg		ATTERN				
Precipitation - NONE		GO AROUND					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 37	Medical Ce				WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review	l		t Time (He			_
COMMERCIAL,CFI	Current - YE	S Total		1596			—
SE LAND,ME LAND,SE SEA	Months Since - 22			25			
	Aircraft Type - UN		ment- Eng -	75 146	Last 90	Days-	168
Instrument Rating(s) - NONE							

THE 2330 FT RWY HAD A 674 FT DISPLACED THRESHOLD & POWER LINES NEAR THE APCH END. THE PLT REPORTED THAT DURING ARRIVAL, HE MADE A STEEP APCH WITH FULL FLAPS & MIN POWER. AFTER TOUCHING DOWN AT ABOUT MIDFIELD, HE REALIZED THERE WAS INSUFFICIENT RWY REMAINING & ELECTED TO GO AROUND BY ADDING FULL POWER & RETRACTING THE FLAPS. THE ACFT BECAME AIRBORNE, BUT CRASHED INTO A 2.5 FT DIRT BANK & FENCE ABOUT 170 FT FROM THE RWY, THEN SLID & DAMAGED 3 AUTOMOBILES.

File No. - 1608 Time (Lc1) - 0958 PDT 8/31/84 HUNTINGTON BCH, CA A/C Reg. No. N6695C Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 1. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 4. GO-AROUND - DELAYED - PILOT IN COMMAND 5. LIFT-OFF - PREMATURE - PILOT IN COMMAND 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 7. TERRAIN CONDITION - DIRT BANK Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation OTHER Finding(s) 8. OBJECT - FENCE Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation OTHER Finding(s) 9. OBJECT - VEHICLE ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		raft Damage			Injur	ies	
Type operating ber throate hone (denera		TROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT		****					
Aircraft Information							
Make/Model - PIPER PA-23-235 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - Number Engines -						d - YES/NO
Max Gross Wt - 4800	Engine Type -				all Warnir	ng system	n - YES
No. of Seats - 4	3 11	235 HP	JARBORLIN	JK			
Environment/Operations Information							
Weather Data	Itinerary		,	Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING		int			PORT/STRIF	5	
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Α	irport Da			
Basic Weather - VMC Wind Dir/Speed- 240/010 KTS	PAHRUMP, NV			FLA BOB		0.4	
Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 72					AIVERS/LI	IMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES		Flight - 22	Time (Ho		4 Hrs - l	
SE LAND, ME LAND				1		) Days- l	
SE EAND, ME EAND	Months Since - 1 Aircraft Type - C-1	72 Instrum	ent-UNK	/NR		) Days ( ) Days- (	
		Multi-E	ng - UNK,	/NR		raft - l	
Instrument Rating(s) - AIRPLANE							
Narrative							
HE PLT FAILED TO REMOVE THE CONTROL LOCK DUR ITCH CONTROL WAS AVAILABLE DURING THE TAKEOF							
IRBORNE & ITS PITCH ANGLE CONTINUED TO INCRE							
CONTROL, CRASHED & BURNED.							

File No. - 1613 9/03/84 RUBIDOUX,CA A/C Reg. No. N4967P A/C Reg. No. N4967P Time (Lc1) - 1434 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLIGHT CONTROL, GUST LOCK - NOT REMOVED 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. FLIGHT CONTROL, ELEVATOR - LOCKED 4. ROTATION - UNCONTROLLED -5. AIRCRAFT HANDLING - NOT POSSIBLE - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED -7. STALL - UNCONTROLLED -\_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN 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

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage			ıries	
	SUBSTAI		Fatal	Serious		None
Type of Operation -INSTRUCTIONA		Crew		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass		0	0	0
Accident Occurred During -TAXI		0the	r 0	0	0	1
-Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LY			Installed,		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warn	ng System	n - YES
Max Gross Wt - 2150		CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_	<b>-</b> · ·		
Wind Dir/Speed- CALM				Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			Surface		
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- N/A	
	Type Apch/Lhdg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	4.55 24	Nadiaal Cantifian				/1 18411
Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Medical Certifica	ht Time (H		NU WAIVERS	J LIMII
COMMERCIAL, ATP, CFI	Current - YES	Total -			24 Hrs -	6
SE LAND, ME LAND	Months Since - 13	Make/Model-	440 <del>4</del> 1077	Last	BO Days-	0
SE ERRO, ME ERRO	Aircraft Type - UNK/NR	Instrument-	318	Last (	0 Days-	308
		Multi-Eng -		Lubt .	o buyo	000
Instrument Rating(s) - UNK/NR						
-Narrative						
LE TAXIING TO RWY 28 ON THE TAXIWAY THE AC	FT WAS OVERTAKEN BY A VW BU	5 WHICH HIT THE AC	FTS LEET W	ING.		

File No 17	47 9/09/84 HAYWARD,CA	A/C Reg. No. N7338F	Time (Lc1) - 0905 PDT
Occurrence Phase of Operation	ON GROUND COLLISION WITH OBJECT TAXI - TO TAKEOFF		
	KLED DOR - DRIVER OF VEHICLE JDGED - DRIVER OF VEHICLE		
	JDGED - DRIVER OF VEHICLE		

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 1748 9/14/84 BAKER	,CA A/C Re	g. No. N9177U	Time (Lc1) - 1330 PDT				
Basic Information Type_Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraft DESTROY	5	Fatal	Inju Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1	
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S	Installed// tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 35.0 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 DEATH VALLEY,CA Destination BAKER,CA ATC/Airspace Type of Flight Plan - Type of Clearance Type Apch/Lndg	NONE 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)	Age - 36 Biennial Flight Review		t Time (H	ours)	O WAIVERS/	LIMIT	
PRIVATE SE LAND	Current - YES Months Since - 19	Total - Make/Model-	18	Last 3	4 Hrs - O Days-	5 5	
	Aircraft Type - PA28140	Instrument-	0	Last 9	0 Days-	13	

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS DAMAGED IN A FORCED LANDING AFTER THE ENGINE QUIT. THE ACFT MADE A STOP DURING ITS X-COUNTRY AND FUEL WAS ADDED WHICH DID NOT FILL THE TANKS. DURING THE NEXT DAYS FLT THE PLT NOTICED THE FULE GAGES INDICATED ALMOST EMPTY AND HEADED FOR THE ARPT AT BAKER, CA. THREE MILES FROM BAKER THE ENGINE SPUTTERED AND DIED. AFTER THE LANDING THE ACFT WAS NOSED OVER BUT LITTLE FUEL SPILLAGE WAS EVIDENT. TOTAL FUEL FOUND ON THE ACFT WAS ABOUT ONE PINT.

9/14/84 BAKER, CA File No. - 1748 A/C Reg. No. N9177U Time (Lc1) - 1330 PDT . . . . . . . . . . . . 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. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 6. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 7. REFUELING - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircr	aft Damage			Inju	ries	
		TANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	-	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	3
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 172H	Eng Make/Model -	CONTINENTAL 0-3	00-D	ELT I	nstalled/	Activated ·	YES/NC
Landing Gear - TRICYCLE-FIXED	Number Engines -				all Warnin	ng System ·	YES
Max Gross Wt - 2150	Engine Type -		ARBURE	TOR			
No. of Seats - 4	Rated Power -	145 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING		nt		ON AIRF	PORT		
Method - N/A	LONG BEACH, CA						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL				TY FIELD		
Wind Dir/Speed- 180/006 KTS Visibility - 20.0 SM	ATC/Airspace				Ident		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface	- 6192/ 2	200
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg		TERN	Kurway	512105	DRI	
Precipitation - NONE	· ) / · · · / · · · · · · · · · · · · ·	FULL STOP					
Condition of Light - NIGHT(BRIGHT)							
Personnel Information							
Pilot-In-Command	Age - 42	Medical Cert	ificat	e - VALID	MEDICAL-W	AIVERS/LIM	T
Certificate(s)/Rating(s)	Age - 42 Biennial Flight Review		Fligh	t Time (Ho	ours)		
PRIVATE	Current - YES	Total	-	180	Last 24	4 Hrs -	1
SE LAND	Months Since - 19 Aircraft Type - UNK/	Make/Mod	le1-	35	Last 3	) Days- UN	K/NR
	Aircraft Type - UNK/	NR Instrume	int-	8	Last 90	) Days-	4
Instrument Rating(s) - NONE							
Narrative	PT FOR A NIGHT LANDING, H						

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File No 1770	10/08/84	LONG BEACH,CA	A/C Reg. No. N8048L	Time (Lc1) - 2100 PDT

Occurrence HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - NIGHT 2. FLARE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

			Time (Lcl) - 1830 PDT				
Basic Information Type Operating Certificate-NONE (GENERA		rcraft Damage		5-4-1	Injur		Nama
Type of Operation -PERSONAL	-	UBSTANTIAL re	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ONE	Pass	õ	õ	õ	3
-Aircraft Information							
Make/Model ~ CESSNA R172		- CONTINENTAL I	[0-360-K		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines			S	tall Warnir	ng System	- YES
Max Gross Wt - 2550		- RECIP-FUEL IN	NJECTED				
No. of Seats - 4	Rated Power	- 195 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			CORNIN	-		
Wind Dir/Speed- 300/016 KTS						- 34	50
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight				Surface -	- ASPHALI - DRY	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearan	- FULL STOP	<b>-</b>	Runway	Status -	- DRY	
Precipitation - NONE	Type Apch/Lhdg	- FULL STOP	-				
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 45	Medical Ce	ertificat	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Age - 45 Biennial Flight Revie	W	Fligh	nt Time (H	ours)		
PRIVATE	Current - Y	ES Total					4
SE LAND	Months Since -			141			11
	Aircraft Type - C	-172 Instru	ument-	6	Last 90	) Days-	53
Instrument Rating(s) - NONE							

THE PLT REPORTED THAT DURING A LANDING ON RWY 34, THE ACFT ENCOUNTERED A X-WIND GUST & WAS PUSHED OFF THE RWY. IT SUBSEQUENTLY COLLIDED WITH A DITCH & WAS DAMAGED. THE PLT REPORTED THAT THE WIND WAS FROM 300 DEG AT 16 GUSTING 22 KTS.

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1 10/14/84	CORNING, CA	A/C Reg. No. N758FN	Time (Lc1) - 1830 PDT
	- ON GROUND		
N - GUSTS WIND CONDITIONS ROL - NOT MAINTAI	NED - PILOT IN COMM		
	ION WITH TERRAIN		
N - DITCH			
- F	LOSS OF CONTROL LANDING - ROLL N - CROSSWIND N - GUSTS WIND CONDITIONS ROL - NOT MAINTAI VE - INADVERTENT ON GROUND COLLIS LANDING - ROLL	N - CROSSWIND N - GUSTS WIND CONDITIONS - IMPROPER - PILOT ROL - NOT MAINTAINED - PILOT IN COMM VE - INADVERTENT - PILOT IN COMMAND 	LOSS OF CONTROL - ON GROUND LANDING - ROLL N - CROSSWIND N - GUSTS WIND CONDITIONS - IMPROPER - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND VE - INADVERTENT - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN LANDING - ROLL

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

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

Brief of Accident

File No 1736 3/24/84 GREEL	EY,CO	A/C Reg. No.	N6521R	Т	ime (Lc1)	- 2150 MST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Aircraft Damag DESTROYED Fire NONE	e Crew Pass	Fatal 0 0	Inju Serious 1 0	ries Minor O O	None O O
Accident Occurred During -LANDING							
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Mod Number Engin Engine Type Rated Power	- RECIPROCA	TING-CARBURE	S	Installed// tall Warnin	ng System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - 21000 FT SCAT Lowest Sky/Clouds - 21000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departur SAME AS ACC Destination TUCUMCARI,N ATC/Airspace IERED Type of Fligh Type of Clear Type Apch/Lnd	/INC M t Plan - VFR ance - NONE	D LANDING	OFF AI Airport D WELD C Runway Runway Runway	OUNTY Ident Lth/Wid Surface	- 09 - 7035/	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA	Age - 39 · Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES To 4 Ma C-172 Ir		nt Time (H 2845 410	ours) Last 2	4 Hrs - D Days- UN	96
Instrument Rating(s) - AIRPLANE							
Narrative HE ACFT COLLIDED WITH TREES AND THE GROUND D TARTED VIBRATING AFTER TAKEOFF. A GLIDE WAS AS MADE ON A DRY RIVER BED. EXAM OF THE PROP AILURE OF THE BLADE WAS DETERMINED TO BE FRO RAVEL STRIP IN NEW MEXICO.	URING A NIGHT FORCED SET UP FOR A FORCED SHOWED 6 3/4 INCHES	LANDING. THE LANDING. SINCE OF ONE BLADE	ACFT HAD MAD THE ARPT CO WERE MISSING	DE SOME ST DULD NOT B G AND COUL	E REACHED . D NOT BE LE	A LANDING DCATED.	

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File No 17	36 3/24/84	GREELEY,CO	A/C Reg. No. N6521R	Time (Lc1) - 2150 MST
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE/MAI L CLIMB	FUNCTION	
3. AIRCRAFT PERFOR 4. CLIMB - NOT P	T POSSIBLE - PILOT MANCE,TAKEOFF CAPA OSSIBLE - PILOT IN	IN COMMAND BILITY - INADEQUATE		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 6. LIGHT CONDITION 7. OBJECT - TREE(S	)			

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

N.

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

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENE		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ries Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F	NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - BEECH 65-A90 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9650 No. of Seats - 8		1 - P&W PT6A-20 s - 2 - TURBOPROP - 550 HP			Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 12000 FT SC Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cleara	INC Plan - IFR		OFF AII Airport D RANGEL Runway Runway Runway		- 24 - 4500/ - ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Age - 38 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew YES Total 3 Make/ 65-A90 Instr	Fligh   - 1 Model- rument-	nt Time (H 0850 270	Last 24 Last 30	D WAIVERS/ 4 Hrs - 0 Days- UN 0 Days-	8 K/NR
Instrument Rating(s) - AIRPLANE Narrative HORTLY AFTER TAKEOFF ON A LEFT DOWNWIND DE JRING A FORCED LANDING IN A MUDDY SAGEBRUS JEL STORAGE TANK & ACFT FUEL TANKS BEFORE T WAS A MIXTURE OF FUEL, WATER & PARTICLES JCKET CONTAINED RUST PARTICLES, & WHEN MEA	SH COVERED FIELD. THE PL TAKEOFF. FUEL THAT WAS S THAT RESEMBLED RUST. F	T HAD REFUELED 1 EXTRACTED FROM 1 UEL EXTRACTED FF	THE ACFT 8 THE ACFT A ROM THE S1	HAD FAIL	ED TO DRAIN ACCIDENT RE	N THE EVEALED	

File No 16	74 3/28/84 RANGELY,CO	A/C Reg. No. N114CW	Time (Lc1) - 1648 MST
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB		
Finding(s) 1. REFUELING - IMPI 2. AIRCRAFT PREFLIG 3. FLUID,FUEL - COI 4. FLUID,FUEL - WA	GHT - IMPROPER - PILOT IN COMMAND NTAMINATION FER		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
	MAIN GEAR COLLAPSED Landing - Flare/Touchdown		
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI 7. TERRAIN CONDITI 8. LANDING GEAR,MA	DN - WET IN GEAR - OVERLOAD		
Probable Cause			

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

Brief of Accident

File No 1691 5/12/84 NUCLA	,CO	A/C Reg. No. N71429				1040 MDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	CATION	Fire NONE	Crew Pass		0 1	0 0	1 0
Aircraft Information Make/Model - CESSNA 182M Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Number Engine	Engines - 1	NENTAL O-470R ROCATING-CARBUR	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- VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NUCLA, Destinati LOCAL ATC/Airspa Type of Type of	on ace Flight Plan - N Clearance - N		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) PRIVATE SE LAND	Biennial Fligh Current Months Sin	nt Review	Total - Make/Model-	ht Time (H 338	ours) Last 24	) Days-	6 12 30

\_\_\_\_\_

Instrument Rating(s) - NONE

----Narrative----

PLT STATED, "I MADE ONE PASS ON LOW BOUNDRY SPREADING 100% OF SEED AND BEGAN A CLIMBING LEFT TURN TO MAKE A PASS FROM HIGH SIDE DOWN EAST BOUNDRY. I REACHED ALTITUDE OF APPROXIMATELY 300 FT AGL (ABOVE GROUND LEVEL) AND ATTEMPTED TO PASS OVER TELEPHONE DRAW RIDGE WHEN I ENCOUNTERED A STRONG DOWN DRAFT. I APPLIED FULL CLIMB POWER AND ATTEMPTED TO TURN TO LOWER GROUND BUT WAS UNABLE TO OVERCOME SINK AND CLEAR TERRAIN. I THEN FLARED THE PLANE TO A LANDING ALTITUDE JUST BEFORE TOUCHING DOWN TO MINIMIZE SPEED AND DAMAGE. I DON'T RECALL MUCH AFTER IMPACT BUT INDICATIONS ARE THAT LEFT WING AND MAIN STRUCK FIRST CAUSING 180 DEGREE COUNTER CLOCKWISE ROTATION, THEN TAIL STRUCK AND COLLAPSED LETTING PLANE LAND ON BACK ON TOP OF TAIL." DENSITY ALT OVER THE 6700 FT MSL TERRAIN WAS 9205 FT.

File No. - 1691 5/12/84 NUCLA.CO A/C Reg. No. N71429 Time (Lc1) - 1040 MDT Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED Phase of Operation CRUISE Finding(s) 1. TERRAIN CONDITION - HIGH TERRAIN 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND 5. WEATHER CONDITION - DOWNDRAFT 6. ALTITUDE - INADEQUATE - PILOT IN COMMAND 7. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND 8. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. 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) 1,3,4,5,6,7

Brief of Accident

File No 1630 8/22/84 A	AKRON,CO A/C Reg. No. N1980U			т	ime (Lc1) -	1319 MD1	-
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL	)	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		Fire NONE	Crew Pass		0 0	0 0	1
Aircraft Information Make/Model - CESSNA 185 Landing Gear - AMPHIBIAN Max Gross Wt - 3350 No. of Seats - 4	Number Engi	- RECIP-FUEL			Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 140/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 15000 FT Lowest Sky/Clouds - 15000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departu SAME AS AC Destination UNK/NR ATC/Airspace SCATTERED Type of Flig	C/INC ht Plan - VFR rance - NONE		ON AIR Airport D AKRON Runway Runway Runway	ata Ident - Lth/Wid - Surface -	09 4100/ ASPHALT DRY	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA		view - UNK/NR Tot - UNK/NR Mak	Flig tal - <e model-<="" td=""><td>ht Time (H 170 11</td><td>Last 24</td><td>Hrs - ) Days- Ul</td><td>6</td></e>	ht Time (H 170 11	Last 24	Hrs - ) Days- Ul	6

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT WAS APRX 200 LBS UNDER MAX GROSS WEIGHT FOR THE TAKEOFF. ACCORDING TO THE PILOT ALL OF HIS PREVIOUS TAKEOFFS HAD BEEN AT NEAR SEA LEVEL. HE STATED THAT HE WAS NOT USED TO HIGH DENSITY TAKEOFFS SUCH AS THIS ONE (7011 FEET DENSITY ALTITUDE). THE AIRCRAFT WAS ROTATED APRX THREE QUARTERS OF THE WAY DOWN THE RUNWAY INTO "A LITTLE NOSE HIGH ATTITUDE", CLIMBED TO 100 FT AGL WHEN THE GEAR WAS RAISED AND THE FLAPS WERE RAISED TO 10 DEGREES. AT THIS POINT IT BEGAN TO SETTLE BACK DOWN AND STALLED AT APRX 15 FEET AGL. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE AND FLIPPED OVER ON ITS BACK.

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File No 16	30 8/22/84	AKRON, CO	A/C Reg. No. N1980U	Time (Lc1) - 1319 MDT
Occurrence #1 Phase of Operation				
	T MAINTAINED - PILO E OF EQUIPMENT/AIRO	DT IN COMMAND CRAFT,LACK OF TOTA	AL EXPERIENCE IN TYPE OPERATION - PILC	DT IN COMMAND
Occurrence #2 Phase of Operation	DESCENT - UNCONT	ROLLED		
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that	t the Probable Cause(s) of this accide	ent

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

### Brief of Accident

Basic Information		<b>. .</b>		<b>T</b> 1		
Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraft NONE	t Damage	Fatal	Inj Serious	uries Mino	r None
Type of Operation -SIGHTSEEING	Fire	Crew	0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	õ	Ó	ō	
Aircraft Information						
Make/Model - RAVEN AX-8	Eng Make/Model - N/					ed - NO -N,
Landing Gear - N/A	Number Engines - N/A			Stall Warn	ning Syst	em – UNK/N
Max Gross Wt - 710 No. of Seats - UNK/NR	Engine Type - N/A Rated Power - N/A					
NO. OF Seats - UNK/NK	Rated Power - N/	4				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity	,	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	IRPORT/STR	IP.	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 010 KTS				y Ident		
Visibility - 20.0 SM	ATC/Airspace	NONE		y Lth/Wid	•	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			y Surface v Status		VEGETATION
Obstructions to Vision- NONE	Type Apch/Lndg		Runwa	y status		VEGETATION
Precipitation - NONE	Type Apeny Endg	FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certificat				
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (			
COMMERCIAL	Current - NO	Total -			24 Hrs -	
NONE FREE BALLOON	Months Since - O Aircraft Type - UNK/NR	Make/Model- Instrument-			30 Days- 90 Days-	
FREE BALLUUN	Africhart Type - UNK/NR	Instrument-	U	Lasi	50 Days-	34

----Narrative----

DURING A NORMAL HIGH WIND LANDING A PAX RECEIVED TWO FRACTURES OF THE FIBULA BONE. ANOTHER PAX REPORTED THAT THE INJURED PAX WAS STANDING ON ONE LEG WITH THE OTHER KNEE BENT RESTING ON A PROPANE TANK DURING THE LANDING. PAX WERE REPORTEDLY BRIEFED ON THE PROPER TOUCHDOWN FOOTING STANCE BEFORE THE FLIGHT AND AGAIN RIGHT BEFORE THE LANDING.

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File No 1781	8/30/84 CLARK,CO	A/C Reg. No. N4394E	Time (Lc1) - 0800 MDT
	ELLANEOUS/OTHER ING - FLARE/TOUCHDOWN		
	PERFORMED - PILOT IN COMMAND VERBAL - NOT FOLLOWED - PASSENGEI	R	
Probable Cause			

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

## Brief of Accident

-Basic Information		A.V.T.A.T.T.O.V.)					•			
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor Nou				
Type of Operation	-PERSONAL		Fire		rew	0	1		)	0
Flight Conducted Under	-14 CFR 91		NONE	Р	ass	0	0	C	)	0
Accident Occurred During	-LANDING									
-Aircraft Information										
Make/Model - MOLINO OY	PIK-20	Eng Make/Mod						d/Activat		
Landing Gear - SKID		Number Engir				St	all Warr	ning Syst	tem – UNM	K/NR
Max Gross Wt - 880		Engine Type								
No. of Seats - 1		Rated Power	- N/A							
-Environment/Operations Info	rmation									
Weather Data		Itinerary			Α	irport F				
Wx Briefing - COMPANY		Last Departur				OFF AIF	PORT/STR	RIP		
Method - IN PERS	N	COLORADO SF	PRING,CO							
Completeness - FULL		Destination			Ai	rport Da	ta			
Basic Weather - VMC		COLORADO SF	PRGS.,CO			_				
Wind Dir/Speed- 150/015							Ident			
Visibility - 50.0		ATC/Airspace					Lth/Wid			
Lowest Sky/Clouds -							Surface			
Lowest Ceiling -		Type of Clear				Runway	Status	- N/A		
Obstructions to Vision-		Type Apch/Lnd	- gc		0					
Precipitation -				FORCED LANDIN	G					
Condition of Light -	DAYLIGHI									
-Personnel Information										
Pilot-In-Command Age - 67		Medical Certificate - NO MED eview Flight Time (Ho								
Certificate(s)/Rating(s)		Biennial Flight Rev	view	F Total	light			0.4.11	•	
PRIVATE NONE						80		24 Hrs · 30 Davs·		
GLIDER		Months Since · Aircraft Type ·		Make/Moder	- 4	179	Last	90 Days		
GLIDER		All Chart Type		Instrument		0	Lasi	50 Days	- 30	
Instrument Rating(s)	- NONE									
No										
-Narrative									05	
GLIDER STRUCK A BARBED WIRE		ANDING IN A PASTURE		SALD HE ENCOU	INTEREL	A DUWNN	AST AL		Ur	

File No 16	06 9/02/84 CALHAN,CO	A/C Reg. No. N858E	Time (Lc1) - 1411 MDT
Occurrence #1 Phase of Operation	ALTITUDE DEVIATION, UNCONTROLLED CRUISE		
Finding(s) 1. WEATHER CONDITI( 2. IN-FLIGHT PLAI	NNING/DECISION - IMPROPER - PILOT IN COM		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
			4

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage			Injuries					
		SUBSTANT			Fatal			None		
Type of Operation -PERSONAL		Fire		Crew	0		0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		Pass	0	0	0	0		
Aircraft Information							· · · · · · · ·			
Make/Model - CESSNA 172P			MING 0-320-H							
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650	Number Engin	105 ~ 1	PROCATING-CA	DDUDET	5	tali warn	ing System	- YES		
No. of Seats - 4	Rated Power	- KEU		ROURE						
Environment/Operations Information										
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	. Daint			•	Proximity				
Method - N/A	Last Departur SAME AS ACC				ON AIR	STRIP				
Completeness - N/A	Destination	// INC			Airport D	ata				
Basic Weather - VMC	LOCAL			,		ata				
Wind Dir/Speed- 330/008 KTS					Runway	Ident	- 18			
Visibility - 20.0 SM							- 1600/	50		
Lowest Sky/Clouds - 4000 FT SCAT	TERED Type of Fligh	nt Plan -	NONE			Surface				
Lowest Ceiling - 6000 FT BROK Obstructions to Vision- NONE					Runway	Status	- WET			
Precipitation - RAIN SHOWERS	Type Apch/Lnc		FORCED LANDI	NG						
Condition of Light - DAYLIGHT			FORCED LANDI	ind .						
-Personnel Information										
Pilot-In-Command Age - 40					e - VALID MEDICAL-WAIVERS/LIMIT t Time (Hours)					
Certificate(s)/Rating(s) ATP	Biennial Flight Rev Current		Total				24 Hrs -	1		
SELAND	Months Since -						30 Days-	130		
SE ERID	Aircraft Type -						90 Davs-			
		,	Multi-Eng			_	craft - L			
Instrument Rating(s) - AIRPLANE										
-Narrative										
PLT WAS MAKING A LOW PASS OVER A STRIP HE	. WANTED OFBIJETED -		ATTEMPTED CO							

9/16/84 LONGMONT, CO A/C Reg. No. N6579K Time (Lc1) - 1100 MDT File No. - 1712 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 HARD LANDING Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - WET \_\_\_\_\_ Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Brief of Accident

Pagio Information									
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		aft Damage		Injuries					
	DEST	ROYED	Fatal	Serious	Minor	n None			
Type of Operation -PERSONAL	Fire		rew O	0	0	•			
Flight Conducted Under     -14 CFR 91 Accident Occurred During   -LANDING	NONE	P	ass O	0	0	0			
-Aircraft Information									
Make/Model - HOMEBUILT KR 2	Eng Make/Model - \			Installed/A					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnin	g Syste	em – NO			
Max Gross Wt - 900	Engine Type - F		BURETOR						
No. of Seats - 1	Rated Power -	70 HP							
Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF A	IRPORT/STRIP					
Method - N/A	BOULDER, CO								
Completeness - N/A	Destination	Airport Data							
Basic Weather - VMC	SAME AS ACC/INC								
Wind Dir/Speed- CALM	<u>,</u>				N/A				
Visibility - 30.0 SM	ATC/Airspace				N/A	_			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			y Surface -		LT			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance			y Status -	DRY				
Precipitation - NONE	Type Apch/Lndg	- TRAFFIC PATTE PRECAUTIONARY							
Condition of Light - DAWN		PRECAUTIONARY	LANDING						
Pilot-In-Command	Age - 28	Medical Certif	icate - VALI	D MEDICAL-NO	WAIVE	RS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (			-			
PRIVATE	Current - YES		- 93	Last 24	Hrs ~	UNK/NR			
SE LAND	Months Since - 22	Make/Mode1		Last 30					
	Aircraft Type - C-150	O Instrument	:- 1	Last 90	Days-	UNK/NR			
Instrument Rating(s) - NONE									

PLT INSTALLED A DIFFERENT PROPELLER ON ACFT TO INCREASE RPM AND THRUST. AFTER TAKEOFF PLT WAS UNABLE TO GAIN SUFFICIENT ALT TO CLR TREES ON BASE LEG. PRECAUTIONARY LANDING WAS MADE ON A HIGHWAY. PLT APPLIED RIGHT BRAKE DURING LANDING ROLL AND ACFT TRAVELED TO THE RIGHT DOWN AN 8 FOOT EMBANKMENT AND THROUGH A BARBED WIRE FENCE.

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File No. - 1779 9/18/84 BOULDER, CO A/C Reg. No. N45757 Time (Lc1) - 0930 MDT \_\_\_\_\_\_ \_\_\_\_\_ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES - IMPROPER 2. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. BRAKES(NORMAL) - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 1780 9/26/84 KIOWA,	со	A/C Reg. No.	N8145V	т	ime (Lcl) -	1030 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL		rcraft Damage JBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi		Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power	- 1	-320-D3G ING-CARBURETO	s २	Installed// tall Warnir	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure ENGLEWOOD,CO Destination LOCAL	Point		irport	Proximity RPORT/STRIF		
Wind Dir/Speed- 180/005 KTS Visibility - 35.0 SM	ATC/Airspace OVC Type of Flight Type of Clearan Type Apch/Lndg	ce - NONE - SIMULA	TED FORCED LAI LANDING	Runway Runway Runway	Lth/Wid Surface	N/A N/A GRASS/TU HIGH VEG ROUGH	
Personnel Information Pilot-In-Command	Age - 24	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	N	Flight	Time (H	ours)		
COMMERCIAL,CFI SE LAND	Current - Y Months Since - 1 Aircraft Type - U	1 Mak NK/NR Ins		08 NR	Last 90	l Hrs - ) Days- UN ) Days- `aft - UN	303
Instrument Rating(s) - AIRPLANE							
Narrative ILE PRACTICING A SIMULATED ENGINE FAILURE TH RCED LANDING IN A ROUGH FIELD, THE ACFT CONT PORTED THE SPRING LOADED SAFTY STOP ON THE F ICH ALLOWED THE SELECTOR HANDLE TO PASS OVER E STUDENT PLTS LEG OBSTRUCTED HIS VIEW OF TH	ACTED A YUCCA PLANT A UEL SELECTOR APPEARE THE STOP WITHOUT HAV	ND A GEAR COL	LAPSE RESULTE IN FACT WAS B	D. THE ROKEN I	CFI LATER N A MANNER	)	
					<b></b>		

File No. - 1780 9/26/84 KIOWA.CO A/C Reg. No. N8145V Time (Lc1) - 1030 MDT LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 MANEUVERING Phase of Operation Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 2. FLUID, FUEL - STARVATION 3. FUEL TANK SELECTOR POSITION - IMPROPER - DUAL STUDENT 4. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI) 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. TERRAIN CONDITION - HIGH VEGETATION 8. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Brief of Accident

File No 1732 1/24/84 GROTO 		A/C Reg.	No. N900FE		ime (Lc1) -	2205 131	
Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Da DESTROYED	mage	Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass		0 0	0 0	00
Aircraft Information Make/Model - CESSNA P210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Number En	Model - CONTIN gines - 1 pe - RECIP- rer - 285			Installed/4 tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - COMMERCIAL WX SERVICE Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 190/002 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 100 FT OBSC Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - NIGHT(DARK)	WAUKEGAN Destination GROTON,C ATC/Airspace Type of Fl JRED Type of Cl	ight Plan - IF	R	OFF AI Airport D GROTON Runway Runway Runway	Proximity RPORT/STRIF ata -NEW LONDON Ident Lth/Wid - Surface - Status -	N - 05 - 5000/ - ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 45 Biennial Flight Current Months Since Aircraft Typ	Review - YES	lical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	ht Time (H 2205 410 475	ours) Last 24 Last 30	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days-	O K/NR
Instrument Rating(s) - AIRPLANE							
Narrative HE ACFT WAS BLOWN OFF COURSE DURING A PROCED ISALIGNMENT AND TRIED A NON STANDARD MEANS O NEXPECTEDLY. RADAR SHOWS THE ACFT BEGAN A RA FTER THE PLTS LAST WEATHER REPORT OF A 600 F ISSED APPROACH.	F ORIENTATION FOR PID DESCENT AND R	R THE 2ND ATTEM RIGHT TURN. THE	IPT AND INTERCE	PTED THE M	IDDLE MARKE D TO BELOW	ER MINIMUMS	

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File No. - 1732 1/24/84 GROTON, CT A/C Reg. No. N900FE Time (Lc1) - 2239 EST \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - UNFAVORABLE WIND 2. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - PILOT IN COMMAND 3. RADAR, APPROACH/DEPARTURE - UNAVAILABLE 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 5. WEATHER CONDITION - BELOW APPROACH MINIMUMS 6. PROPER ALIGNMENT - DELAYED - PILOT IN COMMAND 7. CONTROL TOWER - NOT OPERATING 8. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND 9. DESCENT - EXCESSIVE - PILOT IN COMMAND 10. IFR PROCEDURE - IMPROPER - 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) 2,4,6,8,9,10

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

Brief of Accident

Basic Information				<b>T</b> = 1		
Type Operating Certificate-NONE (GENERA		raft Damage STANTIAL	Eatal	Inju Serious		None
Type of Operation -PERSONAL	Fire		Crew 0	0	0	1
Flight Conducted Under -14 CFR 91			Pass 0	õ	ŏ	1
Accident Occurred During -LANDING				-	-	
Aircraft Information						
Make/Model - CITABRIA 7ECA		LYCOMING 0-235-C1		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 1650		RECIPROCATING-CAF	RBURETOR			
No. of Seats - 3	Rated Power -	115 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AIF	RPORT		
Method - N/A	WINDHAM, CT					
Completeness - N/A	Destination		Airport [			
Basic Weather - VMC	ELLINGTON, CT		E-LING	GTON		
Wind Dir/Speed- 270/010 KTS			Runway	/ Ident	- 01	
Visibility - 20.0 SM	ATC/Airspace		Runway	/ Lth/Wid	- 1900/	50
Lowest Sky/Clouds - CLEAR	Type of Flight Pl				- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55	Medical Certi	ficate - VALI	MEDICAL-W	AIVERS/LIM	TIN
Certificate(s)/Rating(s)	Biennial Flight Review	F	Elight Time (H	Hours)		
PRIVATE	Current - UNK	/NR Total		Last 2	4 Hrs -	9
SE LAND	Months Since - UNK	/NR Make/Mode	1- 246	Last 3	0 Days- UN	NK/NR
	Aircraft Type - UNK	/NR Instrument	t- 10	Last 9	0 Days-	61

----Narrative----

ACFT WAS ON SHORT FINAL WITH 100 DEGREE LEFT X-WIND OF 10 KTS GUSTING TO 15 KTS. WHEN A GUST OCCURRED THE LEFT WING DRAGGED THE RWY AND THE ACFT CARTWHEELED.

\_\_\_\_\_

File No 16	66 6/04/84 ELLINGTON,CT	A/C Reg. No. N5043F	Time (Lc1) - 1940 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN FLIGHT LANDING		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. DIRECTIONAL C		AND	
Occurrence #2 Phase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT LANDING		
Probable Cause			
The National Transpo is/are finding(s) 3	rtation Safety Board determines that th	e Probable Cause(s) of this accid	lent
Footon(n) noloting t	a this socident is (see finding(a) i 0		

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

Brief of Accident

Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da	mage		Injur	ies		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		DESTROYED Fire NONE	Cre Pas		Serious O O	Minor O O	(	ne 0 0
Accident Occurred During -DESCENT		NONE	1 43	3 0	Ū	Ŭ	· · · ·	0
Aircraft Information								
Make/Model - BELL 206B		odel - ALLISO		ELT				-N/
Landing Gear - SKID Max Gross Wt - 3200		ines - 1 e - TURBOS		5.	tall Warnir	ig Syste	em - NU	
No. of Seats - 5	Rated Power	-						
Invironment/Operations Information								
Veather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFIN	•			OFF AI	RPORT/STRIF	)		
Method - N/A Completeness - N/A	WALLINGFOF Destination	RD,CT		Airport Da				
Basic Weather - VMC	GARDEN CIT	TY.NY		Anport bi				
Wind Dir/Speed- CALM		•			Ident -			
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR		ght Plan - NO			Surface -			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clea Type Apch/Lr	arance - NO ndo - NO		Runway	Status -	· N/A		
Precipitation - NONE	Type Apelly El							
Condition of Light - DAYLIGHT								
Personnel Information								
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 27 Biennial Flight Re		lical Certific Fli	ate - VALID ght Time (He		WAIVE	RS/LIMIT	
PRIVATE, COMMERCIAL	Current	- YES	Total -	1228	Last 24			
SE LAND	Months Since	- 4	Make/Model-	490	Last 30			
HELICOPTER	Aircraft Type	- 206	Instrument-	0	Last 90 Rotorce			
					ROTOPER	art -	1145	
Instrument Rating(s) - NONE								
Narrative								
ACFT COLLIDED WITH WIRES AFTER THE PLT A	NNOUNCED BY PADTO TH	AT HE WAS GO	ING TO MAKE A	INW PASS OF	VER THE STI		N	

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### Brief of Accident (Continued) File No. - 1713 9/08/84 WALLINGFORD,CT A/C Reg. No. N4FL Time (Lc1) - 1625 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, STATIC 2. LOW PASS - PERFORMED - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. FUSELAGE - SEPARATION ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuri Serious	es Minor None.
Type of Operation -PERSON Flight Conducted Under -14 CFF Accident Occurred During -LANDIN	8 91	Fire NONE	Crew O Pass O	0 0	0 1 0 1
Aircraft Information Make/Model - PIPER PA-32R Landing Gear - TRICYCLE-RETRACTA Max Gross Wt - 3400 No. of Seats - 6		e - RECIPROCATI	S		ctivated - YES/NG 9 System - YES
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary RIEFING Last Depart CHAMBERSB Destination REHOBOTH ATC/Airspace Type of Fli Type of Cle Type Apch/L	URG,PA BEACH,PA ght Plan - IFR earance - NONE	OFF AI Airport D REHOBO Runway Runway Runway Runway	TH BEACH Ident - Lth/Wid - Surface -	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Months Since Aircraft Type	Peview - YES Tota - 3 Make e - UNK/NR Inst	Certificate - VALID Flight Time (H 1 - 2088 /Model- 14 rument- 296 i-Eng - 851	lours) Last 24	Hrs - 2 Days- UNK/NR
Instrument Rating(s) - AIRPU Narrative D ON ERRONEOUS INFORMATION PIC ASSU G CONSTRUCTED IN A HOUSING EXPANSIO D.	JMED ROAD CONSTRUCTION WA	S WORK TO PAVE GRA		ON A ROAD	

	55 6/05/84	REHOBOTH BEACH, DE	A/C Reg. No. N5870V	Time (Lc1) - 1140 EDT
ccurrence #1 hase of Operation		ION WITH TERRAIN	• •	
inding(s) 1. TERRAIN CONDITIO	DN - ROUGH/UNEVEN	NADEQUATE - DILOT IN COM	MAND	
			GRAPHIC AREA - PILOT IN COMMA	
	OF FACILITY,LACK	OF FAMILIARITY WITH GEO		ND

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 1647 4/14/84 KEY WEST,F	L A/C	Reg. No. N5942N	т	Time (Lc1) - 1704 EST		
-Basic Information Type Operating Certificate-NONE (GENERAL AV)	-	aft Damage ROYED	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire ON G		rew 1 ass 1	0 0	0 0	0 0
Aircraft Information Make/Model - ROCKWELL INTL 114A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3260 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIP-FUEL INJECT	S	Installed/A tall Warnin		•
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/010 KTS		L n - NONE - NONE	OFF AI Airport D Runway Runway Runway Runway LANDING	Ident - Lth/Wid - Surface - Status -	27 N/A N/A N/A	
Certificate(s)/Rating(s) Bier PRIVATE SE LAND	- 45 nnial Flight Review Current - YES Months Since - 11 Aircraft Type - C-17	F Total Make/Model	light Time (H - 320	lours) Last 24 Last 30	Hrs - Days-	'LIMIT 1 40 68

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT TOOK OFF FROM RWY 27. SEVERAL WITNESSES STATED THE ACFT APPEARED UNUSUALLY SLOW DURING THE INITIAL CLIMB. THE PLT REPORTED TO THE TOWER HE HAD A PROBLEM & WAS GOING TO "COME AROUND." THE ACFT ENTERED A RIGHT TURN AND APPEARED TO STOP CLIMBING AT 200 FT AGL. A WITNESS STATED THE LANDING GEAR WAS EXTENDED, THE ENGINE DID NOT SOUND LIKE IT WAS DEVELOPING FULL POWER AND THE LEFT CABIN DOOR WAS OPEN APRX 8 TO 10 INCHES. AFTER APRX 90 DEG OF RIGHT TURN, THE ACFT NOSE DROPPED, THE PLANE ROLLED TO THE RIGHT, THEN IT DESCENDED BELOW THE TREELINE & CRASHED INTO THE SIDE OF A HOUSE. AN EXAM OF THE ACFT STRUCTURE, FLT CONTROLS & ENG REVEALED NO PRE-CRASH FAILURE OR MALFUNCTION. THE LEFT CABIN DOOR WAS FOUND IN THE OPEN POSITION AT THE ACCIDENT SITE.

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File No. - 1647 4/14/84 KEY WEST,FL A/C Reg. No. N5942N Time (Lc1) - 1704 EST -Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. DOOR, EXTERIOR CREW - OPEN 2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION ----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

is/are finding(s) 3,4

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damaga		Inju		
Type operating centificate-none (General	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0		1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - PIPER J-3 CUB	Eng Make/Model - CON					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 900	Number Engines - 1 Engine Type - REC			tall Warni	ng System	1 - NU
No. of Seats - 2		65 HP	IUR			
-Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRI	P	
Method - N/A	SAME AS ACC/INC		0			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- UNK/NR					- N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -			Lth/Wid Surface	- N/A - N/A	
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		, armay	012100	,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certificat				
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - UNK/NR	Fligh	t Time (F	lours)	4 Hrs - l	
SE LAND, ME LAND	Months Since - UNK/NR		K/NR k/ND	Last 2	4 Ans - l 0 Davs- l	
SE LAND, ME LAND		Instrument- UN			0 Days l	
		Multi-Eng - UN	•		raft - l	
Instrument Rating(s) - NONE						
-Narrative						
PLT REPORTED A LOSS OF DIRECTIONAL CONTRO RWY AND COLLIDED WITH TREES.	L OCCORRED DURING THE TAKEUP	- GROUND RULL. THE	ACET TRA	VELED UPP		

File No 1692	6/22/84	HOMESTEAD, FL	A/C Reg. No. N6932H	Time (Lc1) - 1500 EDT
Occurrence #1 LOS Phase of Operation TAM				
Finding(s) 1. DIRECTIONAL CONTROL	- NOT MAINTAI	NED - PILOT IN COMMANI	D	
Occurrence #2 ON Phase of Operation TAM		ION WITH OBJECT RUN		
Finding(s) 2. OBJECT - TREE(S)				
Probable Cause			• • • • • • • • • • • • • • • • • • • •	
The National Transportati	on Safaty Roa	nd dotonminos that the	e Probable Cause(s) of this accid	ont

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

Brief of Accident

File No 1752 8/31/84 'MIAMI,F	L A/C Reg	J. No. N23665	T	ime (Lc1) -	1915 ED	r 
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	AVIATION) Aircraft SUBSTAN Fire NONE	IAL Crew	Fatal O O	Injur Serious O O	Minor	None 1 1
-Aircraft Information Make/Model - PIPER PA-38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - LYCC Number Engines - 1 Engine Type - REC Rated Power -	PROCATING-CARBURE	ELT S TOR	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- 150/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point UNK/NR Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE NONE	ON AIR Airport D Runway Runway Runway Runway	ata Ident - Lth/Wid - Surface - Status -	- N/A - N/A - N/A - N/A	
Personnel Information	ge - 26 M iennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certificat	e - UNK/N t Time (H	R purs)	t Hrs - ) Days- UI ) Days-	O NK/NR 3

----Narrative----

WHILE TAXIING FOR TAKEOFF THE ACFT VEERED TO THE LEFT AND COLLIDED WITH A PARKED ACFT. THE PLT STATED A GUST OF WIND CAUSED THE ACFT TO VEER. THE ACFT OPERATOR REPORTED THE PLT WAS HELPING THE PAX WITH A SEATBELT WHEN THE ACCIDENT OCCURRED.

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File No 17	52 8/31/84	MIAMI,FL	A/C Reg. No. N23665	Time (Lc1) - 1915 EDT
Occurrence Phase of Operation	ON GROUND COLLIS TAXI - TO TAKEOFF			
	E OF EQUIPMENT/AIR	NED - PILOT IN COMMAND RAFT,DIVERTED ATTENT	) ION - 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

asic Information		•			<b>T</b> 1		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious		None
Type of Operation -PERSONAL		Fire	- Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pas	s O	0	0	2
ircraft Information							
Make/Model - CESSNA 172			NG 0-320		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engin				Stall Warni	ng System	- YES
Max Gross Wt - 2300	5 ,1		OCATING-CARBL	JRETOR			
No. of Seats - 4	Rated Power	- 150	HP				
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				ON AI	RPORT		
Method - N/A Completeness - N/A	SAME AS ACC Destination	/INC		Airport	Data		
Basic Weather - VMC	LOCAL				OCKA WEST		
Wind Dir/Speed- 070/013 KTS	EUCAL					- 09	
Visibility - 7.0 SM	ATC/Airspace				y Lth/Wid		<b>6</b> 0
Lowest Sky/Clouds - 2000 FT SCAT		t Plan - NO	NE		y Surface		
Lowest Ceiling - NONE	Type of Clear			Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NO	NE		-		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information							
Pilot-In-Command	Age - UNK/NR		ical Certific			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			ght Time (			
PRIVATE	Current -		Total -		Last 2	4 Hrs -	1
SE LAND	Months Since -		Make/Model-			0 Days- U	
	Aircraft Type -	UNK/NR	Instrument- Multi-Eng -		Last 9	0 Days-	/4
Instrument Rating(s) - NONE							
arrative							
TATED, THE ACFT WAS LIFTED OFF PREMATURE	LY IN GROUND FEFECT	ON TAKEOFE.	WHEN THE ACE	T REACHED	TREE TOP IF	VEL	
T OF WIND CAUSED THE ACFT TO DRIFT TO TH							
CFT SPUN 180 DEG IN HEADING BEFORE CONTA	CTING THE GROUND.						
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is/are finding(s) 4

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

Brief of Accident

Basic Information	· · · · · · · · · · · · · · · · · · ·					
Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			0		1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE			õ	ō	Ó
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - THOMAS PITTS SPECIAL S1	-SP Eng Make/Model -	LYCOMING ID-360				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1150	Number Engines -	1 RECIP-FUEL INJECTE		tall Warnir	ig System	- UNK/NR
No. of Seats - 1	Rated Power ~	200 HP	D			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi NICEVILLE,IL	nt	OFF AI	RPORT/STRIF	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Anport b	ata		
Wind Dir/Speed- 010/006 KTS			Runway	Ident -	N/A	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- HAZE	Type of Clearance Type Apch/Lndg			Status -	N/A	
Precipitation - NONE	Type Apcily Lindg	- FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 52 Biennial Flight Review Current - YES	Medical Certifi Fl	cate - VALID ight Time (H	MEDICAL-WA ours)		
ATP	Current - YES	Total -	21250	Last 24	Hrs - U	
SE LAND, ME LAND	Months Since - 2	Make/Model-	304	Last 30	) Days- U	
	Months Since - 2 Aircraft Type - UNK/	Multi-Eng -	18050	Rotorcr	) Days- `aft -	
Instrument Rating(s) - AIRPLANE						
-Narrative TO FAILURE OF THE ENGINE THROTTLE LINKAGE	THE ENGINE DECELERATED T	O IDLE POWER. THE	PLT ELECTED	TO PERFORM	Α	
CED LANDING IN A BAYOU.						

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File No 16	17 9/27/84	NICEVILLE,FL	A/C Reg.	No. N44GP	Time (Lc1) - 1300 EDT
Occurrence #1 Phase of Operation		RTIAL) - MECH FAILUR	E/MALF		
Finding(s) 1. THROTTLE/POWER	LEVER,LINKAGE - FA				
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation	LANDING - FLARE/				
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that t	he Probable Cause	(s) of this acci	dent

Brief of Accident

File No 1637 9/28/84 NAPLES,	FL A/C Re	eg. No. N11PM	. T	Time (Lcl) - 1152 EDT			
-Basic Information Type Operating Certificate-ON-DEMAND AIR			Fata)	Injur	ries Minor	Nepe	
Type of Operation -INSTRUCTIONAL	SUBSTAN Fire	Crev	Fatal 1 O	Serious O	Minor O		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	-	õ	0	0	
Make/Model - CESSNA 421	Eng Make/Model - CON			Installed//			
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnin	ng Syste	em – YES	
Max Gross Wt - 6840	Engine Type - REC						
No. of Seats - UNK/NR	Rated Power -	375 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT			
Method - UNK/NR	SAME AS ACC/INC						
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL		NAPLES	MUNICIPAL			
Wind Dir/Speed- 210/007 KTS			Runway	Ident ·	- 22		
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid ·	- 5000/	/ 150	
Lowest Sky/Clouds - 800 FT SCATTE	RED Type of Flight Plan -	- NONE	Runway	Surface	- ASPHAL	_T	
Lowest Ceiling - 5000 FT BROKEN	Type of Clearance	- NONE	Runway	Status ·	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg -	- TRAFFIC PATTERN					
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
		Medical Certifica	ate - VALID	MEDICAL-NO	D WAIVER	RS/LIMIT	
Certificate(s)/Rating(s) E	Gennial Flight Review	Flig	ght Time (F	lours)			
COMMERCIAL	Current - YES	Total -	2932	Last 24	4 Hrs -	0	
SE LAND, ME LAND	Months Since - 1					UNK/NR	
	Aircraft Type - UNK/NR	Instrument-	234	Last 90	) Days-	54	
		Multi-Eng -	1513				
Instrument Rating(s) - AIRPLANE							

DURING CLIMBOUT ON THIS FAA CHECK RIDE THE ACFT EXPERIENCED A NOSE GEAR EXTENSION-RETRACTION MALFUNCTION OF UNKNOWN ORIGIN. THE PLT WAS UNABLE TO EXTEND THE NOSE GEAR FOR LANDING. ACCORDING TO THE FAA EXAMINER ON THE FLT, THE PIC SHUT DOWN BOTH ENGINES ON FINAL APCH TO MINIMIZE PROP/ENGINE DAMAGE DURING ROLLOUT. HE DID THIS AT A POINT SUCH THAT THE LOSS OF PWR PREVENTED THE ACFT FROM REACHING THE END OF THE RWY. THE ACFT TOUCHED DOWN SHORT OF THE RWY THRESHOLD. THE SEVERITY OF THE DAMAGE WAS AGGRAVATED BY THE UNDERSHOOT, ACCORDING TO THE EXAMINER. ACCORDING TO THE PIC, HE LANDED IN THE GRASS BESIDE AND NOT BEFORE THE RWY THRESHOLD. THE FAA EXAMINER WAS IN THE REAR OF THE ACFT DURING LANDING TO AID IN KEEPING THE NOSE UP DURING ROLLOUT. ACCORDING TO THE PIC, DAMAGE WAS LIMITED TO THE NOSE SECTION (RADAR ANTENNA) AND ONE BLADE ON EACH PROPELLER.

Time (Lc1) - 1152 EDT 9/28/84 A/C Reg. No. N11PM File No. - 1637 NAPLES, FL \_ \_ \_ \_ \_ \_ \_ \_ \_ AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL \_\_\_\_\_ UNDERSHOOT Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. DESCENT - MISJUDGED - PILOT IN COMMAND \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident (Continued)

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

### Brief of Accident

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-Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju		
		SUBSTANTIAL		Fatal	Serious		
Type of Operation -PERSONAL		Fire	Crew	0	0	1	•
Flight Conducted Under     -14 CFR 91 Accident Occurred During   -APPROACH		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 152		odel - LYCOMING 0-23					ed - YES/YI
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warni	ng Syste	em – YES
Max Gross Wt - 1650	<b>U</b>	- RECIPROCATING	G-CARBURE	IOR			
No. of Seats - 2	Rated Power	~ - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departu	ure Point		ON AIR	PORT		
Method - N/A	SAME AS AC	CC/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				LE MUNICIP		
Wind Dir/Speed- 360/003 KTS				Runway		- 32	/
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
	ATTERED Type of Flig				Surface		LI
Lowest Ceiling - NONE Obstructions to Vision- NONE		arance - NONE ndg - TRAFFIC.P		Runway	Status	- DRY	
Precipitation - NONE	Type Apch/Lr	hag - TRAFFIC. P	PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Ce				AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H			
STUDENT	Current Months Since	- N/A Total			Last 2 Last 3	4 Hrs -	
	Aircraft Type	• •	ument-			0 Days- 0 Days-	
	All Chart Type		amerit -	U	Last 9	Uays-	10
Instrument Rating(s) - NONE							

THE STUDENT PLT WAS MAKING A GO-AROUND BECAUSE OF A WIND GUST AND SAID HE ADDED "SOME POWER" AND RETRACTED THE FLAPS BUT THE ACFT CONTINUED TO DRIFT LEFT UNTIL IT COLLIDED WITH THE TREES TO THE LEFT OF THE RWY AT ABOUT MIDFIELD.

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File No 1750	9/29/84	LA BELLE,FL	A/C Reg. No. N65457	Time (Lc1) - 1120 EDT
	LIGHT COLLISIC DACH - GO-AROL			
Finding(s) 1. PROPER ALIGNMENT - NO 2. IMPROPER USE OF P 3. OBJECT - GUSTS		PILOT IN COMMAND RTED ATTENTION - PI	OT IN COMMAND	
4. COMPENSATION FOR WI 5. THROTTLE/POWER CONTRO				

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

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

Brief of Accident

File No 1619 2/04/84 HOBOKEN,	4 HOBOKEN,GA A/C Reg. No. N87			ime (Lc1) -	1816 EST	
Basic Information Type Operating Certificate-NONE (GENERAL A		aft Damage ROYED	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire	Crew	1	0	0	0
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 No. of Seats - 2	Number Engines - Engine Type -	LYCOMING 0-320-A2B 1 RECIPROCATING-CARBUR 150 HP	S	Installed/A tall Warnin		
	Itinerary Last Departure Poi WAYCROSS,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE	OFF AI Airport D HOBOKE Runway Runway Runway	N Ident - Lth/Wid - Surface -	90 1800/	50 RF
	e - 52 ennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- U Instrument-	ht Time (H 25	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR

Instrument Rating(s) - NONE

----Narrative----

WHILE ON BASE LEG FOR LANDING, THE FORWARD RIGHT WING STRUT FAILED CAUSING THE RIGHT WING TO SEPARATE. THE ACFT THEN ENTERED AN UNCONTROLLED DESCENT & CRASHED. THE NON-CERTIFICATED PLT OWNED THE ACFT. HE HAD NOT COMPLIED WITH AIRWORTHINESS DIRECTIVE 77-03-08. THE LAST ANNUAL MAINT INSP WAS PERFORMED ON 12-04-81. AD 77-03-08 REFERS TO DETECTION AND CORRECTION OF EXCESSIVE CORROSION OF WING LIFT STRUTS. METALLURGICAL ANALYSIS REVEALED THAT THE FORWARD LIFT STRUT TUBE WALL HAD BEEN SIGNIFICANTLY REDUCED BY CORROSIVE ATTACK ON THE INTERIOR SURFACE. OTHER FAILURES OF THE WING WERE SECONDARY.

File No 16	19 2/04/84	HOBOKEN,GA	A/C Reg. No. N8771D	Time (Lc1) - 1816 EST
ccurrence #1 hase of Operation		NT/SYSTEM FAILURE/MA	ALFUNCTION	
	AFFROACT VIN F	ATTENN DASE TORN		
inding(s)				
1. MAINTENANCE, ANN 2. WING, BRACING ST		OT PERFORMED - PILOT	T IN COMMAND	
		- NOT PERFORMED - PI	LIDT IN COMMAND	
4. WING, BRACING ST				
5. WING - SEPARATIO				
ccurrence #2	LOSS OF CONTROL	- IN FLIGHT		
hase of Operation				
ccurrence #3				
hase of Operation	DESCENT - UNCUNT	RULLED		
inding(s)				
6. TERRAIN CONDITIO	DN - GROUND			
Probable Cause				
he National Transpo	station Safety Roa	rd determines that t	the Probable Cause(s) of this accid	ent
s/are finding(s) 1,2		ra determines that t	the Frobable cause(s) of this acciu	

Brief of Accident

Type Operating Certificate-AGRICULTU	RAL AIRCRAFT		Damage		Inju		
		DESTROY		Fatal			None
Type of Operation -AERIAL AP Flight Conducted Under -14 CFR 13	PLICATION	Fire	Cre	- · ·	-	0	0
Accident Occurred During -DESCENT		ON GROL	ND Pas		0	0	0
Aircraft Information							
Make/Model - GRUMMAN G-164B		Make/Model - P&V			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED					tall Warni	ng System	- YES
Max Gross Wt - 4500 No. of Seats - 1			IPROCATING-CARBU 450 HP				
Environment/Operations Information							
Weather Data	Itinera				Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	SAM	Departure Point E AS ACC/INC		ON AIF			
Completeness - N/A	Destin			Airport D			
Basic Weather - VMC	LOC	AL .			I MUNICIPAL		
Wind Dir/Speed- CALM	ATC/Air				Ident		76
Visibility - 5.0 SM Lowest Sky/Clouds - 10000 FT S	(1, -1, -1, -1, -1, -1, -1, -1, -1, -1, -		NONE		/ Lth/Wid / Surface		
Lowest Ceiling - 25000 FT 0							
Obstructions to Vision- SMOKE			FORCED LANDING		Status	DRI	
Precipitation - NONE	iype	apen/ Ling	TORGED EANDING				
Condition of Light - DAYLIGHT					•		
Personnel Information							
Pilot-In-Command			Medical Certific			O WAIVERS	/LIMIT
Certificate(s)/Rating(s)		ight Review	F11	ight Time (H	lours)		
COMMERCIAL		- UNK/NR	Total - Make/Model-	2500	Last 2	4 Hrs - U O Davs- U	
SE L'AND		Since - UNK/NR t Type - UNK/NR	Make/Model- Instrument-		Last 3	0 Days- U 0 Days- U	
	Aircrat	t Type - UNK/NR	Multi-Eng -			raft - U	
Instrument Rating(s) - AIRPLANE							
FAILED CYLINDER HEAD ASSEMBLY RESULTED I							
RIAL APPLICATION ACFT AT 30-50 FT AGL OV							
CONTROLLED DESCENT TO IMPACT. A POST CRA							
D OF THE RWY, THE PLT ATTEMPTED TO RETUR							
LINDER HEAD REVEALED EXTENSIVE FATIGUE C NS AT THE TOP OF THE CYLINDER.	RACKING INITIAT	ED IN THE CYLING	DER LINER THREAD	ROOTS AND E	SETWEEN THE	COULING	

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

Brief of Accident

.

File No 1628 5/06/84 DALLAS,GA	A/C Re	g. No. N6293V	Time (Lc1) - 0300 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL AV	VIATION) Aircraft DESTROY	-	Fatal	Injur Serious		None	
Type of Operation -UNAUTHORIZED Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew	1	0		0	
Aircraft Information Make/Model - CESSNA 172RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2658 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- 240/011 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 1500 FT Lowest Ceiling - 1500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Flight Plan -	NONE NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A		
	e - 33 ennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Fligh Total - Make/Model- UN	t Time (H 102 K/NR	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR	

Instrument Rating(s) - NONE

----Narrative----

APPROXIMATELY ONE-HALF HOUR AFTER TAKEOFF, THE AIRCRAFT COLLIDED WITH RISING TERRAIN AND WAS DESTROYED. THE FLIGHT WAS UNAUTHORIZED AND NO WITNESSES OBSERVED THE CRASH. WEATHER AT THE TIME OF THE CRASH IS UNKNOWN. THE PRIVATE PILOT ON BOARD PROBABLY HAD NOT FLOWN IN APRX 1 YEAR AND WAS NOT CHECKED OUT IN THE MODEL OF ACFT INVOLVED IN THIS ACCIDENT ACCORDING TO AVAILABLE RECORDS. A STUDENT PILOT WAS ALSO ON BOARD THE AIRCRAFT. THE ANGLE OF IMPACT WAS APRX 75-90 DEGREES NOSE LOW. CHORDWISE SCRATCHES AND DEEP LEADING EDGE NICKS WERE FOUND ON BOTH PROP BLADES. ONE BLADE EXHIBITED TWISTING. NO INDICATION OF PREIMPACT ENGINE MALFUNCTION WAS NOTED.

File No. - 1628 5/06/84 DALLAS, GA A/C Reg. No. N6293V Time (Lc1) - 0300 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation UNKNOWN Finding(s) 1. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. IMPROPER DECISION.OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 6. 7. WEATHER CONDITION - CLOUDS 8. LIGHT CONDITION - DARK NIGHT 9. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 10. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND 11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - 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) 9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,11

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Injuries Fatal Serious Minor None			
Type of Operation -PERSONAL	Fire	Crew		1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - MAULE M-6-235	Eng Make/Model - L			Installed/		
Landing Gear - FLOAT	Number Engines -		5	itall Warniı	ng System -	YES
Max Gross Wt - 2750		ECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information						
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIF	PORT		
Method - N/A	SAME AS ACC/INC		Admont D			
Completeness - N/A Basic Weather - VMC	Destination KENNESAW,GA		Airport D LAUREL			
Wind Dir/Speed- 360/008 KTS	KEININE SAW, GA				- UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		500
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		,00
Lowest Ceiling - NONE	Type of Clearance			Status		м
Obstructions to Vision- NONE		- NONE		••••		
Precipitation ~ NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifica	te - VALID	MEDICAL-N	D WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F			
PRIVATE	Current - YES	Total -	4500	Last 2	4 Hrs -	
ŠE LAND,ME LAND,SE SEA	Months Since - 12	Make/Model-	45	Last 30	) Days- UNM	
	Aircraft Type ~ C-180		NK/NR	Last 90	) Days-	
		Multi-Eng - L	NK/NR	Rotorc	raft - UNM	K/NR
Instrument Rating(s) - NONE						
·····						
Narrative FLOAT EQUIPPED ACFT DEPARTED ON A SOUTHWE	STERLY HEADING EDON THE LA					
KTS GUSTING TO 15. WITH FULL FLAPS EXTEN						
TO ABOUT 250 FT AGL. THE ACFT DECELERATE						
	NG TO THE ACFT FLIGHT MANU					

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File No 160	9 5/31/84	MARIETTA,GA	A/C Reg. N	o. N56520	Time (Lcl) - 1630 EDT
Occurrence #1 Phase of Operation					
Finding(s) 1. PREFLIGHT PLANN 2. LOWERING OF FLAF 3. WEATHER CONDITIO 4. WEATHER CONDITIO 5. AIRSPEED - NOT M 6. STALL - INADVER	PS - IMPROPER - PIL DN - TAILWIND DN - GUSTS MAINTAINED - PILOT	IN COMMAND	N COMMAND		
Occurrence #2 Phase of Operation					
Finding(s) 7. TERRAIN CONDITIO	DN - GROUND			<b>:</b> .	
Probable Cause					
The National Transportion International Transportion International Transportion Transport		rd determines that t	he Probable Cause(s	) of this acc <sup>.</sup>	ident

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

Brief of Accident

File No 1605 6/20/84 CUMMI	NG,GA A/CR	eg. No. N231	Time (Lc1) - 1144 EDT			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf DESTRO	Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew	2	0	0 0	0
Aircraft Information Make/Model - CAMAIR 480 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4323 No. of Seats - 4	Eng Make/Model - CO Number Engines - 2 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 340/006 KTS	Destination WOODSTOCK,GA		Airport Da DOWNING Runway	G	N/A	
Visibility - 11.0 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	Lth/Wid - Surface -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 53 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - ŬN Make/Model- UN	t Time (He K/NR K/NR K/NR	ours) Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR K/NR

#### Instrument Rating(s) - AIRPLANE

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----Narrative----

ACCORDING TO WITNESSES, THE ACFT CROSSED A HIGHWAY AFTER TAKING OFF, ENTERED A LEFT TURN, DESCENDED & PULLED BACK UP, THEN WENT OUT OF CONTROL & CRASHED. ONE WITNESS INDICATED THAT THE ACFT ENTERED A SPIN PRIOR TO CRASHING. AN EXAM OF THE WRECKAGE SHOWED EVIDENCE THAT THE RIGHT ENG WAS PROVIDING POWER. THE LEFT PROP WAS FOUND IN A FEATHERED POSITION, BUT THE COCKPIT CONTROLS WERE NOT POSITIONED TO FEATHER THE LEFT PROP. AN EXAM OF THE LEFT ENG REVEALED THAT THE #5 CONNECTING ROD HAD FAILED FROM FATIGUE. THE FATIGUE HAD ORIGINATED IN AN AREA WHERE THE ROD HAD BEEN BENT. THERE WAS EVIDENCE OF PREVIOUS COLUMN BENDING OF THE ROD (POSSIBLY FROM A HYDROSTATIC LOCK). THE LEFT PRIMER WAS FOUND BROKEN.

File No 160	6/20/84	CUMMING, GA	A/C Reg. No. N231	Time (Lcl) - 1144 EDT
ccurrence #1 hase of Operation	LOSS OF POWER(TO Takeoff - Initia	TAL) - MECH FAILURE/M L CLIMB	ALFUNCTION	
inding(s) 1. ENGINE ASSEMBLY, 2. ENGINE ASSEMBLY,				
ccurrence #2 hase of Operation		- IN FLIGHT RN TO LANDING AREA (EI	MERGENCY)	
5. AIRSPEED(VMC) -	RING - NOT PERFOR	MED - PILOT IN COMMAN	)	
ccurrence #3 hase of Operation				
Probable Cause				

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

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

### Brief of Accident

File No 1618 10/03/84 MILLEE	DGEVILLE,GA A/C F	eg. No. N38685	Time (Lc1) - 1000 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL	•	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor No			
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 - PIPER J3C-65 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CC Number Engines - Engine Type - RE Rated Power -		S	Installed/A tall Warnin			
<ul> <li>Environment/Operations Information Weather Data</li> <li>Wx Briefing - NO RECORD OF BRIEFING Method - N/A</li> <li>Completeness - N/A</li> <li>Basic Weather - VMC</li> <li>Wind Dir/Speed- 090/005 KTS</li> <li>Visibility - 10.0 SM</li> <li>Lowest Sky/Clouds - CLEAR</li> <li>Lowest Ceiling - NONE</li> <li>Obstructions to Vision- NONE</li> <li>Precipitation - NONE</li> <li>Condition of Light - DAYLIGHT</li> </ul>	Itinerary Last Departure Point SANDERSVILLE,GA Destination MILLEDGEVILLE,GA ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport D BALDWI Runway Runway Runway	N CITY <sup>7</sup> Ident - 7 Lth/Wid - 7 Surface -	N/A N/A N/A N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 61 Biennial Flight Review Current - NO Months Since - UNK/NF Aircraft Type - UNK/NF	Flig Total - Make/Model-	ht Time (H 431 59	lours) Last 24 Last 30	Hrs -	8 INK/NR	

Instrument Rating(s) - NONE

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----Narrative----

THE PLT DEPARTED FOR THE INTENDED DESTINATION, BUT WAS UNABLE TO FIND THE ARPT DUE TO FOG. AFTER LANDING AT ANOTHER NEARBY ARPT, HE FOUND NO AV-GAS AVAILABLE. HE THEN ELECTED TO RETURN TO HIS ORIGINAL DESTINATION, BUT EXPERIENCED A TOTAL POWER LOSS DUE TO FUEL EXHAUSTION APRX 7 MI SHORT OF THE ARPT. A FORCED LANDING WAS MADE IN A PLOWED FIELD. DURING THE LANDING ROLL, THE NOSE GEAR WHEEL SANK IN SOFT SOIL & THE ACFT NOSED OVER. THE ELAPSED TIME FROM INITIAL TAKEOFF UNTIL THE ACCIDENT OCCURRED WAS 45 MIN. THE PLT ESTIMATED HIS FUEL REMAINING AT THE TIME OF INITIAL TAKEOFF TO BE 72 MINUTES.

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10/03/84 Time (Lc1) - 1000 EDT File No. - 1618 MILLEDGEVILLE, GA A/C Reg. No. N38685 LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - SOFT Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

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Brief of Accident

File No 1762 6/08/84 SOUTH P	ELTO,GM A/C	Reg. No. N2276Q	Ti	ime (Lcl) -	1300 CD	г <u>.</u>
Basic Information Type Operating Certificate-ON-DEMAND AIR Name of Carrier -PETROLEUM HELI Type of Operation -NON SCHED,DOME Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	COPTERS INC SUBS		Fatal rew O iss O	Injur Serious O O	ies Minor 1 3	None O O
Aircraft Information Make/Mode1 - BELL 206B Landing Gear - EMERGENCY FLOAT Max Gross Wt - 3200 No. of Seats - 6	Eng Make/Model - Number Engines - Engine Type - Rated Power -			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- 110/010 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1200 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi S TIMBALIER BLK, Destination DULAC,LA ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	GM an - NONE - NONE	OFF AIF Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	СНОРРҮ
	ge - 28 iennial Flight Review Current - YES Months Since - 1 Aircraft Type - 206E	Total - Make/Model-	ight Time (Ho - 1167 - 252	ours) Last 24 Last 30 Last 90	Hrs - ) Days- U	3 NK/NR 97

Instrument Rating(s) - HELICOPTER

----Narrative----

WHILE CRUISING AT 550 FT ABOVE THE GULF OF MEXICO, THE PLT NOTED HI TOT INDICATIONS, FOLLOWED BY LOSS OF N1 RPM & ENG FAILURE. AN AUTOROTATION WAS INITIATED WHICH TERMINATED IN A HARD LANDING IN 5 FT WAVES. ONE EMERGENCY FLOAT SEPARATED DURING THE LANDING & THE HELICOPTER ROLLED OVER, BUT CONTINUED TO FLOAT. A TEARDOWN OF THE ENG REVEALED THAT A 2ND STAGE COMPRESSOR WHEEL BLADE, P/N 6890502, HAD FAILED. THIS RESULTED IN SEVERE DAMAGE TO THE 2ND & 4TH STAGE AREAS OF THE ENG.

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File No. - 1762 6/08/84 SOUTH PELTO,GM A/C Reg. No. N2276Q Time (Lcl) - 1300 CDT ----------LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 DITCHING: Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - WATER.ROUGH 4. LANDING GEAR, FLOAT ASSEMBLY - OVERLOAD \_\_\_\_\_ 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

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

Brief of Accident

Basic Information Type Operating Certificat			ET Ain	craft Damage			Injur	ios	
Type operating centricat	e-AGRICULIC	JRAL AIRCRA		BSTANTIAL	3	Fatal	Serious		None
Type of Operation	-AERIAL AF	PLICATION	Fir		Crew	0	0	0	
Flight Conducted Under		37	NO	NE	Pass	0	0	0	0
Accident Occurred During	-DESCENT								
Aircraft Information									
Make/Model - CESSNA 18			Eng Make/Model		_ IO-520-D		Installed/#		
Landing Gear - TAILWHEEL	-ALL FIXED		Number Engines				itall Warnir	ng Syste	em – YES
Max Gross Wt - 3300				- RECIPROCAT	FING-CARBURE	TOR			
No. of Seats - 1			Rated Power	- 300 HP					
Environment/Operations Info	rmation								
Weather Data			inerary				Proximity		
	RD OF BRIEF	ING	Last Departure P	oint		OFF AI	RPORT/STRIF	)	
Method - N/A Completeness - N/A		<b>D</b>	DYERSVILLE, IA estination			Admmand F			
Basic Weather - VMC		U	LOCAL			Airport DYERSV			
Wind Dir/Speed- 230/005	L VTC		LUCAL					N/A	
Visibility - 15.0		۸T	C/Airspace				Lth/Wid		
Lowest Sky/Clouds -			Type of Flight P	an - NONE			Surface		
Lowest Ceiling ~			Type of Clearanc				Status -		EGETATION
Obstructions to Vision-			Type Apch/Lndg		GHT-IN		012100		
Precipitation -			, jpo , ipo , j =g	0					
Condition of Light -									
-Personnel Information									
Pilot-In-Command		Age -	26	Medical	l Certificat	e - VALID	MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)		Bienni	al Flight Review		Fligh	nt Time (H	lours)		
COMMERCIAL		Cu	rrent - YE nths Since - 2	S Tot	tal -	400	Last 24		
SE LAND		Мо	nths Since - 2	Mal	<e model-<="" td=""><td>120</td><td>Last 30</td><td></td><td></td></e>	120	Last 30		
		β	rcraft Type - C-	188 Ins	strument-	50	Last 90	) Days-	200
Instrument Rating(s)	- NONE								
ACFT WAS OVER MAX GROSS WT	RY ADDY 14		ACEEDED THE END					NG	
AGE WAS OVER MAX GROUDS WI									
INITIAL CLIMB AT 50-100 FT	AGI THE ACE	ЕТ СОШНА МО	Τ ΜΑΓΝΙΔΙΝ ΕΓΥΓΝ	G SPEEN ST	αιιεί) ανώ ε	NIEREN AM	I UNCONTRUT	EI)	

File No 16	76 7/01/84	DYERSVILLE, IA	A/C Reg. No. N9857V	Time (Lc1) - 1800 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. AIRCRAFT WEIGHT 2. AIRSPEED(VS) - 3. STALL - INADVER 4. LOAD JETTISON -	NOT MAINTAINED - P TENT - PILOT IN CO	MMAND	ND	
Occurrence #2 Phase of Operation				
Finding(s)	ON - OPEN FIELD			

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

-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf	t Damage		Inju	iries	
	SUBSTA			Serious		None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	5 0	0	0	0
-Aircraft Information						
Make/Model - CESSNA 305A	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warni	ng System	- NO
Max Gross Wt - 2400 No. of Seats - 2	Engine Type - RE Rated Power -		RETOR			
-Environment/Operations Information	Thissen		• • • • • • •	Durautant		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRI	. D	
Method - N/A	KIRKSVILLE.MO		UFF AI	RPURI/SIRI	. P	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		ANTIQU			
Wind Dir/Speed- CALM	3ANE A8 400, 110				- 18	
Visibility - 25.0 SM	ATC/Airspace				- 2170/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			- GRASS/TU	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		FORCED LANDING				
Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 37	Medical Certifica				TMTT
Certificate(s)/Rating(s)	Age - 37 Biennial Flight Review		ht Time (+		WAIVERS/	
COMMERCIAL	Current - YES	Total -			24 Hrs -	1
SE LAND	Months Since - 17	Make/Model-			BO Days- UN	K/NR
	Aircraft Type - C-175	Instrument-			0 Days-	
		Multi-Eng -	567			
Instrument Rating(s) - NONE						

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File No 17	15 8/10/84	BLAKESBURG, IA	A/C Reg. No. N6735Q	Time (Lc1) - 2020 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Approach - Go-Arc	IN FLIGHT UND (VFR)	tan an an ann an Anna an An Antair an Anna an Anna Anna Anna Anna Anna Ann	an an an Anglina an Anglina Taon 1994 - Anglina an Anglina an Anglina
1. PROPER TOUCHDOW 2. IMPROPER US 3. GO-AROUND - DEL	N POINT - NOT ATTAI E OF PROCEDURE,LACK NYED - PILOT IN COM	NED - PILOT IN COMMAND OF TOTAL EXPERIENCE : IMAND	) IN TYPE OF AIRCRAFT - PILOT I	
4. LIFT-OFF - PREM, 5. AIRSPEED(VLOF) 6. STALL/MUSH - NO 7. LOWERING OF FLA	- NOT ATTAINED - PI CORRECTED - PILOT	LOT IN COMMAND IN COMMAND OT IN COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 8. TERRAIN CONDITIO	DN - CROP			· · · · · · · · · · · · · · · · · · ·
Probable Cause				
The National Transpo is/are finding(s) 1,3		d determines that the	Probable Cause(s) of this ac	cident
Factor(s) relating t	this accident is/	are finding(s) 8		

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## Brief of Accident

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- - **-**

Basic Information Type Operating Certificate-NONE (GENE	ERAL AVIATION) Aircraft	Damage		Injur	ies	
	DESTROY		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Crev	/ 1	0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ND Pass		-	-	0
Aircraft Information						
Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - LYC Number Engines - 1					
Max Gross Wt - 2200	Engine Type - REC			tall Warning	j System	- YES
No. of Seats - 2	Rated Power -					
Environment/Operations Information	· · · · · · · ·					
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary ING Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		OTT AI	KFUKI/ JIKIF		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 040/006 KTS				Ident -		
	ATC/Airspace Type of Flight Plan -	NONE		Lth/Wid - Surface -		
Lowest Ceiling - 8000 FT D		NONE		Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE			·	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 13	Modical Contifica			WATVERS	
Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review	Flic	aht Time (H	ours)	WAIVENS	
COMMERCIAL, ATP	Current - YES	Total -	5445	Last 24	Hrs - U	INK/NR
SE LAND, ME LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	230	Last 30	Days-	25
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	4150	Last 90		
		Multi-Eng -	3900	Rotorcra	aft -	500
Instrument Rating(s) - AIRPLANE						
Narrative						
VERAL WITNESSES VIEWED THE ACFT CIRCLING					RE	
PORTEDLY LOOKING FOR A RADIO-CONTROLLED					- 6	
POWER OCCURRED AND THE ACFT BEGAN A CLI	MBING LEFT TURN DURING WHICH TH 1/8 MILE NE OF THE OSKALOOSA A		LU AND THE	AGET ENTER	-0	

File No 1	698 8/17/84	OSKALOOSA,IA	A/C Reg. No. N516PC	Time (Lc1) - 1750 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
2. PULL-UP - EXCE 3. AIRSPEED(VSO) 4. STALL/SPIN - II	DEQUATE - PILOT IN SSIVE - PILOT IN CO - NOT MAINTAINED - NADVERTENT - PILOT N - NOT POSSIBLE -	DMMAND PILOT IN COMMAND IN COMMAND		
Occurrence #2 Phase of Operation				
Probable Cause-				
The National Transp	ortation Safety Boa	ard determines that th	e Probable Cause(s) of this accide	ent

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

is/are finding(s) 2,3

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Iniu	uries	
Type operating certificate none (denergy	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	0	0	3
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - PIPER PA-28R-200	Eng Make/Model - LY				Activated -	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warn	ing System –	· YES
Max Gross Wt - 2900	Engine Type - RE					
No. of Seats - 4	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Departure Point ESTERVILLE.IA		OFF AI	RPORT/STR:	I P	
Completeness - WEATHER NOT PERTINENT			Airport D	<b>a + a</b>		
Basic Weather - VMC	DAVENPORT, IA		MUNICI			
Wind Dir/Speed- 270/007 KTS	DAVENFORT, TA			Ident	- 20	
Visibility - 20.0 SM	ATC/Airspace				- 4000/	00
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- IFR			- CONCRETE	
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN	-			
Precipitation - NONE Condition of Light - DAYLIGHT						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 78	Medical Certifica			WAIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ght Time (H	ours)	0.4	0
COMMERCIAL,CFI SE LAND	Current - YES	Iotal -	4245	Last	24 Hrs -	2 ( /ND
SE LAND	Months Since - 17 Aircraft Type - UNK/NR	Instrument-	4245	Last (	90 Days- UN	28
					oo baye	20
Instrument Rating(s) - AIRPLANE						
-Narrative T WAS ON VFR FINAL APPROACH FOLLOWING A PR LEFT SEAT FLEW INSTRUMENT PORTION OF FLIGH LACK OF PROFICIENCY. ON FINAL AFTER FLAP I DVERTENT STALL AND MUSHING INTO THE GROUND	T AND DECLINED OFFER TO LAN DEPLOYMENT INSTRUCTOR ALLOW	D FROM INSTRUCTOR	IN RIGHT S	EAT DUE TO		

A/C Reg. No. N155DH Time (Lc1) - 1500 CDT File No. - 1680 9/19/84 DAVENPORT,IA LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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Brief of Accident

File No 1703 7/25	5/84 BURLEY,	ID	A/C Reg. No. N	150618	т	ime (Lc1) -	1741 MDT	-
Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation Flight Conducted Under Accident Occurred During			Fire NONE	Crew Pass	0	0 0		0
Aircraft Information Make/Model - CESSNA 1500 Landing Gear - TRICYCLE-F1 Max Gross Wt - 1600 No. of Seats - 2		Number Engi Engine Type	del - CONTINENTAL nes - 1 - RECIPROCATI - 100 HP		S	Installed/A tall Warnir		
Environment/Operations Inform Weather Data	nation	Itinerary			Airport	Proximity		
Wx Briefing - FSS Method - UNK/NR		Last Departu BURLEY,ID	re Point			RPORT/STRIP	•	
Completeness - FULL Basic Weather - VMC		Destination BLACKFOOT,	ID		Airport Da 07	ata		
Wind Dir/Speed- 330/007 W Visibility - 30.0	SM	ATC/Airspace			Runway	Lth/Wid -	N/A N/A DIRT	
Lowest Sky/Clouds - Lowest Ceiling - M Obstructions to Vision-M Precipitation - M Condition of Light - D	NONE NONE NONE	Type of Clea	nt Flan - VFR Irrance - NONE ndg - FORCED				HIGH VEC	GETATION
Personnel Information Pilot-In-Command			Madiaal	Contificat		MEDICAL		
Certificate(s)/Rating(s)		Siennial Flight Re	eview	Fligh	t Time (H	ours)		411
FOREIGN		Current	- UNK/NR Tota	-	95	Last 24	Hrs -	7
SE LAND		Months Since Aircraft Type	- UNK/NR Make - UNK/NR Inst	rument-	47 0	Last 30 Last 90	) Days- UN ) Days-	45

Instrument Rating(s) - NONE

----Narrative----

THE ACFT MADE A FORCED LANDING IN A POTATO FIELD AND NOSED OVER AFTER THE ENGINE LOST POWER. THE PLT SAID SHE USED CARBURETOR HEAT WHEN THE ENGINE STARTED RUNNING ROUGH. THE ENGINE DID NOT IMMEDIATELY IMPROVE BUT WAS RUNNING IN SURGES FROM 1800-2200 RPM. THE PLT CUT THE CARB HEAT OFF AND THE ENGINE GOT WORSE. AT ONE POINT THE RPM IMPROVED THEN WORSENED DRAMATICALLY. AFTER A SHORT WHILE THE ENGINE DIED. POST ACCIDENT INVESTIGATION AND INSPECTION FOUND THE ENGINE NORMAL.

File No 1/(	03 7/25/84	BURLEY, ID	A/C Reg. No	. N50618	Time (Lcl) - 1741 MDT
Occurrence #1 Phase of Operation		RTIAL) - NON-MECHANIC	AL		
	N - CARBURETOR IC	ING CONDITIONS OF - PILOT IN COMMAND			
Occurrence #2 Phase of Operation		NCY			
Occurrence #3 Phase of Operation					

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

Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Cre	w · 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-235	Eng Make/Model - L	YCOMING 0-540-B4B5	ELT	Installed/A	ctivated	1 - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	g Syster	n - YES
Max Gross Wt - 2900	Engine Type - R		RETOR			
No. of Seats - 4	Rated Power -					
Environment/Operations Information		,				
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON AIR	PORT		
Method - TELEPHONE	GRANGEVILLE, ID					
Completeness ~ FULL	Destination		Airport D			
Basic Weather - VMC	ELK CITY,ID			TY AIRPORT		
Wind Dir/Speed- 300/010 KTS				Ident -		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	•	100
Lowest Sky/Clouds - 5000 FT SC				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	URT	
Precipitation - NONE	Type Apch/Lhdg	- FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34 Biennial Flight Review	Medical Certific	ate - VALID	MEDICAL-NO	WATVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	aht Time (F	lours)		,
COMMERCIAL	Current - YES	Total -	1057	Last 24	Hrs -	6
SE LAND	Months Since - 1	Make/Model-	154	Last 30	Days- l	JNK/NR
	Months Since - 1 Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days-	50
Instrument Rating(s) - NONE						

BUT NO WIND WAS DETECTED IN THE TRAFFIC PATTERN BEFORE LANDING.

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File No 16	86 8/05/84 ELK CITY,ID	A/C Reg. No. N9227W	Time (Lc1) - 1700 PDT
Occurrence #1 Phase of Operation			
	ON - TAILWIND CESSIVE - PILOT IN COMMAND - DISREGARDED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - FENCE			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI	ON - DITCH		
Occurrence #4 Phase of Operation	LANDING - ROLL		
Probable Cause			

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

is/are finding(s) 1,2

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Brief of Accident

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Basic Information Type.Operating Certificate-NONE (GENERA		aft Damage		•	Injur	ies	
		ANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE		Pass	0	1	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 210-5(205)	Eng Make/Model - (	CONTINENTAL IC	)-470-S	ELT :	Installed/A	ctivated	I - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines -			S	tall Warnir	ng System	1 - YES
Max Gross Wt - 3350	Engine Type - F		JECTED				
No. of Seats - 6	Rated Power -	260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING		nt		OFF AI	RPORT/STRIP	<b>)</b>	
Method - N/A	MOUNTAIN HOME, ID						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 090/008 KTS	LOCAL			NONE	T al a sa t		
Visibility - 50.0 SM	ATC/Airspace				Ident - Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		N N	Kanway	514145	Roball	
Precipitation - NONE		FORCED LAN					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medical Cer	tificat	e - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review		Fligh	t Time (Ho	ours)		
COMMERCIAL, CFI	Current - YES	Total	-	7400	Last 24	Hrs -	7
SE LAND, ME LAND	Months Since - 8 Aircraft Type - UNK/N	Make/Mo	odel-	102	Last 30	) Days- l	JNK/NR
HELICOPTER	Aircraft Type - UNK/N	NR Instrum	nent- UN	K/NR	Last 30 Last 90 Rotorcr	) Days-	396
		Multi-E	ing - UN	K/NR	Rotorcr	raft -	900
Instrument Rating(s) - AIRPLANE							
Narrative							

File No 17	34 8/12/84	MOUNTAIN HOME, ID	A/C Reg. No. N8337Z	Time (Lc1) - 1300 MDT
Occurrence #1 Phase of Operation	•	TAL) - NON-MECHANICAL E		
Finding(s) 1. FUEL SYSTEM,FIL 2. MAINTENANCE,I 3. FUEL SYSTEM,FIL	NSTALLATION - IMPR	DPER - OTHER MAINTENANCE	PSNL	
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/	TOUCHDOWN		
Probable Cause				

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

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Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURAL				Time (Lcl) - 0830 MDT				
Type operating centricate-Addicollocat	AIRCRAFT	Aircraft Da	mage		Injur	ies		
		SUBSTANTIA	L	Fatal	Serious	Minor	None	
Type of Operation -AERIAL APPLI	CATION	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	0	Ò	0	0	
Aircraft Information Make/Model - ROCKWELL THRUSH SR2		ode1 - P&W R-	1340-AN-1		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi			S	tall Warnin	g System	- UNK/NR	
Max Gross Wt - 6000		- TURBOS						
No. of Seats - 1	Rated Power	- 600	HP					
Environment/Operations Information								
Veather Data	Itinerary			Ainmont	Proximity			
Wx Briefing - NO RECORD OF BRIEFING		une Dedat			RPORT/STRIP			
Method - N/A		are Point		UFF AI	RPURI/SIRIP			
Completeness - N/A	NAMPA,ID Destination			Adamant D				
Basic Weather - VMC				Airport D				
	NAMPA, ID				FIELD			
Wind Dir/Speed- 200/005 KTS						N/A		
Visibility - 25.0 SM	ATC/Airspace					N/A		
Lowest Sky/Clouds - CLEAR		ght Plan - NO				DIRT		
Lowest Ceiling - NONE	<b>3</b> 1	arance - NO		Runway	Status -	HIGH VEG	ETATION	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FO	RCED LANDING					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 36	Mod	ical Certifica			WATVERS/	TMTT	
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (H		WAIVERS/	CIMI!	
COMMERCIAL		~ YES	Total -		Last 24	Hre -	6	
SE LAND	Months Since		Make/Model-			Days- UN	-	
HELICOPTER	Aircraft Type		Instrument- U			Days- UN Days-	245	
HELIGOFIER	Anchart Type		Multi-Eng - U			aft -		
Instrument Rating(s) - AIRPLANE								

----Narrative----

THE ACFT BEGAN TO LOSE POWER WHILE ENGAGED IN AERIAL APPLICATION SO THE PLT DUMPED HIS LOAD AND HEADED FOR THE AIRSTRIP. ENROUTE THE POWER DETERIORATED SO THE PLT ELECTED TO LAND. CUTTING THE MIXTURE GAVE THE ENGINE A SURGE WHICH CAUSED AN OVERSHOOT INTO STANDING CORN. THE CAUSE OF THE POWER LOSS WAS FOUND TO BE A FAILED THROTTLE BOLT.

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Brief of Accident (Continued) 8/14/84 A/C Reg. No. N5553X Time (Lc1) - 0830 MDT File No. - 1739 NAMPA, ID Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. THROTTLE/POWER LEVER, BELLCRANK - FAILURE, PARTIAL \_\_\_\_\_ \_\_\_\_\_ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND 3. THROTTLE/POWER CONTROL - INADVERTENT DEACTIVATION - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - CROP 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

Brief of Accident

Basic Information		oft Democra		T		
Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE		•••••	õ	ŏ	ť
Accident Occurred During -LANDING				-	-	
Aircraft Information						
Make/Model - AEROTEK, INC. PITTS S-2E	B Eng Make/Model -	LYCOMING AE-105-40	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	ng System	- UNK/NR
Max Gross Wt - 1150		RECIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	260 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poi	nt	ON AIR	PORT		
Method - UNK/NR	MILWAUKEE,WI					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		CASA D			
Wind Dir/Speed- 120/008 KTS					• 09	
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	- NONE		Lth/Wid -		
Lowest Ceiling - 10000 FT BROK	Type of Flight Pla KEN Type of Clearance			Surface - Status -	· DRY	
Obstructions to Vision- HAZE		- TRAFFIC PATTERN		status -	URI	
Precipitation - NONE	Type Apch/ Lhug	FULL STOP				
Condition of Light - DAYLIGHT		TOLL STOP				
Personnel Information Pilot-In-Command	Age - 64	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	aht Time (H	ours)		
COMMERCIAL	Current, - YES	Total -	840	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since - 9	Make/Model-	111	Last 30	) Days- U	
	Current YES Months Since - 9 Aircraft Type - UNK/	NR Instrument-	96	Last 90	) Days-	32
Instrument Rating(s) - AIRPLANE						
Instrument Rating(3) AIRFLANL						

THE RUNWAY.

File No 17	94 10/06/84 HAMPSHIRE,IL	A/C Reg. No. N53130	Time (Lc1) - 1600 CDT
	LOSS OF CONTROL - IN FLIGHT LANDING - FLARE/TOUCHDOWN		
2. AIRSPEED(VS) -	RE - PILOT IN COMMAND NOT MAINTAINED - PILOT IN COMMAND TENT - PILOT IN COMMAND	)	
	IN FLIGHT COLLISION WITH TERRAI DESCENT - UNCONTROLLED	IN .	
Finding(s) 4. AIRPORT FACILIT	IES,RUNWAY/LANDING AREA CONDITION	N - RUNWAY	
	MAIN GEAR COLLAPSED DESCENT - UNCONTROLLED		
Finding(s) 5. LANDING GEAR,MA	IN GEAR - OVERLOAD		
Probable Cause			

is/are finding(s) 1,2

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	t Damage		Inju	ries	
· , , , , , , , , , , , , , , , , , , ,	SUBSTAN		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-34-200T	Eng Make/Model - COM					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	all Warni	ng System	- YES
Max Gross Wt - 4570 No. of Seats - 7	Engine Type - TUF Rated Power -	RBOPROP 200 HP				
No. of Seats - 7	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport   ON AIR			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SHELBYVILLE,IL		UN AIR			
Completeness - N/A	Destination		Airport Da	a+a		
Basic Weather - VMC	SAME AS ACC/INC		LOGAN			
Wind Dir/Speed- CALM	SAME AS ACCY INC				- 21	
Visibility - 15.0 SM	ATC/Airspace				- 2492/	70
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - YES	Total -			4 Hrs -	2
SE LAND, ME LAND	Months Since - 19	Make/Model- Instrument-			0 Days- UN 0 Days-	•
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 9	U Days-	26
		Murti-Eng -	170			
Instrument Rating(s) - AIRPLANE						
-Narrative						
ORDING TO THE PILOT TOUCHDOWN OCCURRED ON						
TED THAT AS BRAKE PRESSURE WAS INCREASED T		ESENTATIVE OF THE	FAA EXAMIN	ED THE SEA	т	
FOUND NO EVIDENCE OF MECHANICAL MALFUNCTI						

	3 10/08/84 LINCOLN,IL	A/C Reg. No. N44730	Time (Lcl) - 1745 CDT
ccurrence #1 hase of Operation	OVERRUN Landing - Roll		
inding(s) 1. ABORTED LANDING	- NOT PERFORMED - PILOT IN COMMAND	i	
ccurrence #2 hase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
inding(s) 2. OBJECT - RUNWAY I	LIGHT		
ccurrence #3 hase of Operation			
inding(s) 3. LANDING GEAR,MAII	N GEAR - OVERLOAD		
Probable Cause			

is/are finding(s) 1

Brief of Accident

-Basic Information						<b>_</b> .		
Type Operating Certificate-NONE (G	ENERAL AVIA		raft Damage STANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONA	1	Fire		Crew		0	1	0
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -APPROAC		NON		Pass	õ	õ	1	õ
-Aircraft Information Make/Model - CESSNA 152		Eng Neke (Nede)			F1 T -	netelled/A	ativated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED		Eng Make/Model - Number Engines -		35-L2E		all Warnir		
Max Gross Wt - 1670		Engine Type -		G-CARBURF		an wannin	g Jystem	123
No. of Seats - 2		Rated Power ~						
-Environment/Operations Information								
Weather Data		tinerary				roximity		
Wx Briefing - NO RECORD OF BRI		Last Departure Po			OFF AI	RPORT/STRIP		
Method - N/A		SAME AS ACC/INC						
Completeness - N/A Basic Weather - VMC		Destination LOCAL			Airport Da	ata		
Wind Dir/Speed- 180/010 KTS		LOCAL			Runway	Ident -	N/A	
Visibility - 5.0 SM	Δ	TC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		Type of Flight Pl	an - NONE		Runway	Surface -	N/A	
Lowest Ceiling - 10000 FT	OVERCAST				Runway	Status -	N/A	
Obstructions to Vision- NONE		Type Apch/Lndg						
Precipitation - NONE	>		FULL STO	P				
Condition of Light - NIGHT(DA	RK)							
-Personnel Information Pilot-In-Command	Aae -	23	Nedical C			MEDICAL-NO		/1 TMTT
Certificate(s)/Rating(s)	Ų	ial Flight Review			t Time (H		WAIVERS,	
STUDENT	C	Current - N/A	Total	- -	13	Last 24	Hrs - U	NK/NR
	N	current - N/A Nonths Since - N/A Nircraft Type - N/A	Make/	'Model-	13	Last 30	) Days- U	•
	4	ircraft Type - N/A	Instr	ument-	0	Last 90	) Days-	7
Instrument Rating(s) - NONE								

THE FLAPS WHICH WERE FULL DOWN. PLT STATED, WHEN FLAPS CAME UP THE ACFT STARTED SINKING AND IT SETTLED INTO TREES OFF THE END OF RWY. PLT STATED ACFT DID NOT SEEM TO HAVE ENOUGH POWER TO CLEAR THE TREES. POST ACCIDENT INSPECTION OF THE ENGINE REVEALED NO DISCREPANCIES. THE PLT WAS NOT AUTHORIZED TO FLY THE ACFT.

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File No 1787	6/16/84	INDIANAPOLIS, IN	A/C Reg. No. N93023	Time (Lc1) - 2300 EDT
	INDERSHOOT VPPROACH - GO-AR	OUND (VFR)		
5. STOLEN AIRCRAFT/UN	VES - IMPROPER PER - PILOT IN C OF PROCEDURE,LAC NAUTHORIZED USE OF PROCEDURE,VIS	- PILOT IN COMMAND	COMMAND	
Probable Cause				

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

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

Brief of Accident

Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injur	ries	
·);		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 - CESSNA 152	Eng Make/Mo	del - LYCOMING 0-2	35-L2C	ELT ]	[nstalled/#	lctivated	- YES/N
Landing Gear - TRICYCLE-FIXED		nes – 1			tall Warnir	ng System	- YES
Max Gross Wt - 1670		- RECIPROCATIN	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary	_		Airport F			
Wx Briefing - NWS Method - UNK/NR	Last Departu	re Point		ON AIRF	PORT		
	KOKOMO, IN						
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	LOCAL			GLENDAL			
Wind Dir/Speed- 360/005 KTS					Ident - Lth/Wid -	- 36	110
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	ht Plan - NONE			Surface -		
Lowest Ceiling - NONE		rance - NONE			Status -		
Obstructions to Vision- UNK/NR		dg - TRAFFIC	PATTERN	Kuriway	512143	DRI	
Precipitation - NONE			I ATTENI				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 24 Biennial Flight Re	Medical C			MEDICAL-WA	AIVERS/LIM	1I T
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fligh	t Time (Ho	ours)		
STUDENT	Current	- N/A lotal	-	30	Last 24	4 Hrs -	
	Months Since	- N/A Make/ - N/A Instr	Model-	3	Last 30	) Days- UN	IK/NR
	Aircraft Type	- N/A Instr	ument-	1	Last 9(	) Days-	27
Instrument Rating(s) - NONE							
Narrative							

File No 17	89 8/25/84	KOKOMO,IN	A/C Reg. No. N67995	Time (Lc1) - 1530 EDT
Occurrence #1 Phase of Operation		TOUCHDOWN		
	OUNCED LANDING - I E OF EQUIPMENT/AIR	NITIATED - PILOT IN CRAFT, EXPERIENCE -		
Occurrence #2 Phase of Operation	NOSE GEAR COLLAP LANDING - FLARE/	SED TOUCHDOWN		
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that	the Probable Cause(s) of this accide	ent

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

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

Brief of Accident

File No 1643 8/09/84 OSAGE	CITY,KS A/	'C Reg. No. N444ZH	٦	Time (Lc1) - 0846 CDT			
Basic Information Type Operating Certificate-NONE (GENERA Type of OperationPERSONAL		raft Damage STANTIAL	Fatal Crew O	Injuries Fatal Serious Minor 0 0 1			
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NON		ass 0	0	t	0 2	
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - Number Engines -	LYCOMING 0-320-D2 1 RECIPROCATING-CAF	2G ELT			- YES-UNK/N - YES	
<ul> <li>Environment/Operations Information</li> <li>Weather Data</li> <li>Wx Briefing - NO RECORD OF BRIEFING</li> <li>Method - N/A</li> <li>Completeness - N/A</li> <li>Basic Weather - VMC</li> <li>Wind Dir/Speed- 190/005 KTS</li> <li>Visibility - 10.0 SM</li> <li>Lowest Sky/Clouds - 4500 FT SCAT</li> <li>Lowest Ceiling - NONE</li> <li>Obstructions to Vision- NONE</li> <li>Precipitation - NONE</li> <li>Condition of Light - DAYLIGHT</li> </ul>	OSAGE CITY,KS Destination LOCAL ATC/Airspace	an - NONE e - NONE	OFF A Airport [ MUNIC Runwa Runwa Runwa	[PAL	- 17 - 2560/ - ASPHALT	40	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 32 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNM	5 Total Make/Mode	Flight Time (1 - 579 1- 207	Hours) Last 2 Last 3	4 Hrs - UN	K/NR K/NR	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT STATED THAT DURING AN ABORTED TAKEOFF, DUE TO AN ENGINE POWER LOSS, HE WAS NOT ABLE TO STOP BEFORE RUNNING OFF THE END OF THE 2600 FOOT LONG RUNWAY. HE SAID THAT WHEN HE FELT THAT THE AIRPLANE WAS READY TO FLY HE GLANCED DOWN AT INSTRUMENT PANEL AND OBSERVED 50 KIAS AND 2200 RPM. HE STATED FURTHER THAT HE RETARDED THE THROTTLE TO IDLE AND APPLIED BRAKES, BUT THE THROTTLE REDUCTION DID NOT SEEM TO MAKE THE ENGINE SLOW DOWN. FOLLOWING THE ACCIDENT THE PROPELLER WAS PARTIALLY STRAIGHTENED AND THE ENGINE AND THROTTLE OPERATED NORMALLY UP TO 2200 RPM. FOLLOWING THIS, THE CARBURETOR WAS REMOVED AND INSPECTED AND FOUND TO BE SATISFACTORY.

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File No 164	43 8/09/84	OSAGE CITY,KS	A/C Reg. No. N444ZH	Time (Lc1) - 0846 CDT	
Occurrence #1 Phase of Operation		RUN			
Finding(s) 1. ENGINE ASSEMBLY	- UNDETERMINED			·	
Occurrence #2 Phase of Operation					
Finding(s) 2. TERRAIN CONDITIO 3. ABORTED TAKEO 4. TERRAIN CONDITIO	FF - DELAYED - PIL	OT IN COMMAND			
Probable Cause					

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

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

Brief of Accident

asic Information					<b>-</b>			
Type Operating Certificate-NONE (GENERAL		Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor No			
Type of Operation -PERSONAL	Fir		Crew				1	
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0 0	0	0	
Accident Occurred During -LANDING								
ircraft Information								
Make/Model - PIPER PA-28-160	Eng Make/Model					Activated -		
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warnin	ng System -	YES	
Max Gross Wt - 2200	Engine Type		NG-CARBURE	IUR				
No. of Seats - 4	Rated Power	- 160 HP						
nvironment/Operations Information	<b>T 1</b> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	oint		Airport F ON AIRS				
Method - N/A	Last Departure P MONROE.LA	οιητ		UN AIR:	IRIP			
Completeness - N/A	Destination			Airport Da	+ 9			
Basic Weather - VMC	SAME AS ACC/IN	c		An por c be	i ca			
Wind Dir/Speed- 050/004 KTS	SAME AS A00, 11	0		Runwav	Ident	- UNK/NR		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE				- GRASS/TUR	F	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE		Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL ST	OP					
Precipitation - NONE Condition of Light - DAYLIGHT								
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - UNK/NR					O WAIVERS/L	IMIT	
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (Ho		4 Um - UNIA		
STUDENT	Current - N/ Months Since - N/	A lota			Last 24	4 Hrs - UNK O Days- UNK		
	Aircraft Type - N/		nument-	30	Last 3	0 Days- UNK 0 Days- UNK		
	Affectant Type - Ny	A INSU	rument-	I	Lasis	U Days- UNA		
Instrument Rating(s) - NONE								
arrative								
LANDING THE ACFT TRAVELED OFF THE SIDE OF	THE ATRSTRIP AND NOSE		MALL DITCH	. THE STU	FNT PLT			
OT ENDORSED BY A CFI FOR LANDING AT THIS				5101				

ROUND PILOT IN COMMAND OTAL EXPERIENCE IN TYPE O	DPERATION - PILO	DT IN COMMAND	
	DPERATION - PILO	DT IN COMMAND	
TH TERRAIN			

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

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

## Brief of Accident

				Time (Lc1) - 1640 CDT						
-Basic Information Type Operating Certificate-	AGRICULTURAL	AIRCRAFT		Aircraft Damage DESTROYED		Injuries Fatal Serious Minor None				
Type of Operation - Flight Conducted Under - Accident Occurred During -		ATION	Fire NONE	ED Cre Pas		Serious O O	0 0	None O O		
Aircraft Information Make/Mode1 - ROCKWELL A- Landing Gear - TAILWHEEL-A Max Gross Wt - 1900 No. of Seats - 1		Number	Engines - 1 Type - REC	OMING IO-540-B10 IP-FUEL INJECTED 290 HP	e e	Installed/Ac Stall Warning				
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/009 K Visibility - UNK/NR Lowest Sky/Clouds - C	OF BRIEFING	MARIN Destinat LOCAL ATC/Airsp Type of Type of	oarture Point GOUIN,LA ion ace Flight Plan - Clearance -		OFF A Airport I Runway Runway Runway	Proximity IRPORT/STRIP Data y Ident - y Lth/Wid - y Surface - y Status -	N/A DIRT			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER		Months Si		Total - Make/Model-	ight Time (1 4552 792 67	Hours) Last 24 Last 30	Hrs - Days- Ul Days-	1 NK/NR 56		
Instrument Rating(s) -	AIRPLANE.HEL	TCOPTER								

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6/01/84 File No. - 1757 MARINGOUIN, LA A/C Reg. No. N7252V Time (Lc1) - 1640 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. OBJECT - TREE(S) 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND \_ \_ \_ \_ \_ Occurrence #2 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) 4

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

Brief of Accident

File No 1724 1/22/84 BARR	A/C Reg.	A/C Reg. No. N5536L			Time (Lc1) - 1040 EST						
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None					
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	IAL	Fire IN FLIGHT		Crew Pass	1 0	0 0					
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1675 No. of Seats - 2	Number Engine	e/Model - LYCOM Engines - 1 Type - RECIP Power - 11	ROCATING-CA		S	Installed/A tall Warnir		∍d - YES/YE ∍m - YES			
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 25C/O10 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinati CONCOF ATC/Airspa Type of Type of	RD, NH	IONE	۵	OFF AI Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Months Sir	nt Review	dical Certi Total Make/Mode Instrumer	Flight	: Time (H	ours) Last 24	Days-	3			

#### Instrument Rating(s) - NONE

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----Narrative----

THE ACFT WAS LANDED OFF THE ARPT TAILING FIRE AND SMOKE SHORTLY AFTER TAKEOFF. IT WAS A COLD DAY AND THE CFI AND STUDENT HAD TROUBLE STARTING THE ACFT EVEN AFTER PRE-HEAT WAS USED. WITNESSES SAW THE ACFT AFTER TAKEOFF DESCENDING WITH SMOKE AND FLAMES TRAILING BEHIND. EXAMINATION OF THE ACFT DISCLOSED A HOLE IN THE CRANKCASE. THE CABIN HEAT HOSE WAS BURNED. THE CABIN HEAT VALVE WAS BURNED. THERE WAS BURN DAMAGE TO THE HEAT DUCT AND THE RIGHT SIDE OF THE CABIN NEAR THE MAP COMPARTMENT. THE ENGINE HAD SEIZED AT THE #1 CONNECTING ROD BEARING. THE #3 CONNECTING ROD BEARING WAS OVERHEATED, BUT IT DID NOT SEIZE. THERE WAS NO EVIDENCE OF A LACK OF GENERAL LUBRICATION. THE ENGINE WAS NOT WINTERIZATION EQUIPPED.

File No. - 1724 1/22/84 Time (Lcl) - 1040 EST BARRE, MA A/C Reg. No. N5536L Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CLIMB - TO CRUISE . Finding(s) 1. WEATHER CONDITION - TEMPERATURE EXTREMES 2. FLUID,OIL - TOO COLD 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. FLUID, OIL - MOVEMENT RESTRICTED 5. FLUID, OIL - STARVATION 6. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL 7. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 8. ENGINE ASSEMBLY, CRANKCASE - PENETRATED Occurrence #2 FIRE Phase of Operation DESCENT - EMERGENCY Finding(s) 9. FLUID,OIL - SMOKE 10. AIR COND/HEATING/PRESSURIZATION - FIRE Occurrence #3 FORCED LANDING Phase of Operation LANDING Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft Damage SUBSTANTIAL		age		Inju	ries	
				Fatal	Serious	s Minor None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0 0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - CESSNA C172		lodel - LYCOMIN					
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		S	tall Warni	ng Syste	em - YES
Max Gross Wt - 2300		e - RECIPRO		TOR			
No. of Seats - 4	Rated Powe	er - 150	HP 				
nvironment/Operations Information							
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			•	Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	E Last Depart MANSFIELD			ON AIR	URI		
Completeness - N/A	Destination	, МА		Airport Da	ata		
Basic Weather - VMC	SAME AS A			MANSFIL			
Wind Dir/Speed- 310/005 KTS					Ident	- 32	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- 3500/	75
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan ~ NON	E		Surface		.т
Lowest Ceiling - NONE		earance - VFR		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/L	.ndg - TRA	FFIC PATTERN				
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 39	Medi	cal Certificat		MEDICAL-N		S/ITMIT
Certificate(s)/Rating(s)	Biennial Flight F			nt Time (He			0, 21.12
STUDENT	Current	- N/A	Total -	18	Last 2	4 Hrs -	
	Months Since	- N/A	Make/Model-	18	Last 3	) Days-	UNK/NR
	Aircraft Type	e - N/A	Instrument-	0	Last 9	) Days-	UNK/NR
Instrument Rating(s) - NONE							
arrative							
NT PLT ON FIRST SOLO LANDED HARD DUE TO	LATE FLARE. THE AC BY AN UNEVENTFUL		N ON THE NOSE	GEAR RESU	TING IN S	JBSTANTI	AL

File No 1665	5/15/84 MANSFIELD	,MA A/C Reg. No.	N9654Q Time	e (Lc1) - 0900 EDT
Occurrence HARD	LANDING			
Phase of Operation LAND	ING - FLARE/TOUCHDOWN			
Finding(s)	L OT IN COMMAND			
1. FLARE - MISJUDGED - P 2. RECOVERY FROM BOUNCED		PILOT IN COMMAND		
3. IMPROPER USE OF E	QUIPMENT/AIRCRAFT,LACK	OF TOTAL EXPERIENCE - PILOT IN	COMMAND	
Probable Cause				

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

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

Brief of Accident

File No 1645 6/03/84 ORLEAN	NS,MA A/C R	eg. No. N8433L		Т	ime (Lcl)	- 1715 E	EDT
Basic Information							
Type Operating Certificate-NONE (GENERA	_ AVIATION) Aircraf SUBSTA	t Damage	F	atal	Inju Serious	uries Minor	n None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	
Flight Conducted Under -14 CFR 91	NONE		Pass	õ	ŏ	ŏ	
Accident Occurred During -LANDING				·	•	-	_
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320		ELT	Installed,	/Activate	∋d - YES/N
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			S	tall Warn	ing Syste	∋m – YES
Max Gross Wt - 2150	Engine Type - RE	CIPROCATING-CA	RBURETOR				
No. of Seats - 4	Rated Power -	160 HP					
Environment/Operations Information							
Weather Data	Itinerary		Ai	rport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			JFF AI	RPORT/STR	IP	
Method - N/A	CHATHAM, MA						
Completeness - N/A	Destination		Air	oort D	lata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- UNK/NR				Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Runway	Surface	- DIRT	
Lowest Ceiling - NONE	Type of Clearance	- NONE		Runway	/ Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN		-			
Precipitation - NONE		FORCED LANDI	NG				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 22	Medical Certi	ficate -	VALID	MEDICAL-	NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight T				
COMMERCIAL, CFI	Current - YES	Total		0		24 Hrs -	4
SE LAND, ME LAND	Months Since - 2	Make/Mode	1- 41	5		30 Days-	
	Aircraft Type - UNK/NR				Last	90 Days-	70
		Multi-Eng	- 4	5			
Instrument Rating(s) - UNK/NR							

----Narrative----

SHORTLY AFTER LEVEL OFF THE PILOT STATED THAT THE ENGINE BEGAN TO RUN ROUGHLY. ALL EMERGENCY PROCEDURES WERE FOLLOWED AND A PRECAUTIONARY LANDING WAS MADE ON THE BEACH. AS THE ACFT TOUCHED DOWN AND ROLLED OUT, THE NOSE WHEEL DUG INTO THE SAND AND THE AIRCRAFT FLIPPED OVER. TEMPERATURE AT THE TIME WAS APRX 60 DEG F. INSPECTION REVEALED THAT THE FLEX DUCT THAT SUPPLIES HOT AIR TO THE CARBURETOR WHEN CARBURETOR HEAT IS APPLIED HAD BECOME DISCONNECTED.

\_\_\_\_\_

File No 164	5 6/03/84	DRLEANS, MA	A/C	Reg. No.	. N8433L	Time (Lc1) - 1715 EDT
)ccurrence #1						
hase of Operation						
inding(s) 1. CARBURETOR HEAT						na an an Araban an Ar Araban an Araban an Ar
2. CARBURETOR HEAT						
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation	NOSE OVER LANDING - ROLL					
inding(s)					•	
3. TERRAIN CONDITIO	N - SOFT					

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 1709 11/10/84 TAUNTON	,MA A/C R	eg. No. N2327S	T	ime (Lc1) -	1530 E	ST 
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf MINOR	t Damage		Injur Serious		None
Type of Operation -PERSONAL	Fire	Cre		0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE			õ	õ	2
-Aircraft Information						
Make/Mode1 - CESSNA C337 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - CC Number Engines - 2			Installed/A tall Warnin		
Max Gross Wt - 4300 No. of Seats - 4	Engine Type - RE Rated Power -		1			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	TAUNTON, MA					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D			
Basic Weather - VMC	NANTUCKET, MA		TAUTON			
Wind Dir/Speed- 200/010 KTS Visibility - 10.0 SM				Ident -		76
Lowest Sky/Clouds - 3700 FT THIN E	ATC/Airspace	NONE		Lth/Wid -		
				Surface -	ASPHAL N/A	I I
	ST Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information						
	ge - 48	Medical Certific	ate - VALID	MEDICAL-NO		S/ITMIT
	iennial Flight Review		ght Time (F			0, cimi i
PRIVATE	Current - YES				Hrs -	0
SE LAND, ME LAND	Months Since - 15					-
	Aircraft Type - PA-34			Last 90	-	
		Multi-Eng -	205	Rotorcr	aft -	
		Ū				
Instrument Rating(s) - NONE						

----Narrative----

AFTER DEPARTURE & AT AN ALTITUDE OF 2000 FT THE PLT NOTICED THAT THE REAR ENG FUEL FLOW WAS LOW, HOWEVER, THE ENG WAS OPERATING SATISFACTORY. THE PLT, AS A PRECAUTION, DECIDED TO RETURN TO THE DEPARTURE ARPT. WHILE RETURNING THE PLT NOTED THAT THERE WAS NO OIL PRES IND FOR THE REAR ENG, HOWEVER IT CONTINUED TO RUN. WHEN THE ACFT WAS IN THE ARPT TRAFFIC PATTERN THE REAR ENG LOST TTL PWR. THE PLT FEATHERED THE ENG AND ATTEMPTED TO LAND. WHILE ON FINAL APCH THE PLT WAS TOO HIGH TO MAKE A SUCCESSFUL LANDING. HE STATED THAT HE WAS 500 FT ABOVE THE RWY WHEN HE EXECUTED A GO AROUND. HE MAINTAINED AN A/S OF 105 MPH AND ESTÀBLISHED A 200 FPM CLIMB. WHEN THE ACFT WAS 3/4 DISTANCE OVER THE RWY THE PLT RETRACTED FLAPS IN INCREMENTS AND HE STATED THAT THE ACFT BEGAN TO DESCEND DUE TO WIND SHEAR, TURB & DOWNDRAFTS. THE ACFT DESCENDED INTO A POND ABOUT 1/2 MI FROM END OF RWY. A PAX DROWNED. EXAMINATION OF THE REAR ENG REVEALED THE #5 CYL WAS SEPARATED IN HALF WHERE THE BARREL & HEAD ATTACHES.

File No. - 1709 11/10/84 TAUNTON,MA A/C Reg. No. N2327S Time (Lc1) - 1530 EST -----\_\_\_\_\_ Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CYLINDER - FATIGUE LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation LANDING Finding(s) 3. GO-AROUND - PERFORMED - PILOT IN COMMAND 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED 5. OBJECT - TURBULENCE 6. OBJECT - DOWNDRAFT Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - WATER, GLASSY \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

.

	aft Damage		Inju	ries	
	TANTIAL	Fatal			None
Fire	Cre	-	0	0	1
NONE	Pas	is O	0	0	4
	·				
			Stall Warni	ng System	- YES
		)			
Rated Power -	290 HP				
	nt	ON AI	RPORT		
		1.			
BELLAIRE, MI				- 20	
ATC / Ainspace					100
	n - TER				100
			,		
	STRAIGHT-IN				
Age - 39				AIVERS/LIM	IIT
Current - YES	Total -	773	Last 2		
		233	Last 3		
Aircraft Type - PA-6					
	Multi-Eng -	476	Rotorc	raft - UN	IK/NR
	Eng Make/Model - Number Engines - Engine Type - Rated Power - Itinerary Last Departure Poi GROSSE ILE,MI Destination BELLAIRE,MI ATC/Airspace Type of Flight Pla ERCAST Type of Clearance Type Apch/Lndg Age - 39 Biennial Flight Review Current - YES Months Since - 2	Eng Make/Model - LYCOMING ID-540-AA1 Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Last Departure Point GROSSE ILE,MI Destination BELLAIRE,MI ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - ADF/NDB STRAIGHT-IN Age - 39 Medical Certific Biennial Flight Review Current - YES Total - Months Since - 2 Make/Model- Aircraft Type - PA-602 Instrument-	Eng Make/Model - LYCOMING ID-540-AA1A5 ELT Number Engines - 2 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Airport Last Departure Point ON AIG GROSSE ILE,MI Destination Airport I BELLAIRE,MI ANTRIM Runway ATC/Airspace Runway Type of Flight Plan - IFR Runway Type of Clearance - IFR Runway Type Apch/Lndg - ADF/NDB STRAIGHT-IN Age - 39 Medical Certificate - VALII Biennial Flight Review Flight Time (H Current - YES Total - 773 Months Since - 2 Make/Model - 233 Aircraft Type - PA-602 Instrument- UNK/NR	Eng Make/Model - LYCOMING IO-540-AA1A5 ELT Installed/ Number Engines - 2 Stall Warni Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT GROSSE ILE,MI Airport Data BELLAIRE,MI AIRPORT Data ATC/Airspace Runway Ident ATC/Airspace - IFR Runway Surface ERCAST Type of Clearance - IFR Runway Surface Type of Clearance - IFR Runway Status Type Apch/Lndg - ADF/NDB STRAIGHT-IN Age - 39 Medical Certificate - VALID MEDICAL-W Biennial Flight Review Flight Time (Hours) Current - YES Total - 773 Last 2 Months Since - 2 Make/Model - 233 Last 3 Aircraft Type - PA-602 Instrument- UNK/NR Last 9	Eng Make/Model - LYCOMING IO-540-AA1A5 ELT Installed/Activated Number Engines - 2 Stall Warning System Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP Itinerary Airport Proximity Last Departure Point ON AIRPORT GROSSE ILE,MI Destination Airport Data BELLAIRE,MI ANTRIM COUNTY Runway Ident - 20 ATC/Airspace Runway Lth/Wid - 5000/ Type of Flight Plan - IFR Runway Surface - ASPHALT RUNway Surface - ASPHALT Type Apch/Lndg - ADF/NDB STRAIGHT-IN Age - 39 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Flight Time (Hours) Current - YES Total - 773 Last 24 Hrs - UN Months Since - 2 Make/Model - 233 Last 30 Days- UN

File No. - 1700 2/03/84 BELLAIRE,MI A/C Reg. No. N6895D Time (Lc1) - 1400 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - ICING CONDITIONS 2. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. TERRAIN CONDITION - SNOW COVERED \_\_\_\_\_\_ Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. LANDING GEAR, MAIN GEAR - OVERLOAD \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Brief of Accident

File No 1701 6/06/84 BERRI	EN SPRINGS,MI	A/C Reg. No. N8	205Y	T	ime (Lc1) -	1814 EDT	
-Basic Information Type Operating Certificate-NONE (GENERA	SI	rcraft Damage UBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		re DNE	Crew Pass	0 0	0 0	1 1	0
-Aircraft Information Make/Model - PIPER PA-30 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 4	Number Engines	- RECIP-FUEL I			Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 007/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure & BERRIEN SPRIN Destination BATON ROUGE,L ATC/Airspace Type of Flight Type of Clearan Type Apch/Lndg	GS,MI A Plan - IFR ce - IFR		OFF AI Airport D ANDREW Runway Runway Runway	SUNIVERSIT Ident - Lth/Wid - Surface -	Y 31	60
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND GLIDER	Age - 56 Biennial Flight Revie Current - Y Months Since - Aircraft Type - U	w ES Total 5 Make/ NK/NR Instr	Fligh - Model-	t Time (H 2550 1050 K/NR	Last 24 Last 30 Last 90	IVERS/LIM Hrs - UN Days- UN Days- aft - UN	K/NR K/NR 42

# Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED SHORTLY AFTER TAKEOFF NEAR THE END OF THE RWY. THE SEQUENCE BEGAN WHEN THE PLT NOTICIED THAT ACFT ACCELERATION WAS "A BIT SLOW" ON THE RWY. THEN A NOTICABLE DROP IN RPM ON THE RIGHT ENGINE OCCURRED AT ABOUT HALFWAY DOWN THE 3100 FT RWY. THE PLT DECIDED TO CONTINUE THE TAKEOFF ATTEMPT RATHER THEN ABORT. AFTER THE ACFT BECAME AIRBORNE A TURN TO THE RIGHT BEGAN IN SPITE OF THE PLTS ATTEMPTS TO FLY STRAIGHT AHEAD. THE ACFT DID NOT ATTAIN VMCA (80 KTS), IMPACTED THE GROUND AT A SHALLOW ANGLE AND SLID 400 FT TO A STOP. THE STALL WARNING HORN WAS ON FOR THE LAST 900 FT OF THE FLT. NO REASON FOR THE LOSS OF RPM WAS FOUND EXCEPT POSSIBLY THE SPARK PLUGS WHICH SHOWED SIGNS OF SOOTING.

File No 1701 6/06/84 BERRIEN SPRINGS,MI	A/C Reg. No. N8205Y	Time (Lc1) - 1814 EDT
Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - GROUND RUN		
Finding(s) 1. ENGINE ASSEMBLY - UNDETERMINED 2. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND 3. IGNITION SYSTEM, SPARK PLUG - DIRTY(FOGGY) 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. EMERGENCY PROCEDURE - DISREGARDED - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 6. AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND 7. DIRECTIONAL CONTROL - 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) 1,4,5,6,7

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

Brief of Accident

Type of Operation       -PERSONAL       Fire       Crew       O       O       O       I         Flight Conducted Under       -14 CFR 91       NONE       Pass       O       O       O       I         Accident Occurred During       -LANDING        Aircraft Information       Make/Model       - PIPER PA-28-140       Eng Make/Model       - LYCOMING D-320-E2A       ELT Installed/Activated       UNK/I         Landing Gear       TRICYCLE-FIXED       Number Engines - 1       Stall Warning System       YES         Max Gross Wt       - 2050       Engine Type       - RECIPROCATING-CARBURETOR       Stall Warning System       YES         Mo. of Seats       -       4       Rated Power       150 HP       -       -        Environment/Operations Information       Weather Data       Last Departure Point       ON AIRSTRIP       Matron the Market Activated       -         Method       - N/A       Destination       Airport Proximity       Varing The Activated       -       YES         Wind Dir/Speed- 320/007 KTS       SAME AS ACC/INC       SOUTH KENT       SOUTH KENT       SOUTH KENT         Usest Sky/Clouds       - CLAR       Type of Flight Plan       NONE       Runway Status       - UNK/NR         Obstructions t	File No 1790 9/15/84 GRAND	RAPIDS,MI A/C Reg. No. N98017	Time (Lc1) - 2145 EDT
Aircraft Information Make/Model - PIPER PA-28-140 Eng Make/Model - LYCOMING D-320-E2A ELT Installed/Activated - UNK/I Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2050 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx.Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC SOUTH KENT Wind Dir/Speed 320/007 KTS Runway Ident - 31 Visibility - 20.0 SM ATC/Airspace Runway Uth/Wid - 2070/ 135 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Obstructions to Vision- NONE Type of Flight Plan - NONE Runway Status - UNK/NR Personnel Information Pilot-In-Command Age - 64 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - RUNATE CURPANDE	Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUBSTANTIAL Fire Cr	Fatal Serious Minor None rew 0 0 0 1
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A DayTON, OH Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC SOUTH KENT Wind Dir/Speed- 320/007 KTS Visibility - 20.0 SM ATC/Airspace Runway Ident - 31 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - UNK/NR Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Age - 64 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Curvest 24 Hrs - UNK/NR	Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050	Eng Make/Model - LYCOMING 0-320-E2/ Number Engines - 1 Engine Type - RECIPROCATING-CARE Rated Power - 150 HP	A ELT Installed/Activated - UNK/NR Stall Warning System - YES BURETOR
Personnel Information Pilot-In-Command Age - 64 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1500 Last 24 Hrs - UNK/NR	<pre>Wx.Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/007 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)</pre>	Itinerary Last Departure Point DAYTON,OH Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP	Airport Proximity ON AIRSTRIP Airport Data SOUTH KENT Runway Ident - 31 Runway Lth/Wid - 2070/ 135 Runway Surface - GRASS/TURF Runway Status - UNK/NR
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- UNK/NR Instrument Rating(s) - NONE	Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight Review F Current - YES Total Months Since - 15 Make/Model	light Time (Hours) - 1500 Last 24 Hrs – UNK/NR - 10 Last 30 Days- UNK/NR

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File No 179	9/15/84	GRAND RAPIDS,MI	A/C Reg. No. N98017	Time (Lc1) - 2145 EDT	
Occurrence #1 Phase of Operation		TOUCHDOWN			
	ES,RUNWAY END IDE TH - NOT MAINTAIN	NT LIGHTS(REIL) - UNAVA ED - PILOT IN COMMAND OMMAND	ILABLE		
Occurrence #2 Phase of Operation					
Finding(s) 5. OBJECT - FENCE					
Probable Cause					

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

is/are finding(s) 3

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-Basic Information		_		<b>-</b> .		
Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONAL		Crew		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Ō	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BLANIK L-13	Eng Make/Model - N/A				Activated -	
Landing Gear - UNK/NR	Number Engines - N/A		S	tall Warni	ng System -	· UNK/NR
Max Gross Wt - 1102 No. of Seats - 2	Engine Type - N/# Rated Power - N/#					
		•				
-Environment/Operations Information	<b>T b i m</b> = <b>m</b> = <b>m</b>					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport F ON AIRS			
Method - N/A	SAME AS ACC/INC		UN AIK.	DIRIF		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		RICHMO			
Wind Dir/Speed- 330/008 KTS				Ident	- 36	
Visibility - 15.0 SM	ATC/Airspace				- 2000/	75
Lowest Sky/Clouds - CLEAR	,				- GRASS/TUP	RE
Lowest Ceiling - 2000 FT BROKE Obstructions to Vision- NDNE	N Type of Clearance - Type Apch/Lndg -		Runway	Status	- UNK/NR	
Precipitation - NONE	Type Aperly Lindg	FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT		FOLL STOP				
	Age - 54	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	т
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (He			
COMMERCIAL, CFI	Current - YES Months Since - 2	Total -	929	Last 2	4 Hrs -	0
SE LAND, SE SEA			2	Last 3	0 Days- UN	
GLIDER	Aircraft Type - UNK/NR	Instrument-	48	Last 9	O Days-	38
Instrument Rating(s) - NONE						
-Narrative						
ORDING TO THE CFI THE GLIDER WAS AT ABOUT 5	OO FT AGL ON BASE LEG WHEN	A DOWNDRAFT CAUSE	D THE ACFT	TO DESCEN	D	

File No 1792	9/29/84	GREGORY,MI	A/C Reg. No. N14420	Time (Lc1) - 1300 EDT	
	UNDERSHOOT LANDING - FLARE/	TOUCHDOWN			
Finding(s) 1. WEATHER CONDITION 2. ALTITUDE - INAL 3. REMEDIAL ACTION - 4. PROPER TOUCHDOWN	EQUATE - PILOT I NOT POSSIBLE -	PILOT IN COMMAND(CF			
Probable Cause					

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

File No 1788 6/17/84 NIMROI	D,MN A/C R	eg. No. N18JM	۲۰ 	ime (Lc1) -	1930 CDT	
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf DESTRO	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		1 0	0	0
-Aircraft Information Make/Model - BELL 47-G2 Landing Gear - SKID Max Gross Wt - 2450 No. of Seats - 3	Eng Make/Model - LYG Number Engines - 1 Engine Type - REG Rated Power -	CIPROCATING-CARBURET	St	[nstalled/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- 330/008 KTS Visibility - 12.0 SM Lowest Sky/Clouds - 700 FT SCAT Lowest Ceiling - 1500 FT BROKI Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	NIMROD,MN Destination LOCAL ATC/Airspace IERED Type of Flight Plan	A - NONE - NONE	OFF AIS irport Da Runway Runway Runway Runway	Proximity RPORT/STRIF ata Ident - Lth/Wid - Surface - Status -	- N/A - N/A - GRASS/TU	
	Age - 49 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - UNK Make/Model-	/NR 215 /NR	Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR
Instrument Rating(s) - HELICOPTER						
Narrative HILE LANDING IN AN AREA OF TALL GRASS A SKID	COLLIDED WITH A SAND RIDGE	CAUSING A ROLL OVER	•			

File No 17	88 6/17/84 NIMROD,	MN A/C Reg	. No. N18JM	Time (Lc1) - 1930 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH <sup>-</sup> LANDING - FLARE/TOUCHDOWN			
	AIN - SELECTED - PILOT IN CO ON - HIDDEN OBSTRUCTION(S) ON - ROUGH/UNEVEN	OMMAND		
· · · · · · · · · · · · · · · · · · ·				
Occurrence #2 Phase of Operation	ROLL OVER LANDING - FLARE/TOUCHDOWN	I		
Probable Cause				

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

Basic Information Type Operating Certifi	cate-AGRIC	JETURAL ATRCRA	FT Air	craft Damag	ne		Iniu	ıries	
· )				STROYED	5-	Fatal			None
Type of Operation	-OTHER	WORK USE	Fire	9	Cre	w O	0	0	1
Flight Conducted Under	-14 CFI	R 137	NO	NE	Pas	s O	0	0	0
Accident Occurred Duri									
Aircraft Information									
Make/Model - HILLER	12E		Eng Make/Model	- LYCOMING	VO-540-BIA		[ Installed/	'Activate	d - NO -N/
Landing Gear - SKID			Number Engines	- 1			Stall Warni	ing Syste	m - NO
Max Gross Wt - 2750			Engine Type	- RECIPROC	ATING-CARBU	RETOR			
No. of Seats - 3			Rated Power	- 305 HI	Þ				
Environment/Operations I	nformation								
Weather Data			inerary				t Proximity		
Wx Briefing - NO R	ECORD OF B	RIEFING	Last Departure P			OFF A	AIRPORT/STRI	[P	
Method - N/A			SAME AS ACC/IN	C					
Completeness - N/A		D	estination			Airport	Data		
Basic Weather - VMC			SAME AS ACC/IN	C					
Wind Dir/Speed- 270/								- N/A	
Visibility - 10			C/Airspace				ay Lth/Wid		
Lowest Sky/Clouds -			Type of Flight P				ay Surface		
Lowest Ceiling	- NONE		Type of Clearanc			Runwa	ay Status	- N/A	
Obstructions to Visi			Type Apch/Lndg	- FORC	ED LANDING				
	- NONE								
Condition of Light	- DAYLIG	HT 							
Personnel Information	-						-		~ /
Pilot-In-Command	(-)		35				ID MEDICAL-N	NU WAIVER	S/LIMII
Certificate(s)/Rating	(s)		al Flight Review			ght Time			101
COMMERCIAL			rrent - YE		otal -			24 Hrs -	
-		MO	nths Since - 4	M	ake/Model-	1600	Last a		
HELICOPTER		A 1	rcraft Type - UN	K/NR I M	ulti-Ena -	15 50	Rotor	craft -	
Instrument Rating(	s) - NONF								
SE LAND HELICOPTER	s) - NONE	Mo A 1	nths Since - 4 rcraft Type - UN	M K/NR I	ake/Model- nstrument- ulti-Eng -	1600 15	Last 3 Last 9	30 Days- 30 Days-	UNK/NR 129

1 8/06/84	BIG LAKE, MN	A/C Reg. No. N67115	Time (Lc1) - 1930 CDT	
		L		
RVICE OF AIRCRAFT		IN COMMAND		
	OÙCHDOWN			
G - NOT POSSIBLE -	PILOT IN COMMAND			
	OUCHDOWN			
	LOSS OF POWER(TOT TAKEOFF - INITIAL FER ERVICE OF AIRCRAFT GHT - INADEQUATE - FORCED LANDING LANDING - FLARE/T G - NOT POSSIBLE - ROLL OVER	LOSS OF POWER(TOTAL) - NON-MECHANICA TAKEOFF - INITIAL CLIMB FER ERVICE OF AIRCRAFT - IMPROPER - PILOT GHT - INADEQUATE - PILOT IN COMMAND FORCED LANDING LANDING - FLARE/TOUCHDOWN G - NOT POSSIBLE - PILOT IN COMMAND	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB FER ERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND GHT - INADEQUATE - PILOT IN COMMAND FORCED LANDING LANDING - FLARE/TOUCHDOWN G - NOT POSSIBLE - PILOT IN COMMAND ROLL OVER	LOSS OF POWER(TOTAL) - NON-MECHANICAL TAKEOFF - INITIAL CLIMB FER ERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND SHT - INADEQUATE - PILOT IN COMMAND FORCED LANDING LANDING - FLARE/TOUCHDOWN G - NOT POSSIBLE - PILOT IN COMMAND ROLL OVER

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

Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage       Injuries         Type of Operation       -BUSINESS       Fire       Crew       0       1       0         Type of Operation       -BUSINESS       Fire       Crew       0       0       1       0         Flight Conducted Under       -14 CFR 91       NONE       Pass       0       0       0       0       0        Aircraft Information       Make/Model       - GULFSTREAM AMERICAN AA5A       Eng Make/Model       - LVCOMING 0-320-E2G       ELT Installed/Activated - YES/NO         Landing Gear       - TRICYCLE-FIXED       Number Engines - 1       Stall Warning System - YES         Max Gross Wt       2200       Engine Type       - RECIPROCATING-CARBURETOR         No. of Seats -       4       Rated Power       180 HP	File No 1725 5/09/	84 PLEASAN	T HILL,MO	A/C Reg	No. N26320		Time (Lcl)	- 1146 C	DT
Type of Dperation -BUSINESS Fire Crew 0 0 1 0 Accident Occurred During -14 CFR 91 Make/Model - GULFSTREAM AMERICAN AA5A Make/Model - GULFSTREAM AMERICAN AA5A Landing Gear - TRICYCLE-FIXED Maxe Gross Wt - 2200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 180 HP 	Basic Information Type Operating Certificate-N	IONE (GENERAL	AVIATION)				•		
Flight Conducted Under       -14 CFR 91       NONE       Pass       0       0       0         Accident Occurred During       -LANDING        Aircraft Information Make/Model       - GUESTREAM AMERICAN AA5A Landing Gear       Eng Make/Model       - LVCOMING 0-320-E2G       ELT Installed/Activated       - YES/NO Stall Warning System        Aircraft Information Wax Gross Wt       - 2200       Eng ine Type       - RECIPROCATING-CARBURETOR No. of Seats       - A        Environment/Operations Information Weather Data       - A       Itinerary       Airport Proximity         Ws Briefing       - FSS       Last Departure Point Completeness       OFF AIRPORT/STRIP         Method       - TELEPHONE       CATHAGE,MO       Airport Data         Basic Weather       - WC       INDEPENDENCE,MO       Airport Data         Wind Dir/Speed       300/008 KTS       ATC/Airspace       Runway Lt/Wid       - N/A         Uset Sky/Clouds       - CLEAR       Type of Flight Plan       NONE       Runway Surface       DIRT         Obstructions of Vision       NONE       Type of Flight Plan       NONE       Runway Status       - HIGH VEGETATION         Obstructions of Vision       NONE       Type of Clearance       NONE       Runway Status       - HIGH VEGETATION         Obs									
Accident Occurred During -LANDING -Aircraft Information Make/Model - GULFSTREAM AMERICAN AA5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 200 Number Engines - 1 Stall Warning System - YES Max Gross Wt - 200 Number Engines - 1 Stall Warning System - YES Airport Proximity OFF AIRPORT/STRIP Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Destination Completeness - WEATHER Type of Clearance - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Carrificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Narrative EACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED					-		•		•
Aircraft Information Make/Model - GULFSTREAM AMERICAN AA5A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4 				NONE	Р	ass 0	0	0	0
Make/Model       - GULFSTREAM AMERICAN AA5A       Eng Make/Model - L/COMING 0-320-E2G       ELT Installed/Activated - YES/NO         Max Gross Wt       2200       Stall Warning System - YES         Max Gross Wt       2200       Engines - i       Stall Warning System - YES         Max Gross Wt       2200       Engines - i       Stall Warning System - YES         Max Gross Wt       2200       Engine Type       - RECIPROCATING-CARBURETOR       Stall Warning System - YES         Max Gross Wt       2200       Airport Proximity       Max End Power       180 HP        Environment/Operations Information       Waster Point       OFF AIRPORT/STRIP       Airport Proximity         Waster Data       Last Departure Point       OFF AIRPORT/STRIP       Airport Data         Basic Weather       Visibility       15.0 SM       ATC/Airspace       Runway Ident       N/A         Wind Dir/Speed- 330/008 KTS       Type of Flight Plan       NONE       Runway Lth/Wid - N/A         Lowest Sky/Clouds       CLEAR       Type of Flight Plan       NONE       Runway Status       HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lindg       STRAIGHT-IN       FDRCED LANDING       Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Ceretificate(s)/Rating(s)       Biennial Flight Review	Accident Occurred During -L	ANDING							
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2200 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Itinerary Airport Proximity Was Briefing - FSS Last Departure Point OFF AIRPORT/STRIP Method - TELEPHONE CARTHAGE MO Completeness - WEATHER NOT PERTINENT Destination Airport Data Basic Weather - VMC INDEPENDENCE, MO Wind Dir/Speed- 330/008 KTS Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Destination - Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE SE LAND Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Make/Model - 1085 Last 30 Days - 38 Instrument Rating(s) - NONE - VES Total - 0 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES Total - 1258 Last 90 Days - 38 Instrument Rating(s) - NONE - VES - VES POURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED	Aircraft Information								
Max Gröss Wt - 2200 No. of Seats - 4 Rated Power - 180 HP Environment/Operations Information Weather Data Wx Briefing - FSS CARTHAGE, MO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed-330/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Dowst Ceiling - NONE Lowest Sky/Clouds - CLEAR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE Instrument Rating(s) - NONE Arrows Start - Value Mather - Value Months Since - UNK/NR Months Since - UNK/NR Instrument Rating(s) - NONE Concept Lander - Value Months Since - UNK/NR Instrument Rating(s) - NONE Concept Lander - Value Concept Lander - Value Months Since - UNK/NR Instrument Rating(s) - NONE Concept Lander - Value Concept Lander - Vest Concept - Value Concept - Vest Concept - Value Concept - Vest Concept - Vest Concept - Vest Concept - Value Concept - Vest Concept - Vest Concept - Vest Concept - Value Concept - Vest Concept - Vest Concept - Value - Vest -	Make/Model - GULFSTREAM A	MERICAN AA5A	Eng Make/Mc	del - LYCO	4ING 0-320-E2	G EL	T Installed	I/Activate	d - YES/NO
No. of Seats -       4       Rated Power       -       180 HP        Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       -FSS       Last Departure Point       OFF AIRPORT/STRIP         Method       -       TELEPHONE       CARTHAGE MO         Completeness       WKATHER NOT PERTINENT       Destination       Airport Data         Basic Weather       -       WKC       INDEPENDENCE,MO         Wisibility       -       15.0       SM       ATC/Airspace       Runway Ident       - N/A         Lowest Sky/Clouds       -       CLEAR       Type of Flight Plan       NONE       Runway Surface       DIRT         Obstructions to Vision       NONE       Type of Clearance       NONE       Runway Status       - HIGH VEGETATION         Obstruction of Light       -       DAYLIGHT       -       STRAIGH-IN       ForceD LANDING         Corndition of Light       -       DAYLIGHT       -       Strating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       -       YES       Total       -       1258       Last 24 Hrs - UNK/NR         SE LAND       Months Since       UNK/NR       Make/Model-1       <	Landing Gear - TRICYCLE-FIX	ED	Number Engi	nes - 1			Stall Warr	ning Syste	m - YES
	Max Gross Wt - 2200		Engine Type	e - RECI	PROCATING-CAR	BURETOR			
Weather Data       Itinerary       Airport Proximity         Wx Briefing       - FSS       Last Departure Point       OFF AIRPORT/STRIP         Method       - TELEPHONE       CARTHAGE,MO       Airport Data         Completeness       - WEATHER NOT PERTINENT       Destination       Airport Data         Basic Weather       - WMC       INDEPENDENCE,MO       Runway Ident       - N/A         Wind Dir/Speed-330/008 KTS       INDEPENDENCE,MO       Runway Lth/Wid       - N/A         Visibility       - 15.0       SM       ATC/Airspace       Runway Surface - DIRT         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Dostructions to Vision- NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision- NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING       -        Personnel Information       PriotInficate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Qurrent       - YAES         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         Aircraft Type       UNK/NR       Months Since       UNK/NR       Aircraft Type - UNK/NR       Instrument-       0	No. of Seats - 4		Rated Power	· - 18	BO HP				
Weather Data       Itinerary       Airport Proximity         Wx Briefing       - FSS       Last Departure Point       OFF AIRPORT/STRIP         Method       - TELEPHONE       CARTHAGE,MO       Airport Data         Completeness       - WEATHER NOT PERTINENT       Destination       Airport Data         Basic Weather       - WMC       INDEPENDENCE,MO       Runway Ident       - N/A         Wind Dir/Speed-330/008 KTS       INDEPENDENCE,MO       Runway Lth/Wid       - N/A         Visibility       - 15.0       SM       ATC/Airspace       Runway Surface - DIRT         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Dostructions to Vision- NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision- NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING       -        Personnel Information       PriotInficate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Qurrent       - YAES         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         Aircraft Type       UNK/NR       Months Since       UNK/NR       Aircraft Type - UNK/NR       Instrument-       0	Environment/Operations Informa	tion							
Wx Briefing       - FSS       Last Départure Point       OFF AIRPORT/STÉIP         Method       - TELEPHONE       CARTHAGE,MO       Airport Data         Basic Weather       - VMC       INDEPENDENCE,MO       Runway Ident       - N/A         Wind Dir/Speed-330/008 KTS       INDEPENDENCE,MO       Runway Ident       - N/A         Visibility       - 15.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - DIRT         Destructions to Vision       NONE       Type of Flight Plan       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         -Personnel Information       - NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         SE LAND       Months Since			Itinerary			Airpon	rt Proximity	,	
Method       - TELEPHONE       CARTHAGE,MO         Completeness       - WEATHER NOT PERTINENT       Destination       Airport Data         Basic Weather       - WMC       INDEPENDENCE,MO       Runway Ident       - N/A         Wind Dir/Speed-       330/008 KTS       Runway Ident       - N/A         Visibility       - 15.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       CLEAR       Type of Flight Plan - NONE       Runway Status       - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING         Condition of Light       - DAYLIGHT       - Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         Aircraft Type       UNK/NR       Make/Model-       1085       Last 30 Days- 38         Instrument Rating(s)				re Point					
Completeness - WEATHER NOT PERTINENT       Destination       Airport Data         Basic Weather - VMC       INDEPENDENCE,MO       Runway Ident - N/A         Wind Dir/Speed-330/008 KTS       Runway Ident - N/A         Visibility - 15.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision - NONE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING         Precipitation - NONE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       PUNK/NR         SE LAND       Current - YES       Total - 1258       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Months Since - UNK/NR       Instrument-       O       Last 90 Days- 38         Instrument Rating(s) - NONE       -NONE       Last 90 Days- 38       Second Appendent       Aircraft Type - UNK/NR       Instrument-       O       Last 90 Days- 38	<b>J</b>					2			
Basic Weather - VMC       INDEPENDENCE,MO         Wind Dir/Speed-330/008 KTS       Runway Ident - N/A         Visibility - 15.0 SM       ATC/Airspace       Runway Surface - DIRT         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision - NONE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING         Precipitation - NONE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Current - YES         PRIVATE       Current - YES       Total - 1258       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Make/Model- 1085       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument-       O       Last 90 Days- 38         Instrument Rating(s) - NONE       - N	Completeness - WEATHER NO	T PERTINENT				Airport	t Data		
Wind Dir/Speed- 330/008 KTS       Runway Ident       - N/A         Visibility       - 15.0 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       NONE       Runway Surface       DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Surface       DIRT         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING         Precipitation       - NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         SE LAND       Months Since - UNK/NR       Make/Model - 1085       Last 90 Days-       38         Instrument Rating(s)       - NONE       -       -       38         Instrument Rating(s)       - NONE       -       -         -Narrative       E       ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED </td <td>Basic Weather - VMC</td> <td></td> <td>INDEPENDEN</td> <td>ICE.MO</td> <td></td> <td>• -</td> <td></td> <td></td> <td></td>	Basic Weather - VMC		INDEPENDEN	ICE.MO		• -			
Visibility       - 15.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling       - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision - NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING         Precipitation       - NONE       Type Apch/Lndg       - STRAIGHT-IN         Precipitation of Light       - DAYLIGHT       -       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Current - YES         PRIVATE       Current       - YES       Total - 1258       Last 24 Hrs - UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s) - NONE       -       Aircraft Type - UNK/NR       Instrument - 0        Narrative       E       AGFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED		S		··-,··-		Runy	vav Ident	- N/A	•
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model - 1085 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 38 Instrument Rating(s) - NONE			ATC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE				nht Plan - I	NONE				
Obstructions to Vision- NONE       Type Apch/Lndg       - STRAIGHT-IN         Precipitation       - NONE       FORCED LANDING         Condition of Light       - DAYLIGHT       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES         SE LAND       Months Since       UNK/NR         Months Since       UNK/NR       Instrument Rating(s)       - NONE        Narrative       E       AGRCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED									EGETATION
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED		NE							
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			IG			
Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED									
Pilot-In-Command       Age -       42       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES         SE LAND       Months Since - UNK/NR       Make/Model -         Instrument Rating(s)       NONE        Narrative       E         ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED									
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1258       Last 24 Hrs - UNK/NR         SE LAND       Months Since       - UNK/NR       Make/Model-       1085       Last 30 Days-       UNK/NR         Aircraft Type       - UNK/NR       Instrument-       0       Last 90 Days-       38        Narrative       E       ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED		•	ao - 40	M	ndianl Contif	icata - VAI		NO WATVED	C/I TMTT
PRIVATE Current - YES Total - 1258 Last 24 Hrs - UNK/NR SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED			<b>Q</b>					NU WAIVER	5/
SE LAND Months Since - UNK/NR Make/Model- 1085 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED		D	Cuppopt		Total			24 Hpg -	
Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 38 Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED			Monthe Since		Make/Model				
Instrument Rating(s) - NONE Narrative E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED	SE LAND								
			Anciart Type	UNK/ NK	THS CF GMETTC	. 0	Last	JU Days	00
	Instrument Rating(s) -	NONE							
E ACFT NOSED OVER DURING A FORCED LANDING AFTER THE ENGINE FAILED. INVESTIGATION REVEALED AN EXHAUST VALVE HAD FAILED									
	Narrative								
D IMBEDDED ITSELF IN A SPARK PLUG HOLE. IT WAS DETERMINED THAT THIS WAS A FATIGUE FAILURE.							HAUST VALVE	HAD FAILE	D
	ND IMBEDDED ITSELF IN A SPARK PLU	IG HOLE. IT WA	S DETERMINED THAT	THIS WAS	A FATIGUE FAI	LURE.			

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File No 17:	25 5/09/84 Pl	EASANT HILL,MO <sup>.</sup>	A/C Reg. No.	N26320	Time (Lc1) - 1146 CDT
Ccurrence #1 Chase of Operation	LOSS OF POWER(TOTAL) CRUISE - NORMAL	) - MECH FAILURE/MALF	UNCTION		
	,VALVE - FAILURE,TOTAL ,VALVE - FATIGUE				
ccurrence #2					-
Ccurrence #3 Chase of Operation		CHDOWN			
Probable Cause					

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	5/13/84 SP	RINGFIELD, MO	A/C	Reg. No. N323E		T 	ime (Lc1)	) - 1228 CD	T 
Basic Information									
Type Operating Certific	ate-NONE (GEN	ERAL AVIATION)		aft Damage				juries	• ·
				TANTIAL		Fatal	Serious		None
Type of Operation	-PERSONAL		Fire		Crew	0	0	0	1
Flight Conducted Under			NONE		Pass	0	0	0	1
Accident Occurred Durin	g -LANDING								
-Aircraft Information									
Make/Model - BEECH B	E95A55	Eng Mak	e/Model -	CONTINENTAL IO-	-520-C	ELT	Installed	d/Activated	- UNK/NR
Landing Gear - TRICYCL	E-RETRACTABLE	Number	Engines -	2 .		S	tall Warr	ning System	- YES
Max Gross Wt - 5100		Engine	0	RECIP-FUEL INJE				0 1	
No. of Seats - 6		Rated P		-					
-Environment/Operations In	formation								
Weather Data		Itinerary				Airport	Proximity	/	
	CORD OF BRIEF		arture Poi	nt		ON AIR	-	,	
Method - N/A	Source of DRIEF	DALLAS							
Completeness - N/A		Destinati				Airport D	a t a		
Basic Weather - VMC			FIELD.MO				FIELD REG		
		SPRING	FIELD,MO			-	Ident		
Wind Dir/Speed- 270/0									150
Visibility - 15.		ATC/Airspa		Neur				- 5600/	
Lowest Sky/Clouds -								- ASPHALT	
	- 25000 FT 0		Clearance			Runway	Status	- DRY	
Obstructions to Visio		Туре Арс	h/Lndg	- TRAFFIC PAT	TERN				
Precipitation	- NONE			FULL STOP					
Condition of Light	- DAYLIGHT								
-Personnel Information									
Pilot-In-Command		Age - 60		Medical Cert	tificat	e - VALID	MEDICAL-	-WAIVERS/LI	MIT
Certificate(s)/Rating(	(s)	Biennial Fligh	it Review		Fligh	it Time (H	lours)		
PRIVATE		Current	- YES	Total		3000	Last	24 Hrs -	4
SE LAND, ME LAND		Months Sir	nce - 8	Make/Mod	del-	2000	Last	30 Davs-	6
		Aircraft T				180	Last	90 Days-	44
			, , , , , , , , , , , , , , , , , , ,	Multi-Er		2000			

File No 174	5/13/84	SPRINGFIELD, MO	A/C Reg. No. N323E	Time (Lc1) - 1228 CDT
	GEAR COLLAPSED LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. GEAR EXTENSION - 2. IMPROPER USE 3. CHECKLIST - NOT F 4. PROCEDURES/DIRECT 5. WHEELS UP LANDING	OF EQUIPMENT/AIR OLLOWED - PILOT IVES - NOT USED	CRAFT,DIVERTED ATTENT IN COMMAND - PILOT IN COMMAND	ION - 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

Type Operating Certi Type of Operation	ficate-AGRICUL	TURAL AIRCE.	AFT Aincraft					
			DESTROY	Damage	Fatal	Injur Serious		None
Accident Occurred Du	er -14 CFR ring -MANEUVE	137 RING		Cre ND Pas	w O s O	0 0	1 0	0
-Aircraft Information								
Make/Model - GRUN Landing Gear - TAIL Max Gross Wt - 60 No. of Seats -	WHEEL-ALL FIXE 75	D	Eng Make/Model - P&W Number Engines - 1 Engine Type - REC Rated Power -	IPROCATING-CARBU 500 HP	RETOR			
-Environment/Operations	Information							
Weather Data Wx Briefing - NC Method - N/	RECORD OF BRI	EFING	tinerary Last Departure Point CAMPBELL,MO			Proximity RPORT/STRIF	)	
Completeness - N/ Basic Weather - VM	с		Destination LOCAL		Airport D			
Wind Dir/Speed- 23 Visibility -		A	TC/Airspace			Ident - Lth/Wid -	· N/A · N/A	
Lowest Sky/Clouds	- 1000 F1 - 1000 F1 sion- NONE - NONE - DAYLIGH1	BROKEN	Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway	Surface - Status -		
Personnel Information- Pilot-In-Command								
Certificate(s)/Rati	na(s)	Age - Bienr	46 Mial Flight Review	Fli	ate - VALIL aht Time (F	ours)	VIVER5/LIM	11
COMMERCIAL	× 1	C	urrent - UNK/NR	Total -	2500	Last 24	Hrs - UN	K/NR
SE LAND HELICOPTER		N A	Current - UNK/NR Nonths Since - UNK/NR Nircraft Type - UNK/NR	Make/Model- Instrument-	UNK/NR UNK/NR	Last 30	) Days- UN ) Days- UN	K/NR K/NR
				Multi-Eng -	UNK/NR	Rotorcr	aft - UN	K/NR
Instrument Ratir	g(s) - AIRPLA	NE						
-Narrative WAS MAKING A CLEAN UP LINE THE ACFT IMPACTED				AVOID A HIGH VOL	TAGE POWER	LINE. AFTER	STRIKING	

File No. - 1659 6/23/84 CAMPBELL, MO A/C Reg. No. N6600K Time (Lc1) - 1300 CDT -------------------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, STATIC 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 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 Occurrence #4 FIRE Phase of Operation OTHER ----Probable Cause----

Brief of Accident (Continued)

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

Brief of Accident

File No 1778 7/02/84 OSAG	E BEACH, MU A/	'C Reg. No. N5019P		Time (Lc1) -		
asic Information Type Operating Certificate-NONE (GENER		craft Damage STROYED	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			1		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF					2	0
ircraft Information						
Make/Model - PIPER PA-24-180 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model -	LYCOMING 0-360-A1A		Installed/# Stall Warnir		
Max Gross Wt - 2550 No. of Seats - 4	Number Engines - Engine Type - Rated Power -	- RECIPROCATING-CARB	URETOR	stari warnin	ig system	- 165
nvironment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Po	oint		IRPORT/STRIF	<b>b</b>	
Method - TELEPHONE Completeness - PARTIAL,LMTD BY PILO	ST.LOUIS,MO					
Completeness - PARTIAL,LMTD BY PILO	T Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC	<b>)</b>		CREEK/GRAND		
Wind Dir/Speed- 230/008 KTS				y Ident 🛛 ·		
Visibility - 7.0 SM	ATC/Airspace		Runwa	y Lth∕Wid −		
Lowest Sky/Clouds - 4000 FT SCA	TTERED Type of Flight Pl	lan - NONE	Runwa	y Surface -		
lowest Ceiling - NONE	Type of Clearance	e - NONE	Runwa	y Status –	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command	Age - 65	Medical Certifi	cate - VALI	D MEDICAL-WA	TVERS/LT	мтт
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (			
PRIVATE	Current - YES	5 Total -	758	Last 24	4 Hrs -	2
SE LAND	Months Since - 16	Make/Model-	340	Last 30	Days- U	INK/NR
	Months Since - 16 Aircraft Type - PA-	-24 Instrument- Multi-Eng -	110 34	Last 90	) Days-	29
Instrument Rating(s) - AIRPLANE						

WITNESS STATED ACFT TOUCHED DOWN MIDFIELD AND BOUNCED SEVERAL TIMES ON THE RWY. TWO WITNESSES HEARD POWER APPLIED AND THE ACFT LIFTED OFF 300 FT FROM THE END OF THE RWY. THEY STATED FLAPS WERE FULLY EXTENDED FOR THE TOTAL TRANSITION AND THE GEAR WAS RETRACTED ONLY AFTER THE FIRST SET OF POWER LINES. AT APRX 100 FT AGL THE ACFT BEGAN TO DESCEND AT WHICH TIME IT CONTACTED A UTILITY POLE FOLLOWED BY TREES. THE PLT STATED THE ENGINE DID NOT SEEM TO BE PRODUCING FULL POWER DURING THE CLIMB. HOWEVER, POST ACCIDENT INVESTIGATION OF THE ENGINE REVEALED NO MECHANICAL MALFUNCTIONS. THE PLT STATED THE LONG LANDING WAS MADE BECAUSE OF TURBULENCE ENCOUNTERED OVER THE TREES DURING THE APPROACH.

File No. - 1778 7/02/84 OSAGE BEACH, MO A/C Reg. No. N5019P Time (Lcl) - 1835 CDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. ABORTED LANDING - DELAYED - PILOT IN COMMAND 5. GEAR RETRACTION - DELAYED - PILOT IN COMMAND 6. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 7. ENGINE ASSEMBLY - UNDETERMINED 8. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND 9. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF ~ INITIAL CLIMB Finding(s) 10. OBJECT - UTILITY POLE 11. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,7

Factor(s) relating to this accident is/are finding(s) 1,2,5,6,8,9

### Brief of Accident

SUBSTNIALFatal Serious Minor NoneType of DperationPERSONALFireCrew 0OOO <th c<="" th=""><th>Basic Information Type Operating Certificate-NONE (GENER</th><th></th><th>Aircraft Damage</th><th></th><th></th><th>Inju</th><th>ries</th><th></th></th>	<th>Basic Information Type Operating Certificate-NONE (GENER</th> <th></th> <th>Aircraft Damage</th> <th></th> <th></th> <th>Inju</th> <th>ries</th> <th></th>	Basic Information Type Operating Certificate-NONE (GENER		Aircraft Damage			Inju	ries	
Filight Conducted Under -14 CFR 91       UNK/NR       Pass 0       0       0       3         Accident Occurred During -LANDING       Pass 0       0       0       3        Aircraft Information Make/Model - MODNEY MZOK       Eng Make/Model - CONTINENTAL TSID-360-GB       ELT Installed/Activated - YES/YE         Max Gross Wt -       2740       Engine Type - RECIP-FUEL INJECTED       Stall Warning System - YES         Max Gross Wt -       2740       Engine Type - RECIP-FUEL INJECTED       Stall Warning System - YES         Max Gross Wt -       2740       Engine Type - RECIP-FUEL INJECTED       Stall Warning System - YES         Wo. of Seats -       4       Rated Power -       210 HP        Environment/Operations Information       Weather Data       OF AIRPORT/STRIP         Weather Data       Itinerary       Airport Proximity         Ws Briefing -       TV WX       Last Departure Point       OF AIRPORT/STRIP         Weather Data       OSAGE BEACH,MO       Runway Ident - N/A       Visiobility - N/A         Witing Dir/Speed - 070/005 KTS       Runway Lift/Wid - N/A       N/A         Visiobility - 7.0 SM       ATC/Airspace       None       Runway Surface - DIRT         Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - DAVL       N/A	Type operating ber thindate hold (dent				Fatal			None	
Accident Occurred During -LANDING 	Type of Operation -PERSONAL		Fire		0			1	
Aircraft Information Make/Model - MOONEY M2OK Eng Make/Model - CONTINENTAL TSID-360-GB ELT Installed/Activated - YES/YE Landing Gear - TRICYCLE/RETRACTABLE Number Engines - 1 Max Gross Wt - 2740 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 2740 Thormation Weather Data I timerary Airport Proximity Wt Briefing - TV WX Last Departure Point DF AIRPORT/STRIP Method - TV/RADIO KANSAS CITY.MO Completeness - PARTIAL,LWTD BY PILOT Destination Airport Data Basic Weather - VMC OSAGE BEACH,MO Wind Dir/Speed - 070/005 KTS Runway Lth/Wid - N/A Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - 12000 FT SATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - MAZE Type of Clearance - NONE Runway Status - N/A Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Months Since - 4 Make/Model - 934 Last 30 Days - 32 Instrument Rating(s) - AIRPLANE Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Narrative N MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE OLD PUMP WOODRUFF KEY SHEARED OFF.			UNK/NR	Pass	0	0	0	3	
Make/Model       - MODNEY M20K       Eng Make/Model - CONTINENTAL TSID-360-GB       ELT Installed/Activated - YES/YE         Max Gross Wt - 2240       Figine Trype - RECIP-FUEL INJECTED       Stall Warning System - YES         Max Gross Wt - 2240       Engine Type - RECIP-FUEL INJECTED       Stall Warning System - YES         Weather Data       Itinerary       Airport Proximity         Wk Briefing - TV WX       Last Departure Point       OFF AIRPORT/STRIP         Method - TV/RADID       KANSAS CITY, M0       Off AIRPORT/STRIP         Completeness - PARTIAL, LMT BY PILOT       Destination       Airport Data         Basic Weather - VMC       OSAGE BEACH, M0       Runway Ident - N/A         Wind Dir/Speed- 070/005 KTS       Runway Ident - N/A       N/A         Usest Ceiling - NONE       Type of Flight Plan - NONE       Runway Status - N/A         Destructions to Vision - HAZE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING         Condition of Light - DAYLIGHT       Diennial Flight Review       Flight Time (Hours)         PrivATE       Current - YES       Total - 1211       Last 24 Hrs - UNK/NR         Aircoraft Type - Mc20K       Instrument Rating(s) - AIRPLANE       Make/Model - 934       Last 30 Days - UNK/NR         Aircoraft Type - Mc20K       Instrument Reverse Act 10 Drop Flinght Flopt Reverse       Total - 1211	Accident Occurred During -LANDING								
Landing Gear - TRICYCLE_RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2740 Rated Power - 210 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wt Briefing - TV WX Last Departure Point DFF AIRPORT/STRIP Method - TV/RADIO KANSAS CITY,MO Completeness - PARTIAL_LMTD BY PLOT Destination Airport Data Basic Weather - VMC OSAGE BEACH,MO Wind Dir/Speed-070/005 KTS Runway Ident - N/A Visibility - 7.0 SM ATC/Airspace Runway Uth/Wid - N/A Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - 12000 FT SCATTERED Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - HAZE Type of Clearance - NONE Runway Status - N/A Dostruction of Light - DAYLIGHT - Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR SE LAND Age - 4 Make/Model - 934 Last 30 Days - 32 Instrument Rating(s) - AIRPLANE									
Max Gross Wt -       2740       Engine Type       - RECIP-FUEL INJECTED         No. of Seats -       4       Rated Power       210 HP									
No. of Seats -       4       Rated Power       - 210 HP         Environment/Operations Information Weather Data       Itinerary       Airport Proximity             OFF AIRPORT/STRIP             WX Briefing - TV WX Last Departure Point OFF AIRPORT/STRIP             WX Briefing - TV WX Last Departure Point OFF AIRPORT/STRIP             WA Briefing - TV WX Last Departure Point OFF AIRPORT/STRIP             Wather Oata       OFF AIRPORT/STRIP             Vision OFF AIRPORT/STRIP             Private             Vision OFF AIRPORT/STRIP             Private             Current - YES Total - 1211 Last 24 Hrs - UNK/NR             Aircraft Type - MK20K Instrument-					St	all Warni	ng System	- YES	
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - TV WX Last Departure Point DF AIRPORT/STRIP Method - TV/RADIO KANSAS CITY,MO Completeness - PARTIAL,LMTD BY PILOT Destination Airport Data Basic Weather - VMC OSAGE BEACH,MO Wind Dir/Speed - 070/005 KTS Runway Ldn/Wid - N/A Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Ldn/Wid - N/A Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision - HAZE Type of Clearance - NONE Runway Status - N/A Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR Months Since - 4 Make/Model - 934 Last 30 Days - UNK/NR Aircraft Type - MK20K Instrument - 183 Last 90 Days - 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT USAND WEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.		5 11		INJECTED					
Weather Data       Itinerary       Airport Proximity         Wx Briefing       TV WX       Last Departure Point       OFF AIRPORT/STRIP         Wethod       TV/RADIO       KANSAS CITY,MO       Airport Data         Basic Weather       - VMC       OSAGE BEACH,MO       Airport Data         Wind Dir/Speed-070/005 KTS       OSAGE FEACH,MO       Runway Ident       - N/A         Wind Dir/Speed-070/005 KTS       Runway Ident       - N/A         Cowest Sky/Clouds       12000 FT SCATTERED Type of Flight Plan       - NONE       Runway Surface       - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type Apch/Lndg       - STRAIGHT-IN       FDRCED LANDING         Condition of Light       DAVLIGHT       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         Prilot-In-Command       Age - 4       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Biennial Flight Review       Flight Haw       Nuk/NR       Aircraft Type - MK20K       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE <td>NO. OF Seats - 4</td> <td>Rated Power</td> <td>- 210 HP</td> <td></td> <td></td> <td></td> <td></td> <td></td>	NO. OF Seats - 4	Rated Power	- 210 HP						
Wx Briefing       - TV WX       Last Départure Point       DFF AIRPORT/STRIP         Method       - TV/RADIO       KANSAS CITY,MO       Airport Data         Basic Weather       - VMC       OSAGE BEACH,MO       Airport Data         Wind Dir/Speed-070/005 KTS       Runway Ident       - N/A         Visibility       - 7.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       12000 FT SCATTERED Type of Flight Plan       - NONE       Runway Sunface - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision- HAZE       Type of Clearance       - NONE       Runway Status       - N/A         Condition of Light       - DAYLIGHT       - STRAIGHT-IN       FORCED LANDING         Cornetificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since       - 4       Medical Certificate - 934       Last 30 Days - 32         Instrument Rating(s)       - AIRPLANE       - NES       Total       - 1211       Last 30 Days - 32         Instrument Rating(s)       - AIRPLANE       - N									
Method       - TV/RADIO       KANSAS CITY,MO         Completeness       PARTIAL,LMTD BY PILOT       Destination       Airport Data         Basic Weather       - VMC       OSAGE BEACH,MO       Runway Ident       - N/A         Wind Dir/Speed       070/005 KTS       Runway Ident       - N/A         Visibility       - 7.0       SM       ATC/Airspace       Runway Uth/Wid       - N/A         Lowest Sky/Clouds       -       12000 FT SCATTERED       Type of Flight Plan       - NONE       Runway Surface       - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision       HAZE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING       - NAA         Condition of Light       - DAYLIGHT       - MAKE       FORCED LANDING       - NAI VIERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - PRIVATE         PRIVATE       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         Aircraft Type       MK20K       Instrument-       183       Last 30 Days-       32         Instrument Rating(s)       - AIRPLANE       - Aircraft Type - MK20K       Instrument-							_		
Completeness - PARTIAL,LMTD BY PILOT       Destination       Airport Data         Basic Weather - VMC       OSABE BEACH,MO       Runway Ident - N/A         Wind Dir/Speed-070/05 KTS       Runway Ident - N/A         Visibility - 7.0       SM       ATC/Airspace         Runway Lth/Wid - N/A       Runway Suth/Wid - N/A         Visibility - 7.0       SM       ATC/Airspace         Lowest Sky/Clouds - 1200 FT SCATTERED Type of Flight Plan - NONE       Runway Suth/Wid - N/A         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - N/A         Obstructions to Vision - HAZE       Type of Clearance - NONE       Runway Status - N/A         Obstructions to Vision - HAZE       Type Apch/Lndg - STRAIGHT-IN       FORCED LANDING         Condition of Light - DAYLIGHT       DayLIGHT       FORCED LANDING        Personnel Information       Pilot-In-Command       Age - 44       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       PRIVATE         SE LAND       Current - YES       Total - 1211       Last 30 Days- UNK/NR         Aircraft Type - MK20K       Instrument- 183       Last 90 Days- 32         Instrument Rating(s) - AIRPLANE       Aircraft Type - MK20K       Instrument- 183       Last 90 Days- 32 </td <td></td> <td></td> <td></td> <td></td> <td>OFF AIR</td> <td>PORT/STRI</td> <td>Р</td> <td></td>					OFF AIR	PORT/STRI	Р		
Basic Weather       - VWC       OSAGE BEACH, MO         Wind Dir/Speed-070/005 KTS       Runway Ident - N/A         Visibility - 7.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds -       12000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling       - NONE       Type of Flight Plan - NONE       Runway Surface - DIRT         Dostructions to Vision       HAZE       Type Apch/Lndg       - STRAIGHT-IN         Precipitation       - NONE       FORCED LANDING       FORCED LANDING         Condition of Light       DAYLIGHT       -       Forceiticate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 183       Last 30 Days- UNK/NR         SE LAND       Months Since - 4       Make/Model-       934       Last 30 Days-       32         Instrument Rating(s)       - AIRPLANE       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE      Narrative      Narrative       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE      Narative      Narative       183<	· · · · · · · · · · · · · · · · · · ·		Υ, <b>Μ</b> Ο						
Wind Dir/Speed- 070/005 KTS       Runway Ident       - N/A         Visibility       - 7.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 12000 FT SCATTERED       Type of Flight Plan       NONE       Runway Lth/Wid       - N/A         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type of Clearance       - NONE       Runway Status       - N/A         Obstructions to Vision-       HAZE       Type of Clearance       - STRAIGHT-IN       ForceD LANDING         Condition of Light       - DAYLIGHT       - Monte       ForceD LANDING       - DayLIGHT         Cordition of Light       - DAYLIGHT       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since       4       Make/Model-       934				A	Irport Da	ita			
Visibility       -       7.0       SM       ATC/Airspace       Runway Lth/Wid       -       N/A         Lowest Sky/Clouds       -       12000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Celling       -       NONE       Runway Surface - DIRT         Dostructions to Vision       HAZE       Type of Clearance - NONE       Runway Status - N/A         Obstructions to Vision       HAZE       Type Apch/Lndg       -       STRAIGHT-IN         Precipitation       -       NONE       FORCED LANDING       -         Condition of Light       DAYLIGHT       -       FORCED LANDING       -        Personnel Information       Pilot-In-Command       Age -       44       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since - 4       Make/Model-       934       Last 30 Days-       UNK/NR         Aircraft Type - MK20K       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE      Narrative      Narrative      Narr		USAGE BEAC	н, мо		Dubway	Ident	- N/A		
Lowest Sky/Clouds - 12000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 934 Last 30 Days- UNK/NR Aircraft Type - MK20K Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.		ATC/Airspace							
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 934 Last 30 Days- UNK/NR Aircraft Type - MK20K Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.			ht Plan - NONE						
Obstructions to Vision- HAZE       Type Apch/Lndg       - STRAIGHT-IN         Precipitation       - NONE       FORCED LANDING	Lowest Ceiling - NONE	Type of Clea	rance - NONE		•				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 934 Last 30 Days- UNK/NR Aircraft Type - MK20K Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Obstructions to Vision- HAZE	Type Apch/Ln	dg - STRAIG	HT-IN	-				
Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1211 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 934 Last 30 Days- UNK/NR Aircraft Type - MK20K Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANENarrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Precipitation - NONE		FORCED	LANDING					
Pilot-In-Command       Age - 44       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since       - 4       Make/Model-       934       Last 30 Days-       UNK/NR         Aircraft Type       MK2OK       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE      Narrative       EN       MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE.         HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE       1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Condition of Light - DAYLIGHT								
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       YES       Total       -       1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since       4       Make/Model-       934       Last 30 Days-       UNK/NR         Aircraft Type       MK20K       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE        Narrative       EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE.         HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE         1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Personnel Information								
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       YES       Total       - 1211       Last 24 Hrs - UNK/NR         SE LAND       Months Since       4       Make/Model-       934       Last 30 Days- UNK/NR         Aircraft Type       MK20K       Instrument-       183       Last 90 Days-       32         Instrument Rating(s)       - AIRPLANE        Narrative       EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE.         HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE         1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Pilot-In-Command	Age - 44	Medical				O WAIVERS/	LIMIT	
Aircraft Type - MK2OK Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Certificate(s)/Rating(s)	Biennial Flight Re	view						
Aircraft Type - MK20K Instrument- 183 Last 90 Days- 32 Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.		Current	- YES Tot	al - 1	211	Last 2	4 Hrs - UN	NK/NR	
Instrument Rating(s) - AIRPLANE Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	SE LAND	Months Since	- 4 Mak	e/Model-	934	Last 3			
Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE I CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.		Aircraft Type	- MK20K Ins	trument-	183	Last 9	0 Days-	32	
Narrative EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.									
EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. Hortly After, manifold pressure rose above red line and the engine quit. An engine teardown revealed detonation in the 1 Cylinder. The #2 Cylinder showed extensive thermal damage. Also, the oil pump woodruff key sheared off.	Instrument Rating(s) - AIRPLANE	· ·							
EN MINUTES AFTER TAKEOFF ACFT LEVELED AT 2700 FEET AGL AT WHICH TIME THE PLT LEANED THE MIXTURE AND SET THE THROTTLE. HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE I CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.	Narrative								
HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE RED LINE AND THE ENGINE QUIT. AN ENGINE TEARDOWN REVEALED DETONATION IN THE 1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIVE THERMAL DAMAGE. ALSO, THE OIL PUMP WOODRUFF KEY SHEARED OFF.		700 FEET AGL AT WHICH	TIME THE PLT LE	ANED THE MIX	TURE AND	SET THE T	HROTTLE.		
	HORTLY AFTER, MANIFOLD PRESSURE ROSE ABOVE	RED LINE AND THE ENG	INE QUIT. AN ENG	INE TEARDOWN	REVEALED	DETONATI			
	1 CYLINDER. THE #2 CYLINDER SHOWED EXTENSIV	VE THERMAL DAMAGE. AL	SO, THE OIL PUMP	WOODRUFF KE	Y SHEARED	OFF.			

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File No 166	30 7/03/84	BLUE SPRINGS,MO	A/C Reg. No. N231FV	Time (Lc1) - 1245 CDT
Occurrence #1 Phase of Operation		AL) - MECH FAILURE/MALFI	UNCTION	
2. ENGINE ASSEMBLY, 3. ENGINE ASSEMBLY, 4. MIXTURE - IMPR 5. PERFORMANCE DATA	,PISTON - DISINTEGR ,CYLINDER - OVERTEM ,CYLINDER - PRESSUR ROPER USE OF - PILO A - NOT UNDERSTOOD TEM,OIL PRESSURE PUN	PERATURE E EXCESSIVE T IN COMMAND - PILOT IN COMMAND		
ccurrence #2 hase of Operation		CY		
ccurrence #3 hase of Operation				
inding(s) 7. TERRAIN CONDITIC	ON - NONE SUITABLE			
Probable Cause				

### Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage	9		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	n None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	•
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182P		'Model - CONTINENTA	L 0-470-R25	A ELT	[nstalled/A	lctivate	ed - YES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng Syste	∋m ~ YES
Max Gross Wt - 2950	Ç,	/pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4	Rated Pov	ver - 230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	rture Point		ON AIR	PORT		
Method - TELEPHONE	DUNCAN, C						
Completeness - FULL	Destination	ו		Airport Da			
Basic Weather - VMC	LOCAL			RICHTE			
Wind Dir/Speed- VARIABLE/020 KTS						- 18	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - NONE			Surface -		/TURF
Lowest Ceiling - NONE Obstructions to Vision- NONE		learance - NONE		Runway	Status -	- DRY	
Precipitation - NONE	Type Apch/	<sup>/</sup> Lndg - TRAFF1	C PATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 34		Certificat			AIVERS/I	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (He		4 11	•
PRIVATE SE LAND	Current		al -	535			
SE LANU	Months Since		(e/Model-				
	Aircraft lyp	pe-UNK/NR Ins	strument-	3	Last 90	J Days-	15
Instrument Rating(s) - NONE							

DURING LANDING, PLT STATED, A GUST OF WIND CAUGHT THE ACFT RESULTING IN A HARD LANDING BEFORE A RECOVERY COULD BE INITIATED. THE PLT REPORTED WINDS WERE VARIABLE AT 20 KTS WITH GUSTS TO 30 KTS.

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7/09/84 EAST LYNNE, MO A/C Reg. No. N8148G Time (Lc1) - 0916 CDT File No. - 1682 . . . . . . . . . . . . . . . HARD LANDING Occurrence Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - DOWNDRAFT 4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND ----Probable Cause----

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

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

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Brief of Accident

File No 1677 8/12/84 BRANS	2/84 BRANSON,MO A/C Reg. No. N8289A			Time (Lc1) - 1230 CDT					
Basic Information Type Operating Certificate-ON-DEMAND AI		rcraft Damage JBSTANTIAL		Fatal	Injur Serious		r None		
Type of Operation -PERSONAL	Fir		Crew	0	0	0			
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NC	DNE	Pass	0	ō	0	3		
Aircraft Information									
Make/Model - PIPER PA-28-161	Eng Make/Model	- LYCOMING 0320E	03G	ELT 1	nstalled/A	ctivat	ed - YES/NO		
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1		St	all Warnin:	g Syste	em - YES		
Max Gross Wt - 2150		- RECIPROCATING-	CARBURE	TOR					
No. of Seats - 4	Rated Power	- 160 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport F	Proximity				
Wx Briefing - FSS	Last Departure F	Point		ON AIR					
Method - TELEPHONE	OLATHE,KS								
Completeness - WEATHER NOT PERTINENT	Destination			Airport Da	ata				
Basic Weather - VMC		SAME AS ACC/INC			M. GRAHAM CLARK				
Wind Dir/Speed- 020/009 KTS	•			Runway	Ident -	29			
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	3600	/ 100		
Lowest Sky/Clouds - 4500 FT SCAT	TERED Type of Flight F	Plan - NONE		Runway	Surface -	ASPHA	LT		
Lowest Ceiling - NONE	Type of Clearand	ce - NONE		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/Lndg		TTERN	-					
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 46	Medical Cer	tificat	e - VALID	MEDICAL-WA	IVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	w		t Time (Ho					
PRIVATE	Current - YI	ES Total				Hrs -	2		
SE LAND	Months Since -			53		Days-	UNK/NR		
	Aircraft Type - P								
						-			
Instrument Rating(s) - NONE									

#### ----Narrative----

EXCESSIVE AIRSPEED CAUSED THE ACFT TO FLOAT ABOUT HALFWAY DOWN THE RWY PRIOR TO TOUCHDOWN. A GO-AGROUND WAS INITIATED WITH THE ADDITION OF POWER BUT THE PLT THEN ELECTED TO ATTEMPT TO STOP DUE TO LOW AIRSPEED AND MINIMAL RWY REMAINING. THE PLT THEN APPLIED BRAKES AND GUIDED THE ACFT INTO GRASS AND GRAVEL OFF THE SIDE OF THE RWY. THE ACFT CAME TO A STOP WHEN IT COLLIDED WITH TWO PARKED UNMANNED ACFT. A 90 DEG CROSSWIND AT 9 KTS AND DENSITY ALT OF APRX 3000 FT EXISTED AT THE TIME OF THE ACCIDENT.

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8/12/84 A/C Reg. No. N8289A Time (Lc1) - 1230 CDT File No. - 1677 BRANSON, MO Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. GO-AROUND - INITIATED - PILOT IN COMMAND 7. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND 8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 9. OBJECT - AIRCRAFT PARKED \_\_\_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7

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

Basic Information						
Type Operating Certificate-NONE (GENERAL		t Damage	Fetel	-	uries Miner	None
Type of Operation -PERSONAL	Fire	NTIAL Crew			Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass		õ	ŏ	ò
Accident Occurred During -LANDING						-
-Aircraft Information	•					
Make/Model - CESSNA 182D	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warn	ing System	- YES
Max Gross Wt - 2650	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information	•					
Weather Data	Itinerary		•	Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING	Last Departure Point		ON AIR	SIRIP		
Method - N/A	VICHY,MO		Ainmont D	-+-		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D MORGAN			
Wind Dir/Speed- 040/002 KTS	SAME AS ACC/INC			Ident	- 09	
Visibility - 12.0 SM	ATC/Airspace				- 2560 -	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- GRASS/T	
Lowest Ceiling - NONE	Type of Clearance			Status		0.00
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	Julus	BRI	
Precipitation - NONE	rype Apen, Endg					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 76	Medical Certifica	te - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Medical Certificate - VALID MEDICAL-WAIVERS/LI ew Flight Time (Hours) YES Total - 2100 Last 24 Hrs - U				
COMMERCIAL	Current - YES	Total -	2100	Last	24 Hrs - U	NK/NR
SE LAND	Months Since - 16 Aircraft Type - C-182D	Make/Model-	300	Last	30 Days-	15
	Aircraft Type - C-182D	Instrument-	0	Last	90 Days-	50
Instrument Rating(s) - NONE						
Narrative						
PLT TRIED TO "BALLOON" OVER A PACK OF DOG	S ON THE RWY AND STALLED TH	E ACFT. THE RESULT	ING HARD L	ANDING FA	ILED THE	
SE GEAR AND DAMAGED THE FIREWALL.						

File No 17:	20 9/15/84 ROLLA,MO	A/C Reg. No. N9161X	Time (Lc1) - 1700 CDT
Occurrence #1 Phase of Operation	ABRUPT MANEUVER LANDING – FLARE/TOUCHDOWN		
3. GO-AROUND - NOT 4. THROTTLE/POWER (	(S) ESSIVE - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND CONTROL - NOT USED - PILOT IN COM F CORRECTED - PILOT IN COMMAND	IMAND	
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
	MAIN GEAR COLLAPSED Landing - Flare/Touchdown		
Finding(s) 6. LANDING GEAR,NO	SE GEAR ASSEMBLY - OVERLOAD		
Probable Cause			
The National Transpo is/are finding(s) 2,3		hat the Probable Cause(s) of this accid	ent

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

.

Basic Information Type Operating Certifica	ate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Inju Serjous		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 91	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA Landing Gear - TRICYCLI Max Gross Wt - 1600 No. of Seats - 2		Eng Make/Modei - Number Engines - Engine Type -	LYCOMING 0-200 1 RECIPROCATING-CARBURE 100 HP	ELT	Installed/ Stall Warni		
Environment/Operations In Weather Data Wx Briefing - NO REG Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/O Visibility - 7.0 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Vision Precipitation Condition of Light	CORD OF BRIEFING 10 KTS 0 SM CLEAR - 700 FT BROKE n- NONE - NONE - DAYLIGHT		n - NONE - NONE - TRAFFIC PATTERN GO AROUND	ON AI CAMPB Runwa Runwa Runwa Runwa Runwa	Data ELL	- ASPHALT	25
Personnel Information Pilot-In-Command Certificate(s)/Rating(s STUDENT		Age - 21 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificat	e - VALI t Time ( 37 37	Hours) Last 2 Last 3	4 Hrs - 10 Days- UNI	4
Instrument Rating(s	) - NONE						
Narrative STATED THAT THE ACFT WAS I L IT CONTACTED THE RWY. TH CONTACTED A STEEL ANGLE DTTLE WAS ADVANCED FOR THE MALFUNCTION.	HE ACFT TRAVELED IRON WHICH BORDER	OFF THE LEFT SIDE OF THE ED A TETRAHEDRON. PLT ST	RWY. AFTER CONTINUIN ATED FULL PWR WAS NOT	G THROUG	H GRASS THE		

File No 169	5 9/24/84	CAMPBELL,MO	A/C Reg.		Time (Lcl) - 0755 (	CDT
Occurrence #1 Phase of Operation	APPROACH - GO-ARC	DUND (VFR)	tin tin ingener			
inding(s) 1. PROPER GLIDEPATH 2. PERFORMANCE DATA 3. GO-AROUND - DELA	- NOT MAINTAINED - NOT UNDERSTOOD	- PILOT IN COMMAND				
4. ALTITUDE - INADE 5. TERRAIN CONDITIO	QUATE - PILOT IN C					· · ·
Occurrence #2 Phase of Operation	LOSS OF CONTROL - Approach - Go-Arc	- ON GROUND DUND (VFR)		an an Arith An Anna an An		
<b>J</b> (-)	ROL - NOT MAINTAIN	NED - PILOT IN COMMAND				
Occurrence #3 Phase of Operation						
inding(s) 7. OBJECT - AIRPORT	FACILITY					
Probable Cause						

is/are finding(s) 3,6

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

Brief of Accident

File No 1679 6/13/84 HOLLA	HOLLANDALE, MS A/C Reg. No. N731			(J Time (Lc1) - 1230 CDT				
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra NONE	ft Damage	Fatal	Injur Serious	ies Minor	None		
Type of Operation -AERIAL APPLI( Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		Crew Pass Other	0 0	0 0 0	0 0 0	1 0 0		
Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4200 No. of Seats - 1	Eng Make/Model - Cl Number Engines - Engine Type - R Rated Power -	ECIP-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- 300/003 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 Poin HOLLANDALE,MS Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AI Airport 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 SE LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/N	Total - Make/Model-	nt Time (H 2300 700	ours) Last 24	Hrs - ) Days- l	7		

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Instrument Rating(s) - NONE

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----Narrative----

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TWO ACFT WERE SPRAYING SAME FIELD. A FARM HAND WAS USED AS FLAGGER TO MARK LAST CROP ROW SPRAYED. FLAGGER USED FOR LAST TWO SEASONS AND BRIEFED PREVIOUSLY ON FLAGGING OPERATIONS BY THE PILOT/FARM OWNER. FLAGGER WAS NOT BRIEFED WHERE TO BEGIN COUNTING CROP ROWS THIS DAY. THE FLAGGER WAS POSITIONED TOO CLOSE TO THE FLD APCH END TO WALK CLEAR OF THE ACFT ONCE THE SPRAY RUN HAD BEGUN. PLT OF SECOND ACFT BEGAN FIRST RUN AFTER COMPLETION OF FIRST SWATH BY FIRST ACFT. AFTER PASSING OVER TREES THAT LINED APCH END OF FIELD PLT LOOKED AWAY FROM FLAGGER TO SPOT FIRST ACFT. WHEN PLT LOOKED BACK TO FLAGGER, PLT SAID, THE FLAGGER WAS WALKING PARALLEL TO CROP ROWS WITH BACK TO APPROACHING ACFT. MEDICAL REPORT INDICATED THAT FLAGGERS INJURIES WERE TO HER RIGHT SIDE.

File No 1679	6/13/84	HOLLANDALE,MS	A/C Reg. No. N731XJ	Time (Lc1) ~ 1230 CDT
Occurrence IN Phase of Operation MAN		ION WITH OBJECT RIAL APPLICATION		
3. INSUFFICIE 4. VISUAL LOOKOUT - NOT 5. VISUAL LOOKOUT - NOT	/PREPARATION NT STANDARDS/ MAINTAINED - MAINTAINED -	OTHER PERSON	N/OPERATOR - FAA(ORGANIZATION)	
Probable Cause				
is/are finding(s) 4,5	on Safety Boa	rd determines that the	e Probable Cause(s) of this accide	ent

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

Brief of Accident

<pre>3asic Information Type Operating Certificate-AGRICULTURAL</pre>	AIRCRAFT Aircraf	t Damage		Iniu	ıries		
	SUBSTA	SUBSTANTIAL		Serious			
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137	CATION Fire			0	1	0	
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	Pas	5 0	0	0	0	
Aircraft Information							
Make/Model - SNOW 600-S2C	Eng Make/Model - P&	W R-13401N-1	ELT	Installed/	Activated	- NO -N,	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400	Number Engines - 1 Engine Type - RE			tall Warni	ng System	- YES	
No. of Seats - 1	Rated Power -	CIPROCATING-CARBU 600 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			ON AIR	PORT			
Method - N/A Completeness - N/A	LAMBERT,MS Destination		Airport D	2+2			
Basic Weather - VMC	LOCAL		,	T AIR SERV	/ICF		
Wind Dir/Speed- 240/012 KTS					- 40		
Visibility - UNK/NR	ATC/Airspace				- 2600 -L	INK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				- MACADAM		
Lowest Ceiling - NONE	Type of Clearance			Status	- DRY		
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	FULL STOP					
Condition of Light - DAYLIGHT		FOLL STOP					
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight Review	Medical Certifica	ate - VALID abt Timo (H	MEDICAL-N	NU WAIVERS/	LIMII	
COMMERCIAL	Current - YFS	Total -	5075	Last 2	24 Hrs -	8	
SE LAND	Current - YES Months Since - 10	Make/Model-	4000	Last 3	BO Days- UN		
	Aircraft Type - UNK/NR	Instrument-	23		0 Days-	250	
Instrument Rating(s) - NONE							
Narrative							
NG THE LANDING ROLL THE TAILWHEEL REPORTE	DIY OSCILLATED BRAKING THE	SHOCK STRUT LUGS	ALLOWING TH	E TAIL OF	THE		
TO CONTACT THE SOD RUNWAY. THE PLT APPLI							

File No 1689 7/11/84 LAME	BERT,MS A/C R	eg. No. N64744	Time (Lcl) - 1300 CDT
Occurrence NOSE OVER Phase of Operation LANDING - ROLL			
Finding(s) 1. LANDING GEAR,TAILWHEEL - VIBRATION 2. LANDING GEAR,TAILWHEEL ASSEMBLY - OVERI 3. BRAKES(NORMAL) - EXCESSIVE - PILOT IN		n an an an Arabana. An Arabana an Arabana	

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

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Brief of Accident

File No 1648 8/24/84 BILOX	XI,MS A/C Reg	. No. N55384	Time (Lc1) - 1445 CDT			
-Basic Information						
Type Operating Certificate-NONE (GENERA				Injur		
	DESTROYE	0	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - LYCO	MING 0-320-D2J		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			stall Warnir	g System	- YES
Max Gross Wt - 2150		PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 1	50 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	PENSACOLA, FL					
Completeness - WEATHER NOT PERTINEN			Airport D	Data		
Basic Weather - VMC	SAME AS ACC/INC		KENNED	Y MARINE		
Wind Dir/Speed- 140/007 KTS			Runway	/Ident -	24	
Visibility - 7.0 SM	ATC/Airspace		Runwa	/Lth/Wid -		
Lowest Sky/Clouds - 3500 FT SCAT	TERED Type of Flight Plan -	JNK/NR	Runwa	/ Surface -	GRASS/TU	IRF
Lowest Ceiling - NONE		VFR	Runwa	/ Status -	WET	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41 M	edical Certificat	e - VALIC	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight	nt Time (F	lours)		
PRIVATE	Current - YES	Total -	245	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 14	Make/Model-	43	Last 30	) Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	23	Last 90	) Days- UN	IK/NR
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
-Narrative						
OR TO DEPARTURE THE PILOT DETERMINED THAT						
SULTED IN A GO-AROUND BECAUSE HE WOULD HAVE ELS BEGAN TO SLIDE ON THE GRASS WHICH NOW						
ORE REACHING A TREE LINE. A COLLISION WITH						
UKE KEAUTING A IKEE LINE. A UULLISIUN WIII	I INE IKEES ULLUKKED AND THE A	UFI STALLED AND S	ועבוובט ונ	J THE GROUND	· •	

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is/are finding(s) 2,3

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

Brief of Accident

File No 1638 9/24/84 LUKA,	MS A/CR	eg. No. N74107		Time (Lc1)	- 1830 CDT	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	5 0	0	0	0
Aircraft Information						
Make/Model - GRUMMAN AA5-B	Eng Make/Model - LY		ELT	Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000	Number Engines - 1			Stall Warni	ng System	~ YES
Max Gross Wt - 2000 No. of Seats - 4	Engine Type - RE Rated Power -	CIPROCATING-CARBUN 180 HP	REIOR			
NO. 01 Jeals - 4						
Environment/Operations Information						
Weather Data	Itinerary			: Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF A	IRPORT/STRI	P	
Method - N/A Completeness - N/A	ALMYRA,AK Destination		Airport	Data		
Basic Weather - VMC	GASDEN, AL		Anport	Data		
Wind Dir/Speed- 170/004 KTS			Runwa	ay Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- N/A	
	TERED Type of Flight Plan				- GRASS/TU	RF
Lowest Ceiling - 12000 FT BROK	21		Runwa	ay Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 25	Medical Certifica			O WAIVERS/	
Certificate(s)/Rating(s)	Biennial Flight Review	•	ght Time (		A	10
PRIVATE SE LAND	Current - UNK/NR Months Since - UNK/NR		183 83		14 Hrs - 10 Days- UN	10 //ND
SE LAND	Aircraft Type - UNK/NR		4		10 Days- UN 10 Days-	51
			·		o baye	01
Instrument Rating(s) - NONE						
RING NORMAL CRUISE FLIGHT THE NUMBER ONE CY	TINDER EXHAUST VALVE HEAD S	EPARATED FROM THE	VALVE STE			
GNIFICANT POWER LOSS. THE PILOT SET UP A LA						
AT ROUGH AND RISING TERRAIN EXISTED IN THE						
SOME WEEDS AND THE ACFT GROUND LOOPED. THE	REASON FOR THE EXAUST VALV	E HEAD SEPARATION	COULD NOT	BE DETERMI	NED.	
	PAGE 202	e an				

File No. - 1638 9/24/84 A/C Reg. No. N74107 LUKA, MS Time (Lc1) - 1830 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - SEPARATION -----Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - HIGH VEGETATION 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND \_\_\_\_\_

Brief of Accident (Continued)

----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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE		Aircraft Dama	20		Injur	tes			
Type operating certificate-NoNE (GENE	RAL AVIATION)	SUBSTANTIAL		Fatal			or None		
Type of Operation -FERRY		Fire			0		0		
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0		
Accident Occurred During -DESCENT									
-Aircraft Information									
Make/Model - CESSNA 150J	Eng Make/	Model - CONTINEN							
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		St	all Warnir	ng System -	YES		
Max Gross Wt - 1600		pe - RECIPROC		ETOR					
No. of Seats - 2	Rated Pow	er - 100 HI	, 						
-Environment/Operations Information									
Weather Data	Itinerary			Airport F					
Wx Briefing - NO RECORD OF BRIEFI				OFF AIR	PORT/STRIF				
Method - N/A Completeness - N/A	RAYMOND, Destination			Ainmont De	+ -				
Basic Weather - VMC	BROOKHAV			Airport Da	ta				
Wind Din/Sneed 100/005 KTC		, -		Runway	Ident -	N/A			
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of F1	ight Plan - NONE			Surface -				
Lowest Ceiling - 12000 FT BR		ear ance none		Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/	Lndg - FORC	ED LANDING						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 77 Biennial Flight Current	Medic	al Certifica	te - VALID	MEDICAL-NO	WAIVERS/L	IMIT		
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	urs)		_		
COMMERCIAL, CFI	Current	- YES T	otal -	4000	Last 24	Hrs -	5		
SE LAND	Months Since	- 7 M e-UNK/NR I	ake/model-	4000		) Days- UNK ) Days-	55		
	Airchart Typ		nstrument-	75		Days-	55		
Instrument Rating(s) - AIRPLANE									
-Narrative									

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File No. - 1604 10/12/84 BROOKHAVEN, MS A/C Reg. No. N61219 Time (Lc1) - 1230 CDT \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY -----Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH Finding(s) 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 5. MANEUVER - PERFORMED - PILOT IN COMMAND 6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 7. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. OBJECT - TREE(S) \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

File No 1673 2/07/84	SIDNEY,MT	EY,MT A/C Reg. No. N7399M			ime (Lc1) -	0825 MS1	
Basic Information							
Type Operating Certificate-ON-DEMAN	ND AIR TAXI	Aircraft Damag	e		Injur	ies	
Name of Carrier - PICHLAN		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -NON SCH	ED.DOMESTIC.CARGO	Fire	Crew	1		0	0
Type of Operation -NON SCHI Flight Conducted Under -14 CFR	135	ON GROUND	Pass	Ó	Ō	Ō	0
Accident Occurred During -DESCENT				-	-	-	
Aircraft Information							
Make/Model - CESSNA T210M	Eng Make/M	lodel - CONTINENT	AL TSI0-520	ELT	Installed/A	ctivated	- YES/N
Landing Gear - TRICYCLE-RETRACTAB	E Number Eng	jines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3800	Engine Typ	e - RECIP-FUE	L INJECTED				
No. of Seats - 4	Rated Powe	er - 310 HP					
Environment/Operations Information Weather Data	 Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point			RPORT/STRIP		
Method - IN PERSON	GLENDIVE			011 41			
Completeness - FULL	Destination	, 141		Airport D	ata		
Basic Weather - VMC	SIDNEY,M	F					
Wind Dir/Speed- CALM	SIDNET,M			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - 400 FT		ight Plan - VER				N/A	
Lowest Ceiling - NONE		earance - VFR				N/A	
Obstructions to Vision- NONE	Type Apch/I		D	Kurinay	514145	17.5	
Precipitation - NONE	Type Aperiy						
Condition of Light - DAYLIGHT							
Personnel Information							/
Pilot-In-Command	Age - 24		1 Certifica			WAIVERS,	
Certificate(s)/Rating(s)	Biennial Flight I			nt Time (H			_
COMMERCIAL, CFI	Current	- YES To	tal -	1486	Last 24	Hrs -	
SE LAND, ME LAND		- 1 Ma	ke/Model-	485	Last 30	Days-	
	Aircraft Type	∋-C-T210M In	strument-	143	Last 90	) Days-	
		Mu	lti-Eng -	200	Rotorcr	aft - Ul	

Instrument Rating(s) - AIRPLANE

----Narrative----

RICHLAND FLT #101, A BANK CHECK COURIER FLT, DEPARTED VFR WITH 180 LBS OF CARGO. SIX MINUTES PRIOR TO THE CRASH, THE LAST RADIO TRANSMISSION FROM THE ACFT WAS HEARD CONCERNING A ROUTINE LANDING WX ADVISORY. THE ACFT CRASHED APRX 45 DEGS NOSE LOW, GEAR & FLAPS UP IN FLAT, OPEN TERRAIN. A 5 DAY HISTORY ON THE PLT REVEALED THAT HER FOOD INTAKE WAS ERRATIC AND THAT SHE WAS ON A HECTIC SCHEDULE. HER FOOD INTAKE AND AMT OF REST IN THE 24 HRS PRECEDING THE ACCIDENT IS UNKNOWN. A RELATIVE STATED THAT SHE WAS PSYCHOLOGICALLY WELL ADJUSTED. CONCERNING THE WRECKAGE, CONTROL CONTINUITY COULD NOT BE CONFIRMED DUE TO FIRE DAMAGE. AN EXAMINATION OF THE ENGINE DID NOT REVEAL ANY EVIDENCE OF A PRE-IMPACT MALFUNCTION. THE FOLLOWING AUTOPILOT MODE LIGHT BULBS HAD STRECHED FILAMENTS: ALT (UPPER), HDG (UPPER), FD (UPPER), VOR, NAV (UPPER), AP (UPPER) AND BC (UPPER). LASTLY, AN AUTOPSY REVEALED THAT THE RADIO MICROPHONE WAS IN THE PLT'S RIGHT HAND AT IMPACT.

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File No 161	73 2/07/84	SIDNEY,MT	A/C Reg.	No. N7399M	Time (Lc1) - 0825 MST	
Occurrence #1	LOSS OF CONTROL UNKNOWN	- IN FLIGHT				
Finding(s) 1. UNDETERMINED						
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

Brief of Accident

File No 1737 3/3	1/84 MILES CITY, M	MILES CITY, MT A/C Reg. No. N743W Time (Lc1) - O		A/C Reg. No. N743W Time (Lc1) - 0203 MST			- 0203 MST		
-Basic Information Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-COMBS AIRWAYS, INC. -NON SCHED,DOMESTIC, -14 CFR 135		-		Injur Serious 1 O	Minor	None O O		
-Aircraft Information Make/Model - AERO COMMA Landing Gear - TRICYCLE-R Max Gross Wt - 6750 No. of Seats - 2		Eng Make/Model - L Number Engines - : Engine Type - R Rated Power -	2 ECIP-FUEL INJECTED	S	Installed/A tall Warnin				
-Environment/Operations Infor Weather Data Wx Briefing - FSS Method - IN PERSO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 100/012 Visibility750 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	I1 N KTS SM A1 UNK/NR 1500 FT OBSCURED UNK/NR SNOW SHOWER	tinerary Last Departure Poin BILLINGS,MT Destination SAME AS ACC/INC TC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- IFR - IFR	OFF AI Airport D FRANK Runway Runway Runway	WILEY	12 5602/ ASPHALT			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER	Bienni Cu Ma	34 ial Flight Review urrent - YES onths Since - 5 ircraft Type - 680FL	Fli Total - Make/Model-	ght Time (H 2750 394 362	ours) Last 24 Last 30	Hrs - Days- Days-	4IT 6 66 199 75		

Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE PLT SAID THAT WHEN HE CALLED ON THE RADIO PRIOR TO THE APPROACH FOR AN ALTIMETER SETTING THE REPLY WAS "30.11 OR 30.12, SOMETHING LIKE THAT." THE ACFT ALTIMETER WAS FOUND AFTER THE ACCIDENT SET AT 30.22 INCHES OF MERCURY. THE VISIBILITY WAS DESCRIBED AS 1 AND 1/2 MILES IN SNOW SHOWERS. HE CONTINUED THE APPROACH "BECAUSE MINIMUMS ARE ONE MILE." HE DESCENDED OUTBOUND TO 4500 FT. MINIMUM PROCEDURE TURN ALT IS 4700 FT MSL. THE PLT THEN DESCENDED TO 3700 FT MSL AS HE APPROACHED THE VOR. POWER WAS REDUCED TO 17-18 INCHES OF MANIFOLD PRESSURE AND AIRSPEED REDUCED TO 120 KTS. AS THE VOR WAS CROSSED HE GLANCED AT THE ALTIMETER AND "THE HANDS WERE IN THE TWO O'CLOCK POSITION." LANDING GEAR WAS EXTENDED AND APPROACH FLAPS SET. THE PLT SAID ALL SEEMED NORMAL. HE LOOKED OUT THE WINDOW AND SAW "WISPY CLOUDS GOING BY RAPIDLY. THEN THERE WERE THE SOUNDS OF IMPACT." THE NEXT THING REMEMBERED WAS THE SOUND OF DRIPPING GASOLINE. THE PLT SAID HE CRAWLED OUT OF THE COCKPIT WINDOW AND WANDERED "FOR A COUPLE HOURS TRYING TO CHASE DOWN THE SEARCH LIGHTS."

File No 1737	3/31/84 MI	LES CITY,MT	A/C Reg. No. N743W	Time (Lc1)	- 0203 MST
)ccurrence IN F	LIGHT COLLISION	WITH TEDDAIN			
		MARKER TO THRESH	DLD (IFR)		
inding(s)					
1. TERRAIN CONDITION - M	OUNTAINOUS/HILLY				
2. ALTIMETER SETTING -	IMPROPER - PILO	T IN COMMAND			
3. WEATHER CONDITION - L	OW CEILING				
4. IFR PROCEDURE - IMP	ROPER - PILOT IN	COMMAND			
5. WEATHER CONDITION - C	BSCURATION				
<ol> <li>PROPER ALTITUDE - E</li> </ol>	ELOW - PILOT IN	COMMAND			
7. LIGHT CONDITION - DAR	K NIGHT				
<ol> <li>MINIMUM DESCENT ALT</li> </ol>	TTUDE - NOT MATH	TAINED - PILOT IN	COMMAND		

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

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

Brief of Accident

	ft Damage ANTIAL Cre Pas		Inju Serious 1 1		0
SUBST Fire NONE Eng Make/Model - C	ANTIAL Cre Pas	∋w <sup>`</sup> O		Mino: O	0
Fire NONE Eng Make/Model - C	Cre Pas	∋w <sup>`</sup> O	Serious 1 1	0	0
NONE Eng Make/Model - C	Pa:		1	-	-
Eng Make/Model - C				0	U
		•			
Numbon Engines -			Installed/		
			Stall Warnin	ng Syste	əm - YES
Engine Type - R		JRETOR			
Rated Power -	265 HP				
· · · · · · · · · · · · · · · · · · ·					
Itinerary		Airport	Proximity		
	t s		2		
BROADUS, MT					
Destination		Airport [	Jata		
MILES CITY, MT					
		•		•	
• •					
		Runway	/ Status 🥣	- N/A	
Type Apch/Lndg	- NONE				
ge - 58	Medical Certific	cate - VALI	MEDICAL-W	AIVERS/	LIMIT
iennial Flight Review	F1	ight Time (H	lours)		
Current - YES	Total -	1519	Last 2	4 Hrs -	1
Months Since - 15	Make/Model-	1107	Last 30		
Aircraft Type - C-180	Instrument-	12	Last 90	0 Days-	6
	Itinerary Last Departure Poin BROADUS,MT Destination MILES CITY,MT ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg Siennial Flight Review Current - YES Months Since - 15	Itinerary Last Departure Point BROADUS,MT Destination MILES CITY,MT ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Sige - 58 Medical Certific Current - YES Total - Months Since - 15 Make/Model-	Itinerary       Airport         Last Departure Point       UNK/NE         BROADUS,MT       Destination       Airport D         Destination       Airport D       Mirport D         MILES CITY,MT       Runway         ATC/Airspace       Runway         Type of Flight Plan - NONE       Runway         Type of Clearance - NONE       Runway         Type Apch/Lndg       - NONE         Siennial Flight Review       Flight Time (H         Current       - YES       Total       - 1519	Itinerary       Airport Proximity         Last Departure Point       UNK/NR         BROADUS,MT       Airport Data         Destination       Airport Data         MILES CITY,MT       Runway Ident         ATC/Airspace       Runway Lth/Wid         Type of Flight Plan - NONE       Runway Surface         Type of Clearance - NONE       Runway Status         Type Apch/Lndg       - NONE         Age - 58       Medical Certificate - VALID MEDICAL-W         Mitennial Flight Review       Flight Time (Hours)         Current       - YES       Total       - 1519         Months Since       - 15       Make/Model - 1107       Last 26	Itinerary       Airport Proximity         Last Departure Point       UNK/NR         BROADUS,MT       Destination         Destination       Airport Data         MILES CITY,MT       Runway Ident         ATC/Airspace       Runway Lth/Wid         Type of Flight Plan       NONE         Type of Clearance       NONE         Type Apch/Lndg       NONE         Arge -       58         Medical Certificate       VALID MEDICAL-WAIVERS/I         Current       - YES         Months Since       1519         Make/Model -       1107

----Narrative----

DURING THE INITIAL TAKEOFF CLIMB IN A WESTERLY DIRECTION A SEVERE WIND GUST FROM THE SOUTH OCCURRED AT AN ALT OF APRX 150 AGL. THE PLT TURNED THE ACFT TO THE SOUTH AND A RAPID INCREASE IN ALT OF APRX 60-70 FT OCCURRED. THE WIND STOPPED SUDDENLY AND THE ACFT MUSHED TO THE GROUND IN A SLIGHT NOSE AND LEFT WING LOW ATTITUDE BEFORE NOSING OVER. SEVERAL WITNESSES CONFIRMED THE ERRATIC WIND CONDITION.

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File No 17	753 5/25/84 BROADUS,MT	<u>م</u>	/C Reg. No. N3481Y	Time (Lcl) - 1738 MDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEA Takeoff - Initial Climb	THER		
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI	ON - UNFAVORABLE WIND ON - GUSTS			
	ALTITUDE DEVIATION,UNCONTROL DESCENT - UNCONTROLLED	LED .		
	DR WIND CONDITIONS - NOT POSSIB ADVERTENT - PILOT IN COMMAND	LE - PILOT IN COMM		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TER DESCENT - UNCONTROLLED	RAIN		
Finding(s) 5. TERRAIN CONDITI	ON - OPEN FIELD			
Occurrence #4 Phase of Operation	NOSE OVER OTHER			
Probable Cause				
The National Transpo is/are finding(s) 1,	ortation Safety Board determine 2,4	s that the Probabl	e Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding	(s) 3		
		n - Arian Aria Arian - Arian Arian Arian - Arian		
	and a second s			
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	en De la companya de la De la companya de la c		an a	an a

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	VIATION) Aircraft D SUBSTANTI Fire NONE		Fatal	Injur Serious O	Minor	None
		Pass	ō	õ	0	1 0
-Aircraft Information Make/Model - CESSNA 140 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1700 No. of Seats - 2	5		ELT I St	nstalled/A all Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - 12000 FT SCATTER Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - N	IONE	Runway Runway	ORT N Ident - Lth/Wid - Surface -		
		Total - Make/Model-	Time (Hc 73 10	ours) Last 24 Last 30	WAIVERS/ Hrs - Days- UN Days-	2 K/NR
Instrument Rating(s) - NONE						

File No. - 1685 9/11/84 BELGRADE,MT A/C Reg. No. N2628N Time (Lcl) - 1355 MDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. UNDETERMINED 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND ------Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 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

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

is/are finding(s) 1,4

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Brief of Accident

File No 1649 5/27/8	HICKORY, NC	A/C Re	g. No. N3132M	Ti	ime (Lc1) -	1948 ED1	г
Basic Information Type Operating Certificate-CC Name of Carrier -SL Type of Operation -SC Flight Conducted Under -14 Accident Occurred During -LA	JNBIRD AIRLINES,INC CHEDULED,DOMESTIC,F \$ CFR 135	Aircraft SUBSTAN PASSENGER Fire NONE	TIAL Crew	Fatal O O	Injur Serious 2 2	Minor	None O O
Aircraft Information Make/Model - CESSNA 402C Landing Gear - TRICYCLE-RETF Max Gross Wt - 6850 No. of Seats - 10	RACTABLE	Eng Make/Model - CON Number Engines - 2 Engine Type - REC Rated Power -			Installed/A tall Warnin		
<ul> <li>Environment/Operations Informative</li> <li>Weather Data</li> <li>Wx Briefing - FSS</li> <li>Method - TELEPHONE</li> <li>Completeness - FULL</li> <li>Basic Weather - IMC</li> <li>Wind Dir/Speed- 060/005 KTS</li> <li>Visibility - 1.000 SI</li> <li>Lowest Sky/Clouds - 4</li> <li>Lowest Ceiling - 4</li> <li>Obstructions to Vision- UNI</li> <li>Precipitation - RA</li> <li>Condition of Light - DA</li> </ul>	Itt L De S 400 FT T 400 FT OVERCAST T K/NR T IN	inerary Last Departure Point CHARLOTTE,NC estination SAME AS ACC/INC C/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	IFR	Runway Runway	PORT ata / Ident - Lth/Wid - Surface -		140
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND,SE SEA	Biennia Cur Mor	al Flight Review	Total - Make/Model-	ht Time (Ho 4590 336 595	burs) Last 24 Last 30	Hrs -	2 NK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE ILS APCH TO RWY 24 (6400 FT LONG), VISUAL CONTACT WITH THE RWY WAS ESTABLISHED AT APRX 500 FT AGL AND THE ACFT WAS INDICATING "ONE DOT" HIGH ON THE GLIDE SLOPE. WITNESSES STATED THE ACFT TOUCHED DOWN PAST THE HALFWAY POINT ON THE RWY WITH FULL FLAPS IN MODERATE RAIN. A 5 KT TAILWIND WAS PRESENT AT THE TIME AND THE RWY CONTAINED A .8% DOWNSLOPE. UPON APPLICATION OF THE BRAKES, THE PLT FOUND THEM INEFFECTIVE AND CALLED FOR FLAPS UP. BRAKING WAS STILL INEFFECTIVE AND THE PLT ELECTED TO GROUND LOOP THE ACFT TO STOP. LEFT TURNING SKID MARKS WERE FOUND STARTING 300 FEET BEFORE THE END OF THE RWY. THEY CONTINUED 120 FT BEYOND THE RWY UNTIL THE ACFT TRAVELED OFF AN EMBANKMENT. APRX 3 INCHES OF WATER WAS PRESENT ON THE RWY WHEN THE ACCIDENT OCCURRED. THE ACFT TRAVELED 120 FT BEYOND THE EMBANKMENT AND COLLIDED WITH UPSLOPING TERRAIN ON THE OTHER SIDE.

File No 164	9 5/27/84	HICKORY,NC	A/C Reg. No. N3132M	Time (Lc1) - 1948 EDT	
Occurrence #1 Phase of Operation					
	N - RAIN N - TAILWIND DGED - PILOT IN C POINT - EXCEEDED - NOT PERFORMED - ES,RUNWAY/LANDING ES,RUNWAY/LANDING	- PILOT IN COMMAND PILOT IN COMMAND AREA CONDITION - DO AREA CONDITION - WE			
Occurrence #2 <sup>.</sup> Phase of Operation		ION WITH TERRAIN			
Finding(s) 10. TERRAIN CONDINIO					
Probable Cause					
The National Transpor is/are finding(s) 4,5		rd determines that t	the Probable Cause(s) of this	accident	

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9,10

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju	nies	
Type operating certificate NONE (GENERAL	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	; O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Mode1 - CESSNA 172M	Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warniı	ng System	- YES
Max Gross Wt - 2300	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC			- • -		
Completeness - N/A Basíc Weather - IMC	Destination SALISBURY,NC		Airport D	ata REYNOLDS		
Wind Dir/Speed- 250/008 KTS	SALISBURT, NC				- 21	
Visibility - 2.750 SM	ATC/Airspace			Lth/Wid		150
Lowest Sky/Clouds - 10000 FT	Type of Flight Plan	- NONE		Surface		
	ST Type of Clearance				- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information						
	ge - 48	Medical Certifica			AIVERS/LI	TIN
	liennial Flight Review		ght Time (H			
PRIVATE		Total -			4 Hrs - Ul	
SE LAND	Months Since - 17	Make/Model-	20	Last 3	0 Days- U	
	Aircraft Type - PA-38	Instrument-	85	Last 90	0 Days-	113

Instrument Rating(s) - AIRPLANE

----Narrative----

FOLLOWING A HIGH AND SLOW APCH, THE PLT DECIDED TO DISCONTINUE THE LANDING. POWER WAS ADDED FOR A GO-AROUND, BUT THE POWER RESPONSE WAS NOT SUFFICIENT AND THE PLT ELECTED TO CONTINUE THE LANDING. POWER WAS REDUCED AND THE NOSE LOWERED BUT, THE ACFT STALLED AND IMPACTED THE RWY IN A NOSE DOWN ATTITUDE.

File No 16	22 8/23/84	WINSTON-SALEM, NC	A/C Reg. No. N9657Q	Time (Lc1) - 1055 EDT
Occurrence Phase of Operation	HARD LANDING LANDING - ROLL			
Finding(s)				
<ol> <li>PLANNED APPROAC</li> <li>GO-AROUND - INI</li> <li>GO-AROUND - DIS</li> </ol>	TIATED - PILOT IN	COMMAND		
	R - PILOT IN COMMA			

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

File No 1636 10/09/84 GOLD	A/C Reg. No.	A/C Reg. No. N737MW			Time (Lcl) - 1130 EDT				
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION)	Aircraft Damage SUBSTANTIAL	e	Fatal	Injur Serious	ies Minor	None		
Type of Operation -BUSINESS		Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	Ō	1	1		
Aircraft Information									
Make/Model - CESSNA 172N		e/Model - LYCOMING (	0-320-H2AD		Installed/A				
Landing Gear - TRICYCLE-FIXED		Engines - 1			tall Warnir	ng System ·	- YES		
Max Gross Wt - 2150	Engine	Type - RECIPROCA	TING-CARBURE	TOR					
No. of Seats - 4	Rated Po	ower - 160 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - FSS	Last Depa	arture Point		ON AIR	STRIP				
Method - TELEPHONE	FAYETTI	EVILLE, NC							
Completeness - PARTIAL,LMTD BY PILO	T Destinatio	วท		Airport D	ata				
Basic Weather - VMC	SAME AS	S ACC/INC		GOLD H	ILL				
Wind Dir/Speed- 040/003 KTS				Runway	Ident -	27			
Visibility - 4.000 SM	ATC/Airspac				Lth/Wid -		80		
Lowest Sky/Clouds - CLEAR		Flight Plan - NONE			Surface -		RE		
Lowest Ceiling - BROKEN		Clearance - NONE		Runway	Status -	DRY			
Obstructions to Vision- HAZE	Type Apc	h/Lndg - FULL S	STOP						
Precipitation - NONE									
Condition of Light - DAYLIGHT			· · ·						
Personnel Information									
Pilot-In-Command	Age - 42	Medica	1 Contificat				гт		
Certificate(s)/Rating(s)		t Review		it Time (H		(IVENS/CIM			
PRIVATE	Current	- YES TO				Hrs -	6		
SELAND		. = =	ke/Model-	_			-		
		ype - UNK/NR In:					31		

Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE PLT WAS UABLE TO RAISE UNICOM FOR WIND ADVISORIES AND WAS UNABLE TO FIND THE WIND SOCK TO AID IN RWY SELECTION. HE DID SEE SOME SMOKE ON THE GROUND WHICH INDICATED CALM WINDS. DURING HIS FLARE THE ACFT FLOATED ABOUT HALFWAY DOWN THE RWY, TOUCHED DOWN AND THE PLT DECIDED IT WAS TOO LATE TO INITATE A GO-AROUND. HE APPLIED FULL BRAKING BUT WAS UNABLE TO STOP BEFORE RUNNING OFF THE END OF THE RWY INTO A WOODED AREA. AFTER THE ACCIDENT THE PLT ESTIMATED THAT HE LANDED IN A RIGHT QUARTERING TAILWIND OF 4 TO 7 KNOTS. THE LENGTH OF THE GRASS RWY IS 2600 FT.

File No 1636 10/09/84 GOLD HILL,NC	A/C Reg. No. N737MW	Time (Lc1) - 1130 EDT
ccurrence #1 OVERRUN		
nase of Operation LANDING - ROLL		
nding(s)		
1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COM	MMAND	
2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND		
4. WEATHER OBSERVATION - INACCURATE - PILOT IN COMMAND		
ccurrence #2 ON GROUND COLLISION WITH OBJECT hase of Operation LANDING - ROLL		
inding(s)		
5. OBJECT - TREE(S)		
Probable Cause		
he National Transportation Safety Board determines that the	e Probable Cause(s) of this acci	dent
s/are finding(s) 1,3,4		
$p_{a}$		
actor(s) relating to this accident is/are finding(s) 2		

#### Brief of Accident

File No 1612 5/14/84 KIND	RED,ND A/C	Reg. No. N738FA	т	Time (Lc1) - 1825 CDT				
-Basic Information Type Operating Certificate-NONE (GENER		aft Damage ANTIAL	Fatal	Injur Serious		None		
Type of Operation -PERSONAL	Fire	Crev		0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE			õ	ŏ	i		
-Aircraft Information								
Make/Model - CESSNA 172N		YCOMING 0-320-H2AD	ELT	Installed/A	ctivated	- YES/YES		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES		
Max Gross Wt - 2150		RECIPROCATING-CARBU	RETOR					
No. of Seats - 4	Rated Power -	160 HP						
-Environment (Onenetione Information								
-Environment/Operations Information Weather Data	Thimeway							
Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	- 4	ON AIR	Proximity				
Method - N/A	G Last Departure Poir FARGO.ND	It	UN AIR	PURI				
Completeness - N/A	Destination		Airport Da	a+a				
Basic Weather - VMC	KINDRED,ND		HAMRY	ala				
Wind Dir/Speed- VARIABLE/010 KTS	RINDRED, ND			Ident -	UNK/NR			
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -				
Lowest Sky/Clouds - 10000 FT SCA								
Lowest Ceiling - NONE	Type of Clearance				UNK/NR			
Obstructions to Vision- NONE	Type Apch/Lndg			oracuo	0.11.1/1111			
Precipitation - NONE	· ) p= //p=//p=//g							
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 21	Medical Certifica			WAIVERS/	'LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H					
PRIVATE	Current - YES	Total -			Hrs - UN			
SE LAND	Months Since - 1				Days- UN			
	Aircraft Type - C-172	2N Instrument-	0	Last 90	Days-	4		
Instrument Rating(s) - NONE								

----Narrative----

THE PILOT STATED THAT HE MADE A NORMAL LANDING APPROACH TO RUNWAY 15. DURING TOUCHDOWN A GUST OF WIND HIT THE AIRPLANE. THE PILOT SAID HE WAS CAUGHT OFF GUARD AND BEFORE HE COULD REGAIN CONTROL, THE AIRPLANE WENT OFF THE RIGHT SIDE OF THE RUNWAY, STRUCK A DIRT INCLINE AND NOSED OVER.

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File No. - 1612 5/14/84 KINDRED, ND A/C Reg. No. N738FA Time (Lc1) - 1825 CDT LOSS OF CONTROL ~ ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL \_\_\_\_\_ ----Probable Cause----

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

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

#### Brief of Accident

File No 1626 6/28/84 STAN	_EY,ND A/C	Reg. No. N3574Z	т	ime (Lcl) -	1030 CDT	
-Basic Information Type Operating Certificate-AGRICULTURA	SUBST	ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	ICATION Fire NONE	Cr	ew O ss O	0 0	0 0	1 0
-Aircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 2	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1	S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN	•	t		Proximity RPORT/STRIF	,	
Method - N/A Completeness - N/A Basic Weather - VMC	STANLEY,ND Destination LOCAL		Airport D	ata		
Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plar	- 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				N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Flight Review		ight Time (H			
COMMERCIAL,CFI SE LAND,ME LAND	Current - YES Months Since - 23 Aircraft Type - UNK/N	· · · · · ·	430		Hrs - ) Days- UN ) Days-	8 K/NR 60

Instrument Rating(s) - NONE

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#### ----Narrative----

THE PLT REPORTED THAT HE WAS SPRAYING A FIELD WITH 2 POWER LINES AT THE NORTH EDGE. HE HAD BEEN MAKING PASSES UNDER THE WIRES, BUT WHERE 2 POLES WERE TOO CLOSE TOGETHER, HE DECIDED TO FLY OVER THE WIRES. AFTER MAKING A PROCEDURE TURN BACK TOWARD THE FIELD, HE REDUCED THE POWER AS HE CROSSED OVER THE WIRES & DESCENDED, THEN REAPPLIED POWER. HOWEVER, HE SAID HE WAS TOO LATE & THE ACFT STRUCK THE GROUND IN A 3-POINT ATTITUDE. AT THAT TIME, THE BELLY TANK SEPARATED, FOLDED UNDER THE AFT SECTION & DAMAGED 2 LONGERONS FORWARD OF THE TAIL SECTION. THE PLT WAS ABLE TO CONTINUE FLYING & LANDED WITHOUT FURTHER INCIDENT. ALSO, THE TIPS OF BOTH PROP BLADES WERE CHIPPED.

File No 1626	6/28/84 STANLEY,ND	A/C Reg. No. N3574Z	Time (Lc1) - 1030 CDT
	FLIGHT COLLISION WITH TERRA EUVERING - AERIAL APPLICATI		
	ECISION - IMPROPER - PILOT OL - DELAYED - PILOT IN COM D - PILOT IN COMMAND		
Probable Cause			
The National Transportati is/are finding(s) 2,3,4	on Safety Board determines	that the Probable Cause(s) of this accid	dent

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

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Ci	rew O		0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	1
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - LY	COMING 0-320-E2	D ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnir	ng System	- YES
Max Gross Wt - 2300	Engine Type - RE		BURETOR			
No. of Seats - 4	Rated Power ~					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point	:	OFF AI	RPORT/STRIP	)	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- VARIABLE/006 KTS	4			Ident -		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	RN			
Precipitation - NONE						
Condition of Light - DUSK	· · · · · · · · · · · · · · · · · · ·					
Personnel Information						/
Pilot-In-Command	Age - 24 Biennial Flight Review	Medical Certif	icate - VALIL	MEDICAL-NU	WAIVERS/	LIMII
Certificate(s)/Rating(s) PRIVATE	Current - YES	Totol	iignt lime (F	lours)		
SE LAND	Current - YES	lotal Make (Mada)	- 207		Hrs -	
SE LAND	Months Since - 14 Aircraft Type - UNK/NR		- 195		) Days- ur ) Days-	50
	All chart Type - UNK/NK	Instrument	20	Last st	Days-	59
Instrument Rating(s) - NONE						

AND NOSED OVER. THIS ACCIDENT OCCURRED AT DUSK.

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. File No. - 1627 7/06/84 MINNEWAUKAN, ND A/C Reg. No. N8917V Time (Lc1) - 2120 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. JUDGEMENT - POOR - PILOT IN COMMAND 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. VISUAL LOOKOUT - REDUCED -5. OBJECT - WIRE, TRANSMISSION \_\_\_\_\_ 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

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

### Brief of Accident (Continued)

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Brief of Accident

Make/Model       - PIPER PA-25-235       Eng Make/Model       - LYCOMING 0-540-B2B5       ELT Installed/Activated - N0 -N/ Stall Warning System - YES         Max Gross wt       - UNK/NR       Engine Type       - RECIPROCATING-CARBURETOR         No. of Seats       -       1       Rated Power       - 235 HP	Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	SUBSTA ICATION Fire NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE	NTIAL Crew Pass 	0 0	Serious O O	Minor O O	1
Fight Conducted Under -14 CFR 137       NONE       Pass       0       0       0       0         Accident Occurred During -LANDING       -LANDING       Stall Warning State       0       0       0       0        Aircraft Information Make/Model - PIPER PA-25-235       Eng Make/Model - LYCOMING 0-540-B285       ELT Installed/Activated - N0 -N/ Stall Warning System - YES         Max Gross Wt - UNK/NR       Engine Type - RECIPROCATING-CARBURETOR       Stall Warning System - YES         No. of Seats - 1       Rated Power - 235 HP       -       Stall Warning System - YES	Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	NONE Eng Make/Model - LY Number Engines - 1 Engine Type - RE	Pass  COMING 0-540-B2B5	0	0	Ō	-
Aircraft Information Make/Model - PIPER PA-25-235 Eng Make/Model - LYCOMING 0-540-B285 ELT Installed/Activated - ND -N/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - UNK/NR Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 235 HP Environment/Operations Information Weather Data Information Weather Data Information Weather Data N/A Destination Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mathod - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Lift/Wid - N/A Visibility - 20.0 SM ATC/Airspace NONE Runway Surface - DIRT Lowest Ceiling - 2000 FT BROKEN Type of Clearance - NONE Runway Surface - DIRT Dostructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE AIGHT-IN Precipitation - NONE Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Filght Review Filght Time (Hours) COMMERCIAL SCRAIG(s) Biennial Filght Review Filght Time (Hours) COMMERCIAL SCRAIG(s) - NONE North - YES Total - 1550 Last 24 Hrs - 4 Months Sice - 14 Make/Model - 950 Last 24 Hrs - 4 Months Sice - 14 Make/Model - 950 Last 24 Hrs - 4 Months Sice - 14 Make/Model - 950 Last 24 Hrs - 4 Months Sice - 14 Make/Model - 950 Last 24 Hrs - 4 Months Sice - 14 Make/Model - 950 Last 20 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - LY Number Engines - 1 Engine Type - RE	COMING 0-540-8285				
Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - UNK/NR Engines - 1 Max Gross Wt - UNK/NR Instrument Rating(s) - NONE Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Max Gross Wt - UNK/NR Last 90 Days - 10 Stall Warning System - YES Stall Warning System - YES Stall Warning Syst	Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - UNK/NR No. of Seats - 1	Number Engines - 1 Engine Type - RE		ELT			
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - 12000 FT BROKEN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Command Age - 32 Medical Certificate - 950 Last 24 Hrs - 4 Months Since - 14 Make/Model - 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE		Pated Power -	CIPROCATING-CARBURE	S			
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       CALM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - 12000 FT THIN BKN       Type of Flight Plan       - NONE       Runway Surface       - DIRT         Lowest Sky/Clouds       - 20000 FT BROKEN       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING        Personnel Information       Pilot-In-Command       Age -       32       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 4         SE LAND       Months Since - 14       Make/Model -       950       Last 24 Hrs - 4         Multi-Eng - UNK/NR       Aircraft Type - UNK/NR       Instrument- UNK/NR       Rotorcraft - UNK/NR							
Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       SAME AS ACC/INC       Airport Data         Basic Weather       - VMC       Destination       Airport Data         Wind Dir/Speed- CALM       Runway Ident       - N/A         Visibility       - 20.00 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       12000 FT THIN BKN       Type of Flight Plan       - NONE       Runway Sufface       DIRT         Lowest Ceiling       - 20.00 FT BROKEN       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision- NONE       Type Apch/Lndg       - STRAIGHT-IN       FORCED LANDING         Precipitation       - NONE       FORCED LANDING       FORCED LANDING         Condition of Light       - DAYLIGHT       -       Se - 32       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -       4         COMMERCIAL       Current       - YES       Total       -       1550       Last 30 Days- UNK/NR         SE LAND       Months Since       - 14       Make/Model-       950       Last 30 Days-       125 <td></td> <td>Itinonony</td> <td></td> <td>Ainmont</td> <td>Drovimity</td> <td></td> <td></td>		Itinonony		Ainmont	Drovimity		
Basic Weather - VMC       LUCAL       Runway Ident - N/A         Wind Dir/Speed- CALM       Runway Ident - N/A         Visibility - 20.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - 12000 FT THIN BKN       Type of Flight Plan - NONE       Runway Lth/Wid - N/A         Lowest Sky/Clouds - 20000 FT BROKEN       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling - 20000 FT BROKEN       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision - NONE       Type Apch/Lndg       - STRAIGHT-IN         Precipitation - NONE       FORCED LANDING       FORCED LANDING         Condition of Light - DAYLIGHT       -       Age - 32       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         COMMERCIAL       Current - YES       Total - 1550       Last 24 Hrs - 4         Months Since - 14       Make/Model- 950       Last 30 Days- UNK/NR       Aircraft Type - UNK/NR         Instrument Rating(s) - NONE       Instrument Rating(s) - NONE       Instrument Rating(s) - NONE	Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Point				)	
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1550 Last 24 Hrs - 4 Months Since - 14 Make/Model - 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE				Airport D	ata		
Lowest Sky/Clouds - 12000 FT THIN BKN Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1550 Last 24 Hrs - 4 SE LAND Months Since - 14 Make/Model- 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Lowest Ceiling - 20000 FT BROKEN Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FORCED LANDING Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1550 Last 24 Hrs - 4 SE LAND Months Since - 14 Make/Model- 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR							
Personnel Information Pilot-In-Command Age - 32 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 1550 Last 24 Hrs - 4 SE LAND Months Since - 14 Make/Model- 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR	Lowest Ceiling - 20000 FT BRO Obstructions to Vision- NONE Precipitation - NONE	KEN Type of Clearance Type Apch/Lndg	- NONE - STRAIGHT-IN FORCED LANDING	Runway	Status -	- HIGH VEG	ETATION
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 1550Last 24 Hrs - 4SE LANDMonths Since - 14Make/Model-950Last 30 Days- UNK/NRAircraft Type - UNK/NRInstrument-UNK/NRLast 90 Days-125Multi-Eng - UNK/NRRotorcraft - UNK/NRInstrument Rating(s)- NONE	Personnel Information						
COMMERCIAL SE LANDCurrentYESTotal-1550Last 24 Hrs-4Months Since14Make/Model-950Last 30 Days-UNK/NRAircraft TypeUNK/NRInstrument-UNK/NRLast 90 Days-125Multi-EngUNK/NRRotorcraftUNK/NRInstrument Rating(s)-NONE		Age - 32				) WAIVERS/	LIMIT
SE LAND Months Since - 14 Make/Model- 950 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE							
Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- 125 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE							
Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE	SELAND						
		Aircraft Type - UNK/NR					
	Instrument Rating(s) - NONE						
Narrative	Narrativo						
T STATED THE ENGINE BEGAN TO SPUTTER DURING AN AG FLT. A FORCED LANDING WAS MADE IN A WHEAT FIELD DURING WHICH THE FT MAIN GEAR COLLAPSED AND THE LEFT WING CONTACTED THE GROUND. INVESTIGATION REVEALED THE ACFT WAS FUELED FROM AN		RED IN THE RAIN. AFTER THE A	CCIDENT A MECHANIC	STATED HE	DRAINED "1	1/2 A POP	
FT MAIN GEAR COLLAPSED AND THE LEFT WING CONTACTED THE GROUND. INVESTIGATION REVEALED THE ACFT WAS FUELED FROM AN FILTERED 5 GALLON CAN WHICH HAD SAT UNCOVERED IN THE RAIN. AFTER THE ACCIDENT A MECHANIC STATED HE DRAINED "1/2 A POP	OF WATER" FROM THE FUEL SUMP.	· · · ·					
FT MAIN GEAR COLLAPSED AND THE LEFT WING CONTACTED THE GROUND. INVESTIGATION REVEALED THE ACFT WAS FUELED FROM AN FILTERED 5 GALLON CAN WHICH HAD SAT UNCOVERED IN THE RAIN. AFTER THE ACCIDENT A MECHANIC STATED HE DRAINED "1/2 A POP							
FT MAIN GEAR COLLAPSED AND THE LEFT WING CONTACTED THE GROUND. INVESTIGATION REVEALED THE ACFT WAS FUELED FROM AN FILTERED 5 GALLON CAN WHICH HAD SAT UNCOVERED IN THE RAIN. AFTER THE ACCIDENT A MECHANIC STATED HE DRAINED "1/2 A POP							

File No 1662	2 7/24/84 WEBSTER,ND	A/C Reg. No. N6749Z	Time (Lc1) - 1600 CDT
hase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL MANEUVERING - AERIAL APPLICATION		
2. FUEL SYSTEM, TANK	- CONTAMINATION		and the second
Occurrence #2 Phase of Operation			
Occurrence #3 Phase of Operation			
inding(s) 4. TERRAIN CONDITIO	N - ROUGH/UNEVEN		
Probable Cause			

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

Brief of Accident

Type Operating Certificate-AGRICULTURAL		rcraft Damage JBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137		re	Crew		0 0		1
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	N	DNE	Pass	0	0	0	0
-Aircraft Information Make/Model - GRUMMAN G-164A	Ener Males (Madel			<b>CIT</b> 7	nstalled/A	attuated .	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model	- 1			all Warnir		
Max Gross Wt - 4500		- RECIPROCATING-			an warmin	ig system	. 20
No. of Seats - 1	Rated Power	- 600 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	PORT/STRIF	<b>)</b>	
Method - N/A Completeness - N/A	SAME AS ACC/II Destination	NC		Airport Da	+ 2		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- UNK/NR				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight I				Surface -	• .	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearand Type Apch/Lndg			Runway	Status -	· N/A	
Precipitation - NONE	Type Apch/Lhdg	- NUNE					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 47 Biennial Flight Review	Medical Cer	rtificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review Current - Y	w	Fligh	t Time (Ho	ours)		•
	Current - Y	ES lotal E Mako/Ma	-	1499	Last 24	↓ Hrs - ) Days- UNI	
SE LAND, ME LAND	Aircraft Type - II	NK/NR Instrum	nent-	143	Last 90	) Days- UN	
	Months Since - Aircraft Type - U	Multi-E	Eng -	13	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE							
Narrative							
T FLOWN AT HIGH GROSS WEIGHT IN HIGH DENSI DESCENT AT THE START OF A SPRAY RUN.	IY ALTITUDE CONDITIONS	. THE PLT SAID TA	AKEUFF P	WR WAS ADD	DED TOO LAT	IE TO STOP	

 File No. - 1663
 8/17/84
 ARTHUR,ND
 A/C Reg. No. N5332
 Time (Lc1) - 1130 CDT

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

 Finding(s)
 1.
 WEATHER CONDITION - HIGH DENSITY ALTITUDE

 2.
 PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

 3. IN-FLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

 4. DESCENT - MISJUDGED - PILOT IN COMMAND

 ----Probable Cause--- 

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

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

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

Brief of Accident

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SUBST Fire NONE Model - C ngines -	CONTINENTAL C 1 RECIPROCATING 65 HP	-65-8F	ELT S S TOR	Injur Serious 1 1 Installed/A tall Warnir	Minor O O Activated	
Fire NONE Model - C ogines - vpe - R ver - ture Poir NE	CONTINENTAL C 1 RECIPROCATING 65 HP	Pass 	O O ELT S TOR Airport I	1 1 Installed/A tall Warnir	0 0 	0 0 
NONE (Model - C ngines - rpe - R ver - ture Poir NE	CONTINENTAL C 1 RECIPROCATING 65 HP	Pass 	O ELT TOR Airport 1	1 Installed/A tall Warnir	0 	0 
(Model - C ngines - npe - R ver - 	CONTINENTAL C 1 RECIPROCATING 65 HP		ELT S TOR Airport 1	Installed/A tall Warnir	ctivated	- YES/YES
(Model - C ngines - ype - R ver - 	CONTINENTAL C 1 RECIPROCATING 65 HP	-65-8F	ELT S S TOR Airport 1	Installed/A tall Warnir		
(Model - C ngines - ype - R ver - 	CONTINENTAL C 1 RECIPROCATING 65 HP	-65-8F	ELT S S TOR Airport 1	Installed/A tall Warnir		
ngines - /pe - R /er -  ver - R /er /ne Poir /NE	1 RECIPROCATING 65 HP		S TOR Airport I	tall Warnir		
ngines - /pe - R /er -  ver - R /er /ne Poir /NE	1 RECIPROCATING 65 HP		S TOR Airport I	tall Warnir		
vpe - R ver -  ture Poir .NE	RECIPROCATING 65 HP		TOR Airport			
ver -  ture Poir NE	65 HP		Airport	Proximity		
NE		~ ~ ~ ~ ~ ~ ~ ~		Proximity		
NE	nt			Proximity		
NE	nt			- OXIMILY		
NE	11			Tanc		
			UN AIR			
			• · · · · · · · · · · · · · · · · · · ·			
· .			Airport Da		* • •	
				TEFAN MEMOR		
						-
			Runway	Status -	- DRY	
/Lndg	- NONE					
	· · · · · · · · · · · · · · · · · · ·					
	Modical Co	ntificat			TVEPS /11	MTT
					Hne - I	
			102			
De - PA-28			103	Last 90	Days-	87
	MUIT1-I	Eng -	14			
	earance 'Lndg - YES - YES - 6 De - PA-28 	ight Plan - NONE earance - NONE 'Lndg - NONE Medical Ce Review - YES Total e - 6 Make/M be - PA-28 Instru Multi-	ight Plan - NONE earance - NONE 'Lndg - NONE Medical Certificat Review Fligh - YES Total - e - 6 Make/Model- be - PA-28 Instrument- Multi-Eng -	Runway ight Plan - NONE Runway earance - NONE Runway 'Lndg - NONE Medical Certificate - VALID Review Flight Time (Ho - YES Total - 1172 - 6 Make/Model- 72 - 6 Make/Model- 72 - 72 - 74 - 7	Runway Lth/Wid ight Plan - NONE Runway Surface - earance - NONE Runway Status - 'Lndg - NONE Medical Certificate - VALID MEDICAL-WA Review Flight Time (Hours) - YES Total - 1172 Last 24 - 6 Make/Model - 72 Last 30 De - PA-28 Instrument - 103 Last 90 Multi-Eng - 14 FT-OFF AND CONTINUED CLIMBING TO AN ALT OF APRX	ight Plan - NONE Runway Surface - ASPHALT earance - NONE Runway Status - DRY 'Lndg - NONE Medical Certificate - VALID MEDICAL-WAIVERS/LI Review Flight Time (Hours) - YES Total - 1172 Last 24 Hrs - L e - 6 Make/Model - 72 Last 30 Days - L be - PA-28 Instrument - 103 Last 90 Days - Multi-Eng - 14

File No 16	97 6/02/84	NORFOLK, NE	A/C Reg.	No. N42497	Time (Lc1) - 1930 C	CDT
Occurrence #1 Phase of Operation						
Finding(s) 1. CLIMB - EXCESSI 2. AIRSPEED(VSO) - 3. STALL/SPIN - IN	NOT MAINTAINED -	PILOT IN COMMAND				
Occurrence #2 Phase of Operation						
Probable Cause						
The National Transpo	rtation Safety Boa	rd determines that th	e Probable Cause	(s) of this acci	ident	

is/are finding(s) 1,2

Brief of Accident

1

-1

1

Basic Information						
Type Operating Certificate-AGRICULTURAL		ircraft Damage DESTROYED	Fatal	ļInjur Serious		None
Type of Operation -AERIAL APPLI	CATION F	ire	Crew 1	0		0
Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		NONE	Pass O	0	0	0
Aircraft Information						
Make/Model - EAGLE DW1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Number Engine Engine Type			Installed/Ad Stall Warnin		
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure POTTER.NE	Point	OFF AI	IRPORT/STRIP		
Completeness - N/A	Destination		Airport [	Data		
Basic Weather - VMC	KIMBALL, NE					
Wind Dir/Speed- 160/005 KTS				/Ident -		
Visibility - 20.0 SM	ATC/Airspace			/Lth/Wide -		
Lowest Sky/Clouds - CLEAR	Type of Flight			/ Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cleara Type Apch/Lndo		Runway	/ Status -	N/A	
Precipitation - UNK/NR	Type Apch/ Lhdg	NUNE				
Condition of Light - DAYLIGHT						
Personnel Information	4	N				
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 38 Biennial Flight Revi		ertificate - VALII Flight Time (†		WAIVER5/1	LIMII
COMMERCIAL		UNK/NR Total		last 24	Hrs - UN	K/NR
SE LAND	Months Since -	UNK/NR Make/	Model- UNK/NR	Last 30	Davs- UN	K/NR
	Aircraft Type -	UNK/NR Instr	- ÜNK/NR Model- UNK/NR ument- UNK/NR	Last 90	Days- UN	K/NR
		Multi	-Eng - UNK/NR	Rotorcr	aft - UNI	K/NR
Instrument Rating(s) - NONE						

WAS SEEN TO LOOK BACK ALONG HIS SMOKE PATH, THE ACFT COLLIDED WITH THE TOWER. THE CABLES SUPPORTING THE TWR & THE TWR DESTROYED THE ACFT WHICH FELL NOSE DOWN TO THE GROUND. THE ACFT BOUNCED ON IMPACT ABOUT 21 FT BACKWARDS LEAVING THE PROP & SOME OF THE ENGINE AT THE IMPACT POINT. NO MECHANICAL OR MEDICAL DISCREPANCIES OF A CONTRIBUTORY NATURE WERE FOUND DURING THE INVESTIGATION.

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File No. - 1777 7/16/84 KIMBALL, NE A/C Reg. No. N88155 Time (Lc1) - 1140 CDT \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION £ ..... Finding(s) 1. OBJECT - GUY WIRE 2. OBJECT - OBJECT 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 5. WING, WINGTIP - SEPARATION 6. WING - SEPARATION , Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - GROUND \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

is/are finding(s) 3,4

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Brief of Accident

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-Basic Information Type Operating Certificate-ON-DEMAND Al	R TAXI Aircraft DESTROY		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire NONE	Crew Pass	2	0	0	0
-Aircraft Information Make/Model - CESSNA 402 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6885 No. of Seats - 8	5 ,	IP-FUEL INJECTED 310 HP	S	Installed/A tall Warnin	g Syste	m - YES
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - UNK/NR Basic Weather - IMC	Itinerary Last Departure Point CONCORD,NH Destination MORRISTOWN,NJ		Airport	Proximity RPORT/STRIP		
Wind Dir/Speed- 130/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - Lowest Ceiling - BROKEN Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - DUSK	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		Runway Runway	Lth/Wid - Surface -		
-Personnel Information Pilot-In-Command		Medical Certifica			WAIVER	S/LIMIT
Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Biennial Flight Review Current - UNK/NR Months Since - 2 Aircraft Type - UNK/NR	Total -	3700 580	Last 24 Last 24 Last 30 Last 90	Days-	UNK/NR
Instrument Rating(s) - AIRPLANE			•			
-Narrative PLT HAD FILED AN IFR FLT PLAN; HOWEVER, H A SHOWED THAT THE LATTER PART OF THE FLT V UTE LATER, THE FLT WAS LAST RECORDED AT 3 NTAIN. THE ELEVATION OF THE CRASH SITE WAS N THE INVESTIGATORS ARRIVED AT THE CRASH T, 3200 FT BROKEN, 5500 FT OVERCAST, VISIE LANT-HOPKINS ARPT AT KEENE WAS 487 FT.	WAS FLOWN AT 6300 FT, THEN AT 700 FT. SUBSEQUENTLY, THE ACF 5 ABOUT 3000 FT. THE TERRAIN SITE. APRX 8 MI WEST-NORTHWES	1712:39 EST, A D T CRASHED NEAR TH WAS ROCKY & COVE T AT KEENE, NH, T	ESCENT WAS E TOP OF A RED WITH I HE 1755 ES	BEGUN. ONE 3165 FT CE & SNOW T WX WAS, I		

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File No 163	4 2/03/84 JAFFRE	Y,NH	A/C Reg. No.	N6814G	Time (Lc1) - 1500	) EST
ccurrence #1 hase of Operation	IN FLIGHT ENCOUNTER WITH CRUISE - NORMAL	WEATHER				
1. WEATHER CONDITIO	IATED - PILOT IN COMMAND					
ccurrence #2 hase of Operation	IN FLIGHT COLLISION WITH MANEUVERING	TERRAIN				
	- DUSK NING/DECISION - IMPROPER					
7. TERRAIN CONDITIO 8. PROPER ALTITUD	PE - NOT MAINTAINED - PILO NN - MOUNTAINOUS/HILLY		IT IN COMMAND			
Probable Cause						

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,9,10

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		t Democro		Tradu	nico	
Type operating centricate-none (Genera	SUBSTA	t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF		~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
Aircraft Information						
Make/Model - CESSNA C150	Eng Make/Model - CO					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type - RE		ETOR			
NO. OF Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary		,	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT		
Method - N/A Completeness - N/A	MARLBORO,NJ Destination		Admont D	- + -		
Basic Weather - VMC	LOCAL		Airport Da MARLBO			
Wind Dir/Speed- VARIABLE	LUCAL			-	- 09	
Visibility - 10.0 SM	ATC/Airspace				- 2170/	40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling -	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 Certifica			O WAIVERS/	LIMIT
	Biennial Flight Review	Flig	ht Time (H			
PRIVATE SE LAND	Current - YES Months Since - 1	lotal -	77 62	Last 2	4 Hrs - 0 Days- UNi	
SE LAND	Aircraft Type - UNK/NR	Make/Model-	62	Last 3	io Days- Uni 10 Days-	
		That dilent	5	Last 3	U Days	,
Instrument Rating(s) - NONE						
RING TAKEOFF THE PLT SAID THAT THE POWER WA			T 55 KTC H		THE ROM AT	
OO SO HE ABORTED THE TAKEOFF. THE ACFT WENT					THE REPEAT	

File No. - 1727 6/21/84 MARLBORD,NJ A/C Reg. No. N66078 Time (Lc1) - 1730 EDT \_\_\_\_\_ Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 2. LIFT-OFF - NOT ATTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation OTHER Finding(s) 3. TERRAIN CONDITION - DITCH \_\_\_\_\_ ----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

Brief of Accident

Basic Information							
<ul> <li>Type Operating Certificate-NONE (GENERA</li> </ul>	L AVIATION)	Aircraft Damag	ge	Injuries			
		DESTROYED	_	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		ON GROUND	Pass	0	0	0	0
Aircraft Information							
Make/Model - MOONEY M2OJ		Nodel - LYCOMING	IO-360-A3B6		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnin	g System	- YES
Max Gross Wt - 2740		be - RECIP-FU					
No. of Seats - 4	Rated Powe	er - 200 H	5				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	ture Point		OFF AI	RPORT/STRIP			
Method - N/A	SOMERVILL	_E,NJ					
Completeness - N/A			Airport D	ata			
Basic Weather - VMC	UNK/NR						
Wind Dir/Speed- 240/008 KTS				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 20000 FT SCAT	TERED Type of Fli	ight Plan - NONE		Runway		N/A	
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	_ndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 61		al Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES TO					1
SE LAND			ake/Mode1-				16
	Aircraft Type	≘ - M2OJ II	nstrument-	50	Last 90	) Days-	61

----Narrative----

THE PILOT OF THIS AIRCRAFT WAS DISCHARGED FROM THE HOSPITAL FOLLOWING A BLADDER BIOPSY ABOUT SIX HOURS PRIOR TO THE ACCIDENT. ALTHOUGH HE WAS ADVISED NOT TO FLY THAT DAY HE ELECTED TO DO SO. HE WAS ENGAGED IN BUZZING A FRIENDS HOUSE WHEN HE COLLIDED WITH TREES, CRASHED AND BURNED. THE AUTOPSY FOLLOWING THE ACCIDENT DID NOT INDICATE INCAPACITATION.

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File No. - 1708 12/08/84 Time (Lc1) - 1530 EST MONTAGUE, NJ A/C Reg. No. N1113X \_\_\_\_\_\_ Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - TREE(S) 2. BUZZING - IMPROPER - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 4. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

File No 1607 6/20/84 LAS CF	RUCES, NM A/C R	eg. No. N3039Q	T	Time (Lc1) - 1102 MDT			
Basic Information Type Operating Certificate-NONE (GENERAL	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 Pass	0 0	0 0	0 0	1 4	
Aircraft Information Make/Model - CESSNA 182K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin		•	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 080/004 KTS Visibility - 30.0 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 CARLSBAD,NM Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- VFR - VFR	ON AIR Airport D LAS CR Runway Runway Runway	ata UCES-CRAWFO Ident - Lth/Wid - Surface -	08 6071/		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 44 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 118	lours) Last 24	Hrs - Days- l	2	

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING THE ACFT BALLOONED, STALLED AND CONTACTED THE RWY HARD ENOUGH TO BREAK OFF THE NOSE GEAR. THE PLT ADDED PWR AND ABORTED THE LANDING. ACFT WAS THEN LANDED IN A SANDY AREA ALONG THE LEFT SIDE OF THE RWY WHERE IT NOSED OVER.

\_\_\_\_\_

File No 160	07 6/20/84 LAS CRUCES,NM	A/C Reg. No. N3039Q	Time (Lc1) - 1102 MDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPE	R - PILOT IN COMMAND		
	NOSE GEAR COLLAPSED Landing - flare/touchdown		
Finding(s) 2. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Occurrence #3 Phase of Operation			
Finding(s) 3. TERRAIN CONDITIO	DN - SOFT		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENERAL	•			Inju		
	SUBSTAN		Fatal			None <sup>.</sup> 1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	1
Accident Occurred During -TAKEOFF			-	-	-	3
ircraft Information						
Make/Model - PIPER PA-28R-201	Eng Make/Model - LYC	DMING I0-360-C1C6	ELT	Installed/	Activated	- YES/NC
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	ng System	- YES
Max Gross Wt - 2900	Engine Type - REC	IP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				
nvironment/Operations Information						
leather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	ALBUQUERQUE, NM		LOS AL			
Wind Dir/Speed- 270/018 KTS				Ident ·		
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		120
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan -			Surface		
	Type of Clearance -		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE Condition of Light - DUSK						
Personnel Information Pilot-In-Command	Age - 39	Medical Certifica	te - ναιτΓ		ATVERS/ITM	тт
	Biennial Flight Review		ht Time (F		417283/218	
PRIVATE	Current - YES	Total -			4 Hrs -	1
SE LAND	Months Since - 6	Make/Model-	51	Last 30	) Davs- UN	K/NR
	Months Since - 6 Aircraft Type - UNK/NR	Instrument- U		Last 9	Davs-	27
· · · · ·		Multi-Eng - U			raft - UN	
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE Harrative						
TTEMPTED DOWNWIND TAKEOFF WAS ABORTED BUT						
THE ABORT WAS INITIATED. THE ACFT NO	SE GEAR COLLAPSED IN THE UN	IMPROVED TERRAIN	AND THE AC	FT SLID TO	A STOP	
		Dealees At To R			•	

File No 16	11 7/09/84	LOS ALAMOS,NM	A/C Reg. No. N2292N	1 Time (Lc1) - 1702 MDT
currence #1 hase of Operation	OVERRUN Takeoff			
2. FLIGHT/NAV INST 3. LANDING GEAR,NO 4. WEATHER CONDITI	RUMENTS,AIRSPEED IN RMAL BRAKE SYSTEM - ON - TAILWIND - SELECTED - PILOT N - DISREGARDED - F	DICATOR - INOPERATIVE WORN IN COMMAND PILOT IN COMMAND IN COMMAND	MED - PILOT IN COMMAND	
currence #2 hase of Operation	NOSE GEAR COLLAPS TAKEOFF - GROUND	SED		
Probable Cause				
are finding(s) 5,	6,7	d determines that the	Probable Cause(s) of this	s accident
			• •	
	an a			

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Damage			Injur	ios	
Type operating certificate-none (denera		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTIONA	L I	-ire	Crew	0	0	•	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - CESSNA 152	Eng Make/Mode	∋1 - LYCOMING O-	235-1.20	FIT T	nstalled/A	ctivated ·	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engin		200 220		all Warnir		
Max Gross Wt - 1700 No. of Seats - 2	Engine Type	- RECIPROCATI - 115 HP	NG-CARBURE				
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Departure			ON AIRF	PORT		
Method - TELEPHONE	KIRTLAND AF	B,NM		• / · · · · • • • • •		*	
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	Destination LOCAL			Airport Da KIRTLAN			
Wind Dir/Speed- 350/009 KTS	LUCAL					- 03	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - VFP			Surface -		150
Lowest Ceiling - NONE	Type of Clear					- DRY	
Obstructions to Vision- NONE		g - TRAFFIC	PATTERN	Karmay	Status	DICI	
Precipitation - NONE		FULL ST					
Condition of Light - DAYLIGHT		1022 31	01				
Pilot-In-Command	Age - 73		Certificat	e - VALID	MEDICAL-WA	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	nt Time (Ho	ours)		
STUDENT	Current ~	N/A Tota	1 -	78	Last 24	4 Hrs -	
	Months Since -	N/A Make N/A Inst	/Model- rument-	78	Last 30	) Days- UN	
	Aircraft Type -	N/A Inst	rument~	0	Last 90	Days-	11
Instrument Rating(s) - NONE							
Narrative	-						
IN TOUCHDOWN A HARD LANDING WAS MADE AFTER		ED AND BECAME AT	REARNE TH		NTACTED TH	=	

File No. - 1688 8/29/84 KIRTLAND AFB, NM A/C Reg. No. N6561Q Time (Lc1) - 0915 MDT \_\_\_\_\_ . . . . . . . . . . . . Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD \_\_\_\_\_ ----Probable Cause----1 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

is/are finding(s) 1,2

Brief of Accident

asic Information Type Operating Certificate-NONE (0		Aircraft Da	maga		Injur	ine	
Type operating certificate-none (e	ENERAL AVIATION)	DESTROYED	mage	Fatal	Serious		None
Type of Operation -PERSONA Flight Conducted Under -14 CFR	L.	Fire	Crew		0		
		NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT							
ircraft Information							
Make/Model - SPERLING BD-4	Eng Make	/Model - LYCOMI	NG 0-320-E2D	ELT I			d - YES/NO
Landing Gear - TAILWHEEL-ALL FIXE		ngines - 1			all Warnir	ng Syste	em - YES
Max Gross Wt - 1800 No. of Seats - 4	5	ype - RECIPR wer - 150		IUR			
NO. OF Seats - 4	Rated Po	wer - 150	пr 				
nvironment/Operations Information							
leather Data	Itinerary	ntuna Daint		Airport P			
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Depa SAME AS			UFF AIR	PORT/STRIF	,	
Completeness - N/A	Destinatio			Airport Da	†a		
Basic Weather - VMC	CORONA,			All por t bu	Cu -		
Wind Dir/Speed- 160/018 KTS	,			Runway	Ident -	- N/A	
Visibility - 50.0 SM	ATC/Airspac			Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 9000 F1				Runway	Surface -	- N/A	
Lowest Ceiling - 14000 Fl				Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - NO	NE				
Precipitation - NONE							
Condition of Light - DAYLIGH							
Personnel Information							
Pilot-In-Command	Age - 41	Med	ical Certifica			AIVERS/L	IMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight	- UNK/NR		nt Time (Ha		4 Hrs -	
SE LAND		e ~ UNK/NR				Days-	
SE CAND		pe - C-150				Days-	
				Ū			
Instrument Rating(s) - NONE							
larrative			THE AGET MAD				
ESSES REPORTED OBSERVING THE ACFT DE BANKS TO AVOID A GROUP OF THUNDERSTO						15	
ACFT WAS REPORTED TO HAVE MADE SEVER							
			OF THE WATH SH	JACKJ. ALL			

\_\_\_\_\_

7/21/84	HENDERSON, NV	A/C Reg.	No. N78JC	Time (Lcl) - 1047 PDT	
THUNDERSTORM TURBULENCE		MAND			
1	EOFF - INITIAL VERSE WEATHER - THUNDERSTORM TURBULENCE NOT MAINTAINED 	THUNDERSTORM	EOFF - INITIAL CLIMB VERSE WEATHER - INITIATED - PILOT IN COMMAND THUNDERSTORM TURBULENCE NOT MAINTAINED - PILOT IN COMMAND FLIGHT COLLISION WITH TERRAIN	EOFF - INITIAL CLIMB VERSE WEATHER - INITIATED - PILOT IN COMMAND THUNDERSTORM TURBULENCE NOT MAINTAINED - PILOT IN COMMAND FLIGHT COLLISION WITH TERRAIN	EOFF - INITIAL CLIMB VERSE WEATHER - INITIATED - PILOT IN COMMAND THUNDERSTORM TURBULENCE NOT MAINTAINED - PILOT IN COMMAND FLIGHT COLLISION WITH TERRAIN

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	t Damage		Injur	ies	
	SUBSTAN		Fatal			None
Type of Operation -PERSONAL	Fire	Crev		0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass		0	0	0
-Aircraft Information						
Make/Model - WHITMAN W - 8 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - COM Number Engines - 1			Installed/A tall Warnir		
Max Gross Wt ~ 1366	Engine Type - RE(			tarr warnin	ig system	NO
No. of Seats - 2	Rated Power -					
-Environment/Operations Information Weather Data	Thimmen					
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP	1	
Method - N/A	SAME AS ACC/INC		UT AT			
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SCOTTSDALE, AZ			GAS-HENDERS		
Wind Dir/Speed- 090/005 KTS				Ident -		
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR Lowest Ceiling - 14000 FT BROKE	Type of Flight Plan · N Type of Clearance			Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kunway	Status	DRT	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 59	Medical Certifica				17 -
	Age - 59 Biennial Flight Review	Flie	ale VALID aht Time (H		IVERS/LIN	11 1
COMMERCIAL	Current - YES	Total -			Hrs - UN	IK/NR
SE LAND	Months Since - 21	Make/Model-	150	Last 30	) Days- UN	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	) Days-	8
Instrument Rating(s) - NONE						
RTLY AFTER TAKEOFF, PLT SWITCHED FROM FRONT		A TIME & TTI LOSS				
ION WAS ATTEMPTED BUT NO PWR WAS REGAINED.						
ACFT APRX 15 FT AGL OVER THE ROUGH TERRAIN						
IN FUEL TANKS ON THE MORNING OF THE FLT. WA	TER WAS FOUND IN THE FUEL	FILTER, FUEL PUMP	, AND CARBU	RETOR.		

File No. - 1796 8/18/84 LAS VEGAS, NV A/C Reg. No. N7599V Time (Lc1) - 0740 PDT \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID.FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. STALL - INTENTIONAL - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 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) 2

Brief of Accident

File No 1667 6/01/84 N	EW PALTZ,NY	A/C Reg. No.	N13411	T	ime (Lcl) -	- 1530 ED	r 
Basic Information Type Operating Certificate-NONE (GE	•	lircraft Damage SUBSTANTIAL	e	Fatal	Injur Serious		None
Type of Operation -PERSONAL	F	ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 177B		el - LYCOMING (			Installed//		
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnin	ng System	- YES
Max Gross Wt - 2500 No. of Seats - 4	Engine Type Rated Power	- RECIPROCA - 180 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departure			ON AIR	PORT		
Method - UNK/NR	BLACKSBURG,	/Α					
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	NEW PALTZ, N			STANTO			
Wind Dir/Speed- 060/010 KTS	170 (1)					- 32	4.0
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		42
Lowest Sky/Clouds - 6000 FT					Surface		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	J - IRAFF	IC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medica	l Certificat	e – VALID	MEDICAL-W	AIVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Rev	ew	Fligh	t Time (H	ours)		
PRIVATE	Current -		tal -		Last 24	4 Hrs -	4
SE LAND	Months Since -		ke/Model-			D Days- U	NK/NR
	Aircraft Type -	UNK/NR In:	strument-	0	Last 90	Days-	19
Instrument Rating(s) - NONE							
Narrative							_
FT WAS LANDED ON RWY 32 WITH WIND FROM					S ADDED AND	D THE ACF	1
CAME AIRBORNE. THE ACFT DRIFTED LEFT AN	D CONTACTED A ROCK IN GRA	SS OFF THE LE	FT SIDE OF T	HE RWY.			
	<ul> <li>A state of the sta</li></ul>						
			. ,				

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File No 166	67 6/01/84 NEW	PALTZ,NY	A/C Reg. No	). N13411	Time (Lc1)	- 1530 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - IN LANDING - FLARE/TOUCH	FLIGHT DOWN				
	DUNCED LANDING - IMPROP FROL - NOT MAINTAINED -					
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION W	ІТН ОВЈЕСТ				
Probable Cause						
The National Transpor is/are finding(s) 1,2	rtation Safety Board de	termines that the	Probable Cause(s)	of this acciden	t	
an a				· · · · ·		
	and a star of the					
					et and an	
					н С. С. С	

Brief of Accident

asic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL	Fire NONE	Crew Pass	-	0 0	0 0	1 0
ircraft Information Make/Model - CESSNA C172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number	Engines - 1 Type - RECIP	ING D-230-D2J ROCATING-CARBUR O HP	s	Installed/A tall Warnir		
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•	arture Point		ON AIR	PORI		
Method - N/A		MTON, NY		Adapant D			
Completeness - N/A Basic Weather - VMC	Destinati BUFFAL			Airport D	O AIRPARK		
Wind Dir/Speed- 050/012 KTS	BUFFAL	0,111				24	
Visibility - UNK/NR	ATC/Airspa	Ce.			Lth/Wid -		60
Lowest Sky/Clouds - 12000 FT SCA			FR		Surface -		
Lowest Ceiling - NONE		Clearance - V				DRY	
Obstructions to Vision- HAZE		h/Lndg - T					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
ersonnel Information					MED 7041		- <b>1</b> - <b>7</b>
Pilot-In-Command	Age - 43		dical Certifica			IVERS/L.	TWII
Certificate(s)/Rating(s)	Biennial Fligh			ht Time (H			0
STUDENT	Current Months Sin	- N/A	Total - Make/Model-		Last 24		
	Aircraft T		Instrument-	20	Last 30 Last 90	) Days- (	10
	AIPCPAIL	ype - N/A	That dillent-	v	Last St	, Days	10

Instrument Rating(s) - NONE

----Narrative----

INEXPERIENCED FBO PERSONNEL CHANGED RWY RESULTING IN DOWNWIND LANDINGS. PIC ACCEPTED CHANGE THOUGH AWARE OF WIND. ACFT DRIFTED LEFT DURING FLARE, TOUCHDOWN AND INITIAL ROLL. THE ACFT CONTINUED OFF THE LEFT SIDE OF THE RWY AND CONTINUED INTO AN AREA OF MUD WHERE IT SUBSEQUENTLY NOSED OVER.

6/02/84 A/C Reg. No. N97137 Time (Lc1) - 1450 EDT File No. - 1654 WEST SENECA, NY LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING Finding(s) 1. AIRPORT OPERATIONS - IMPROPER - FBO PERSONNEL 2. WEATHER CONDITION - TAILWIND 3. WEATHER CONDITION - CROSSWIND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. WRONG RUNWAY - SELECTED - FBO PERSONNEL 6. IMPROPER USE OF FACILITY, LACK OF TOTAL EXPERIENCE - FBO PERSONNEL 7. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 8. WRONG RUNWAY - SELECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7,8

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

Brief of Accident

Basic Information						<b>-</b>		
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft D SUBSTANTI			Fatal	Serious	uries Minor	- None
Type of Operation -PERSONAL		Fire		Crew	0	0	0	
Flight Conducted Under -14 CFR 9		NONE		Pass	õ	ŏ	ŏ	Ó
Accident Occurred During -APPROACH								
Make/Model - SCHWEIZER 2-33		Model - N/A						ed - NO -N∕
Landing Gear - SKID		gines - N/A			St	all Warn	ing Syste	∋m - YES
Max Gross Wt - 1040	Engine Ty							
No. of Seats - 2	Rated Powe	er - N/A						
-Environment/Operations Information								
Weather Data	Itinerary				Airport F			
Wx Briefing - NO RECORD OF BRIE	•				ON AIRF	URI		
Method - N/A	SARATOGA Destination				Admont De			
Completeness - N/A Basic Weather - VMC	LOCAL				Airport Da SARATO			
Wind Dir/Speed- 360/030 KTS	LUCAL					Ident	- UNK/NF	0
Visibility - 15.0 SM	ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds - 4000 FT			JONE			Surface		
Lowest Ceiling - NONE		earance - N				Status		_
Obstructions to Vision- NONE	Type Apch/		IONE					
Precipitation - NONE	21 1 1	0						
Condition of Light - DAYLIGHT								
-Personnel Information					a.			
Pilot-In-Command	Age - 34		edical Certi				NO WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight				t Time (Ho			
PRIVATE	Current	- YES	Total				24 Hrs -	
SE LAND	Months Since	- 13	Make/Mode				30 Days-	
GLIDER	Aircraft Typ	e – UNK/NR	Instrumer	nt-	0	Last	90 Days-	2
Instrument Rating(s) - NONE								

DEGREES. THE APCH WAS BEING MADE TO RWY 05.

File No. - 1669 6/02/84 Time (Lcl) - 1000 EDT SARATOGA, NY A/C Reg. No. N5708S Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - TURBULENCE 4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND 5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 7. OBJECT - TREE(S) \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

asic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0	0 0	1 0
ircraft Information Make/Model - CESSNA 206 Landing Gear - AMPHIBIAN Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		Installed/A tall Warnin		
nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A	MADISON,CT Destination			Proximity RPORT/STRIP ata		
Basic Weather - VMC Wind Dir/Speed- 230/004 KTS Visibility - 5.0 SM Lowest Sky/Clouds - SCATTERED Lowest Ceiling - 1200 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	MONTAUK LAKE,NY ATC/Airspace Type of Flight Plan RCAST Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	N/A N/A WATER WATER-(	CALM
ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 25 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - C-206	Total - Make/Model-	ht Time (H 1738 83 220	ours) Last 24 Last 30	Hrs - Days- l	0 UNK/NR

----Narrative----

THE ACFT NOSED OVER AND SANK DURING A WATER LANDING. THE FLOAT PLANE HAD APPROACHED NOSE HIGH AND UPON INITIAL TOUCHDOWN ON THE LAKE THE ACFT SKIPPED/BOUNCED. ACCORDING TO A WITNESS IT APPEARED THAT THE PLT WAS TRYING TO EXTEND HIS TOUCHDOWN POINT. WHEN THE ACFT TOUCHED DOWN A 2ND TIME THE FLOATS LANDED SQUARE BUT THE RIGHT WING DIPPED, THE ACFT CARTWHEELED AND SANK. IT WAS DETERMINED AFTER THE ACCIDENT THAT THE ACFT LANDING GEAR WAS UP. AN INSPECTION OF THE LANDING AREA WAS MADE AND NOTHING OUT OF THE ORDINARY COULD BE FOUND.

6/25/84 File No. - 1721 MONTAUK, NY A/C Reg. No. N555HM Time (Lcl) - 0800 T LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE.TOTAL - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - WATER, GLASSY \_\_\_\_\_ ---------Probable Cause----

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

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

Brief of Accident

asic Information Type Operating Certificate-NONE (GENERAL				Injur		
	SUBSTANT		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	-	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE			0	-	0
ircraft Information						
Make/Model - MAULE M5-180C	Eng Make/Model - LYCC	MING 0-360-C1F	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		5	tall Warnir	ng System	- YES
Max Gross Wt - 2100 No. of Seats - 4	Engine Type - RECI Rated Power - 1	PROCATING-CARBUR	ETOR			
	Rated Power -					
invironment/Operations Information				D		
/eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary		•	Proximity	<b>`</b>	
Method - N/A	Last Departure Point MILLBROOK,NY		UFF AI	RPORT/STRIF	•	
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	SAME AS ACC/INC		SKY AC			
Wind Dir/Speed- 220/006 KTS	SAME AS ADD, INC		-	Ident -	17	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		20
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status -	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
		edical Certifica			D WAIVERS/	LIMIT
	Biennial Flight Review Current - YES	Flig	ht Time (H			0
PRIVATE SE LAND	Current - YES	lotal -	298	Last 24	Hrs -	2 IV /ND
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model-	001		Days- Ur	1K/NR 24
	Arrchart Type - UNK/NR	Ths trailent-	3	Last st	Days-	24
Instrument Rating(s) - NONE						
Varrative						
VAS PRACTICING TOUCH-&-GO LANDINGS. ON FIN	A HIGH STNK PATE DE			BUT STNK		
WAS NOT ARRESTED. ACFT CONTACTED TERRAIN		LLO, LD. TET ADDL	C I OLL I WK	DOI JINK		
AND THE THREETED FROM SOM ACTED FERRAL						

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ccurrence #1 LOSS OF CONTROL - IN FLIGHT hase of Operation APPROACH - VFR PATTERN - FINAL APPROACH	
Mase of uperation APPRUACH - VER PATTERN - FINAL APPRUACH	
inding(s)	
1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND	
2. PROPER DESCENT RATE - MISJUDGED - PILOT IN COMMAND 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND	
ccurrence #2 UNDERSHOOT hase of Operation APPROACH - VFR PATTERN - FINAL APPROACH	
lase of operation APPROACH - VFR PATTERN - FINAL APPROACH	
inding(s)	
4. TERRAIN CONDITION - GROUND	
Probable Cause	

is/are finding(s) 2

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

### Brief of Accident

File No 1791 9/22/84 WILLSHIR		g. No. N941Q		ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERAL A)	VIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crev Pass	v O	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - BEECHCRAFT B33 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - CON Number Engines - 1	ITINENTAL IO-470-K		Installed/A tall Warnir		
Max Gross Wt - 3000	Engine Type - REC	TP-FUEL INJECTED		tari warnin	ig syste	- TES
No. of Seats - 4		225 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR:	STRIP		
Method - N/A Completeness - N/A	COLUMBUS,OH Destination		Airport Da	<b>+ -</b>		
Basic Weather - VMC	SAME AS ACC/INC		7	ala		
Wind Dir/Speed- 006 KTS	SAME AS A007 INC		, Runwav	Ident -	- 27	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE	Runway	Surface -	- GRASS/	TURF
Lowest Ceiling - 10000 FT BROKEN	Type of Clearance -	NONE	Runway	Status -	· UNK/NR	2
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command Aq	e - 57	Medical Certifica				TMTT
Certificate(s)/Rating(s)	e - 57 ennial Flight Review	Medical certifica	ght Time (H		AIVERS/L	_1M11
PRIVATE	Current - UNK/NR	Total -			1 Hrs -	1
SE LAND	Months Since - UNK/NR					
	Aircraft Type - UNK/NR					
Instrument Rating(s) - NONE						

----Narrative----

DURING THE LANDING FLARE THE ACFT FLOATED AND DRIFTED LEFT. THE LEFT WING CONTACTED CORN STALKS PLANTED UP TO THE EDGE OF THE RUNWAY.

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File No. - 1791 9/22/84 A/C Reg. No. N941Q Time (Lcl) - 1955 EDT WILLSHIRE, OH ---------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - CROP ----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

is/are finding(s) 1,2

Brief of Accident

File No 1783 5/23/84 STIL	WATER, UK A/C RE	eg. No. N55350	ا 	ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION) Aircraft SUBSTAN Fire NONE	ITIAL	Fatal O O	Injur Serious O O		None 1 2
-Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		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- 120/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT SCA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace	- NONE - NONE	OFF AI Airport Da STILLW Runway Runway Runway	TER MUNICI Ident - Lth/Wid - Surface -	17 5002/	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 29 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 101 39	burs) Last 24 Last 30	Hrs - Days-	0 UNK/NR
Instrument Rating(s) - NONE						

PLT STATED THE ACFT NOSE RAISED UP BEFORE TAKEOFF SPEED HAD BEEN REACHED. CONTROL OF THE ACFT WAS LOST AND IT DESCENDED INTO A FIELD APRX 500 FT OFF THE END OF THE RWY IN AN AREA OF UNIMPROVED TERRAIN. PLT LATER REPORTED THE ELEVATOR TRIM WAS SET IN THE FULL NOSE UP POSITION DURING THE TAKEOFF.

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File No 178	33 5/23/84	STILLWATER,OK	A/C Reg. No. N55350	Time (Lc1) - 2030 CDT
Occurrence #1 Phase of Operation				
2. CHECKLIST - NO	DT FOLLOWED - PILO E OF EQUIPMENT/AIR	CRAFT,TOTAL - PILOT		
Occurrence #2 Phase of Operation Finding(s)				
5. TERRAIN CONDITIO	DN - GROUND		·	
Occurrence #3 Phase of Operation	OTHER			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accid	ent

is/are finding(s) 2

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER	TT,OK A/C Reg.	No. N5852C	т	ime (Lc1) ·	- 0100 CDT	
				Injur		
	SUBSTANTI			Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	NONE	Pass	0	0	1	0
-Aircraft Information						
Make/Mode1 - BEECH C35	Eng Make/Model - CONTI	NENTAL E-22-8	ELT	Installed/#	Activated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	ng System	- YES
Max Gross Wt - 2700	Engine Type - RECIF		OR		0	
No. of Seats - 4	Rated Power - 20	)5 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
W× Briefing - FSS	Last Departure Point		OFF AI	RPORT/STRI	0	
Method - TELEPHONE	SEYMOUR, TX					
Completeness - UNK/NR	Destination		Airport Da	ata		
Basic Weather - IMC	WOODWARD, OK					
Wind Dir/Speed- 045/010 KTS	,		Runwav	Ident ·	- N/A	
	ATC/Airspace			Lth/Wid		
Visibility - 2.500 SM Lowest Sky/Clouds - PART OBS	Type of Flight Plan - N	IONE	Runwav	Surface ·	- N/A	
Lowest Ceiling - 100 FT OVE	RCAST Type of Clearance - N			Status ·		
Obstructions to Vision- FOG	Type Apch/Lndg ~ N	IONE				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
-Personnel Information						
Pilot-In-Command		edical Certificat	e - VALID	MEDICAL-W	AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H	ours)		
PRIVATE	Current - YES	Total -	179	Last 24	4 Hrs -	3
SE LAND	Months Since - 11	Make/Model-	110	Last 30	) Days- UN	K/NR
SE LAND	Aircraft Type - UNK/NR	Make/Model- Instrument- UN	(/NR	Last 90	D Days-	5
JE LAND						
SE LAND		Multi-Eng - UN	K/NR	Rotorci	raft - UN	K/NR

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File No 177	72 5/27/84 ARNETT,OK	A/C Reg. No. N5852C	Time (Lc1) - 0100 CDT
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHE CRUISE - NORMAL	R	
3. WEATHER CONDITION 4. FLIGHT TO ALTERN	DN - BELOW APPROACH MINIMUMS	DT IN COMMAND	
	IN FLIGHT COLLISION WITH TERRAI CRUISE	N	
7. TERRAIN CONDITIO	- NOT MAINTAINED - PILOT IN COMM NN - GROUND ISJUDGED - PILOT IN COMMAND	IAND	

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

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

Brief of Accident

' File No 1773 5/29/84 GOLD	A/C Reg. N	A/C Reg. No. N951AA			Time (Lc1) - 2000 CDT			
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)			· Injuries				
Type of Operation DEDCOMAL		SUBSTANTIAL		Fatal O	Serious	Minor O	None 1	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0	1	
Aircraft Information Make/Model - AMERICAN AEROLIGHT EAG Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1250 No. of Seats - 2			CATING-CARBURE	S	Installed/A tall Warnir	ng System		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary NG Last Depar TUTTLE,0	ture Point K			Proximity RPORT/STRIF	)		
Completeness - N/A Basic Weather - VMC	Destination GOLDSBY,			Airport D	ata			
Wind Dir/Speed- UNK/NR						N/A		
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR		ight Plan - NON			Surface -			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of CT Type Apch/	earance - NON Lndg - FUL	L STOP	Runway	Status -	- N/A		
Personnel Information								
Pilot-In-Command	Age - 41	Medi	cal Certificat	e - VALID	MEDICAL-NO	) WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight			it Time (H				
COMMERCIAL Se land,me land	Current Months Since		Total - UN Make/Model- UN		Last 24 Last 30	Hrs - UN		
SE LAND, ME LAND	Aircraft Typ		Instrument- UN		Last St	) Days- UN ) Days- UN		
<ul> <li>A second sec second second sec</li></ul>	Ancraitiyp		Multi-Eng - UN	IK/NR	Last 90 Rotorcr	raft - UN	K/NR	
Instrument Rating(s) - AIRPLANE								
Narrative								
HE PLT OF THE 2 PLACE ULTRALIGHT, N951AA, & K. WHILE FLYING LOW OVER A WHEAT FILFED, TH LT OF N951AA WITNESSED THE OCCURRENCE, BUT IR. HE ELECTED TO LAND IN THE WHEAT FIELD. FT TALL CROP CAUSING THE ACFT TO NOSE DOWN TRUCTURAL TUBING NEAR THE CANARD WERE DAMAG	HE PLT OF THE OTHER WAS UNABLE TO DETE WHILE FLARING AT A N INTO THE FIELD.	ULTRALIGHT INA RMINE THE CONDI BOUT 30 MPH, TH	DVERTENTLY FLE TION OF THE DO E MAIN GEAR CA	W INTO TH WNED PLT ME IN CON	E CROP. THE FROM THE TACT WITH 1			
a de la companya de l La companya de la comp	· · · · · · · · · · · · · · · · · · ·							

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File No 1773 5/29/84 GOLDSBY,OK	A/C Reg. No. N951AA	Time (Lc1) - 2000 CDT
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. TERRAIN CONDITION - CROP 2. PERFORMANCE DATA - SELECTED - PILOT IN COMMAND 3. IMPROPER DECISION,SELF-INDUCED PRESSURE - PILOT IN CO		
Occurrence #2 NOSE DOWN Phase of Operation LANDING - FLARE/TOUCHDOWN		
Probable Cause		
The National Transportation Safety Board determines that the is/are finding(s) 2	Probable Cause(s) of this accident	

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

Brief of Accident

Basic Information		Aircroft D	00000		Toáun	ioc		
Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft D SUBSTANTI		Injuries Fatal Serious Minor None				
Type of Operation -AERIAL AP	PLICATION	Fire	Crew		0	1	0	
Flight Conducted Under -14 CFR 13		NONE	Pass	0	0	0	0	
Accident Occurred During -MANEUVERI	NG							
Aircraft Information								
Make/Model - CESSNA A188B	Eng Make/Mode		el - CONTINENTAL ID-520-D		ELT Installed/Activated - NO -N/			
Landing Gear - TRICYCLE-FIXED		gines – 1			Stall Warning System - NO			
Max Gross Wt - 3300			-FUEL INJECTED					
No. of Seats - 1	Rated Pow	er - 30	O HP					
-Environment/Operations Information								
Weather Data	Airport Proximity							
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRIP			
Method - N/A		STILLWATER, OK						
Completeness - N/A	Destination			Airport Da	ata			
Basic Weather - VMC Wind Dir/Speed- 170/017 KTS	LOCAL			Bubble	Ident -	N/A		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -			
	CATTERED Type of F1		INF		Surface -			
Lowest Ceiling - NONE		earance - N				WET		
Obstructions to Vision- NONE		Lndg - N		······	•••••	ROUGH		
Precipitation - NONE		5						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIN				WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Current	Review	Flig	Flight Time (Hours)				
COMMERCIAL	Current	- YES				Hrs -	1	
SE LAND	Months Since	- 2	Make/Model-					
	Aircraft Typ	e – UNK/NR	Instrument~	15	Last 90	Days-	10	
Instrument Rating(s) - NONE								
· · · · · · · · · · · · · · · · · · ·								
-Narrative			MARRON RIVER. T			_		

File No 17	54 5/30/84 RIPLEY,OK	A/C Reg. No. N731KU	Time (Lc1) - 1900 CDT
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION		
2. OBJECT - WIRE,T 3. VISUAL LOOKOU	EQUATE - PILOT IN COMMAND RANSMISSION T - INADEQUATE - PILOT IN COMMAND E OF EQUIPMENT/AIRCRAFT,DIVERTED ATT	ENTION - PILOT IN COMMAND	
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Finding(s) 5. TERRAIN CONDITI	DN - GROUND		
Probable Cause			
The National Transpo is/are finding(s) 3	rtation Safety Board determines that	t the Probable Cause(s) of this accide	ent

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	ATION) Aircraft Damage			Injur	ies	
·		SUBSTANTIAL		Fatal	Serious	Minor	n 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 -TAXI							
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/	Model - LYCOMING 0-2	235-L2C	ELT	Installed/A	ctivate	ed - YES∕NC
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1		S	tall Warnir	ng Syste	em - YES
Max Gross Wt - 1600	Engine Ty	pe - RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		ON AIR			
Method - UNK/NR	SAME AS			ON AIR	UKI		
Completeness - UNK/NR	Destination	-		Airport D	ata		
Basic Weather - VMC	SAME AS			EUFAUL			
Wind Dir/Speed- 180/010 KTS	3AME 43					17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		/ 40
Lowest Sky/Clouds - CLEAR	, -,	ight Plan - VFR			Surface -		
Lowest Ceiling -		earance - NONE				DRY	
Obstructions to Vision- NONE		Lnda - FULL STO	DP	····· <b>,</b>			
Precipitation - NONE	, j i						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medical (	Certificat		MEDICAL-WA	TVERS/I	TMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
STUDENT	Current					Hrs -	5
	Months Since						
	Aircraft Typ		rument-				
				-		,.	

----Narrative----

WHILE TAXING FROM LANDING THE PLT WAS WATCHING THE CLEARANCE ON THE LEFT SIDE OF THE ACFT AND THE RIGHT WING CONTACTED AN UNMARKED UTILITY POLE.

 File No. - 1759
 7/14/84
 EUFAULA,OK
 A/C Reg. No. N6180Q
 Time (Lc1) - 1500 CDT

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

 Finding(s)
 1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
 2. OBJECT - UTILITY POLE

 3.
 CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

 4.
 IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

Brief of Accident

File No 1640 6/04/84	NORTH BEND,OR	NORTH BEND, OR A/C Reg. No. N106			ime (Lc1) -	1011 PD	r
Basic Information Type Operating Certificate-ON-D Name of Carrier -AERO Type of Operation -NON Flight Conducted Under -14 C Accident Occurred During -APPR	SPORT SCHED,DOMESTIC,CARGO FR 135	Aircraft Damag DESTROYED Fire NONE	Crew	Fatal 1 O	Injur Serious O O	Minor	None O O
Aircraft Information Make/Model - PIPER PA-34-200 Landing Gear - TRICYCLE-RETRAC Max Gross Wt - 3600 No. of Seats - 2	TABLE Number E Engine 1	e/Model - LYCOMING Engines - 2 Type - RECIP-FUE ower - 200 HP	L INJECTED		Installed/A tall Warnin		•
Environment/Operations Informatic Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 190/007 KTS Visibility - 1.500 SM Lowest Sky/Clouds - 300 Lowest Ceiling - 600 Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLI	Itinerary Last Depa VANCOUN Destinatio SAME AS ATC/Airspac FT SCATTERED Type of F FT BROKEN Type of C Type Apch	on S ACC/INC ce Flight Plan - IFR		OFF AII Airport Da NORTH I Runway Runway Runway Runway	BEND MUNICI	PAL O4 4613/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Biennial Flight Current Months Sind	-UNK/NR To ce-UNK/NR Ma /pe-UNK/NR In	Fligh	nt Time (He 2305 22 183	ours) Last 24 Last 30	Hrs - U	NK/NR 76

Instrument Rating(s) - AIRPLANE

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#### ----Narrative----

THE ACFT WAS CLEARED FOR AN ILS RWY 4 APCH WHILE 9 MILES NORTH OF OTH (NORTH BEND) VOR. INSTRUCTIONS WERE GIVEN TO CROSS OTH VOR AT OR ABOVE 3700 FT MSL. 14 MIN LATER, THE PLT REPORTED TO NORTH BEND FSS "MY NEEDLE DOESN'T SEEM TO BE MOVING ON MY LOCALIZER HERE UH YOU KNOW MY LOCATION." INDICATIONS OF NAV/COM DIFFICULTIES CONTINUED. ACFT WAS CLEARED BY ARTCC TO DESCEND FROM 5000 FT TO 3000 FT HEADING 360 DEGS WHILE 11 MILES SW OF ARPT. AFTER A HEADING CHANGE TO 035 DEG, THE PLT STATED "I GOT IT CENTERED NOW". AT THE OUTER MARKER HE SAID "I'M A LITTLE HIGHER TWO THOUSAND I'LL TRY TO GET DOWN." ARPX 2 MIN LATER, THE PLT REPORTED AN ALT OF 800 FT. THE ACFT CRASHED IN A HILLY WOODED AREA APRX 3 MI NNE OF THE ARPT. A CHIEF PLT & AN FAA EXAMINER REPORTED THE PLT'S IFR PERFORMANCE WAS UNSATISFACTORY IN A PART 135 CHECKRIDE. ACCORDING TO ANOTHER PLT AND MAINTENANCE RECORDS, N1067U HAD A HISTORY OF DISCREPANCIES WITH THE NAV EQUIP. A COMPANY PLT STATED THE COMPANY PUT PRESSURE ON THE PLTS TO FLY ACFT WHICH SOMETIMES WERE NOT AIRWORTHY.

6/04/84 A/C Reg. No. N1067U File No. - 1640 NORTH BEND, OR Time (Lcl) - 1011 PDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. COMM/NAV EQUIPMENT ~ ERRATIC 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND IMPROPER DECISION, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT 4. 5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 6. MISSED APPROACH - DELAYED - PILOT IN COMMAND 7. TERRAIN CONDITION - RISING 8. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 9. OBJECT - 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) 3,6,8

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

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Brief of Accident

Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft SUBSTAN	t Damage	Fatal	Injur Serious		None
Type of Operation -PERSONAL	SUBSIAN Fire	Crew		1	Minor O	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass	-	ò	1	ŏ
Accident Occurred During -DESCENT				U U	•	Ŭ
Aircraft Information						
Make/Model - MOONEY M-20C	Eng Make/Model - LY(			Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			itall Warnin	ng System	- YES
Max Gross Wt - 2525	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information				<b>D</b>		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIF	•	
Method - N/A	G Last Departure Point CHILOQUIN.OR		UFF AI	RPURI/SIRI	-	
Completeness - N/A	Destination		Airport D	19+9		
Basic Weather - VMC	KLAMATH FALLS.OR		Anport	ala		
Wind Dir/Speed- 320/015 KTS	REAMATTI TALES, OR		Runway	dent -	- N/A	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 6000 FT SCA1		- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance			Status ·		
Obstructions to Vision- NONE	Type Apch/Lndg		,		HIGH VEG	ETATION
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	•	Medical Certifica				
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (⊦			
PRIVATE		Total - U			4 Hrs - UN	
SE LAND	Months Since - UNK/NR				Days- UN	
	Aircraft Type - UNK/NR	Instrument- U Multi-Eng - U			) Days- UN raft - UN	
		Multi-Eng - U		ROTOPCI	mart - UN	IK/ INK
Instrument Rating(s) - NONE						
Narrative						
ACFT STALLED AND CRASHED DURING A FORCED	LANDING AFTER THE ENGINE OUT	TT THE ACET HAD O	NLY BEEN A	TRBORNE FO	ABOUT 5	
TES. THE PLT TOLD FAA INSPECTORS HE WAS (						
MALL AMMOUNT" IN THE RIGHT TANK. THE PLT				· · · · · · · · ·		
MALE AMMOUNT IN THE RIGHT FANK, THE FEE						

File No. - 1738 7/06/84 CHILOQUIN, OR A/C Reg. No. N6931N Time (Lc1) - 1950 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. STALL - INADVERTENT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

is/are finding(s) 2,3

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

PAGE 275

Brief of Accident

asic Information Type Operating Certificate-NONE (GENE		t Damage		Injur	ies	
Type operating berth foate none (dene	SUBSTAN		Fatal			
Type of Operation -PERSONAL	Fire	Crew		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	3
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - MOONEY M2OE	Eng Make/Model - LYC					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		. S <sup>.</sup>	tall Warnir	ng System	- YES
Max Gross Wt - 2575 No. of Seats - 4	Engine Type - REG Rated Power -	200 HP				
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point		ON AIR			
Method - UNK/NR	BELLINGHAM, WA					
Completeness - UNK/NR	Destination		Airport Da	ata		
Basic Weather - VMC	SCAPPOOSE, OR			DSE INDUSTR		
Wind Dir/Speed- CALM					33	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface ·		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	DRY	
Precipitation - NONE	Type Apch/Lhdg	- FULL STUP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica	te - VALID	MEDICAL-W	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	211	Last 24	Hrs -	
SE LAND	Months Since - O Aircraft Type - UNK/NR	Make/Model-	136	Last 30	) Days- UN ) Days-	
	All chart Type - UNK/NR	Instrument-	0	Last st	J Days-	13
Instrument Rating(s) - NONE						
LOWERED GEAR IN TRAFFIC PATTERN AND GEA	AR DOWN AND LOCKED OPEEN LIGHT	WAS RECEIVED DIT	FATLED TO	CHECK THE		
	GEAR EXTENDED 1/4 OF THE WAY.					

File No 169	94 7/29/84	SCAPPOOSE, OR	A/C Reg. No. N5566Q	Time (Lcl) - 1630 PDT
Occurrence Phase of Operation	GEAR COLLAPSED LANDING			
		TENSION ASSEMBLY - WO EM - FALSE INDICATION	JRN	
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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage	9		Injur		
		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
ACCIDENT UCCUPPED DUPING -LANDING							
-Aircraft Information							
Make/Model - AERONCA 7AC		del - CONTINENT					
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warnir	ng System	- NO
Max Gross Wt - 1220		e - RECIPROCA	ING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 65 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIF	<b>)</b>	
Method - N/A	PRINEVILLE	E,OR					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL			NONE	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig	ght Plan - NONE		Runway	Surface -		
Lowest Ceiling - NONE	Type of Clea	arance - NONE			Status -		
Obstructions to Vision- NONE		ndg - FORCEI	) LANDING			HIGH VEG	ETATION
Precipitation - NONE	, , , , , , , , , , , , , , , , , , ,	5					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - UNK/NR	Medica	l Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H			
STUDENT	Current	- N/A To	tal -ŪN	K/NR	Last 24	Hrs - UN	K/NR
	Months Since	- N/A Mai	ke/Model- UN	K/NR	Last 30	) Days- UN	
	Aircraft Type	- N/A In:	strument- UN	K/NR	Last 90	) Days- UN	
		Mu	lti-Eng - UN	K/NR	Rotorcr	raft - UN	K/NR
Instrument Rating(s) - NONE							
		· · · · · · · · · · · · · · · · · · ·					
-Narrative							
LE MANEUVERING PLT HEARD A LOUD CHATTER CO	MING FROM THE ENGL	VE ACCOMPANIED B	Y A LOSS OF	POWER, PL	T REDUCED		

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AILURE/MALF AND	
AND	
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- N -	

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

Brief of Accident

File No 1714 8/18/84 PRINEV	ILLE,OR A/C Reg	A/C Reg. No. N3159Y Ti			Time (Lc1) - 1630 PDT			
Basic Information								
Type Operating Certificate-ON-DEMAND AIR				Injur				
	DESTROYE	-	Fatal	Serious		None		
Type of Operation -BUSINESS	Fire	Crew	1	0	0	0		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	2	0	0	0		
Accident occurred burning -Landing								
Aircraft Information								
Make/Model - CESSNA 182E	Eng Make/Model - CONT	INENTAL 0-470-R	ELT	Installed/#	ctivated	- YES/YE		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir		•		
Max Gross Wt - 2800	Engine Type - RECI	PROCATING-CARBURE						
No. of Seats - 4	Rated Power - 2							
Environment/Operations Information	<b>-</b> · · ·							
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	)			
Method - N/A	MEDFORD, OR							
Completeness - N/A	Destination		Airport D					
Basic Weather - VMC	PENDLETON, OR		PRINCE					
Wind Dir/Speed- 270/002 KTS					N/A			
Visibility - 30.0 SM	ATC/Airspace			•	N/A			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			-	N/A			
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A			
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
	Age - 31 M	edical Certificat		MEDICAL-NO	WATVERS/			
	Biennial Flight Review		t Time (H			C 1 1 1 1		
PRIVATE	Current - YES	Total -			Hrs -	1		
SELAND	Months Since - 10		37	Last 30		2		
	Aircraft Type - C-150	Instrument-	3			10		

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Instrument Rating(s) - NONE

----Narrative----

THE ACFT HIT A TREE DURING A FORCED LANDING APPROACH TO A LARGE OPEN FIELD AFTER AN ENGINE FAILURE. POST ACCIDENT INVESTIGATIION REVEALED THAT A ROD CAP BOLT HAD FAILED WHICH STARTED THE INTERNAL DESTRUCTION OF THE ENGINE. THIS BOLT WAS INSTALLED AS A NEW PART DURING MAJOR OVERHAUL IN 5/84 AND HAD ACCRUED 120 HOURS TOTAL TIME IN SERVICE.

8/18/84 File No. - 1714 PRINEVILLE,OR A/C Reg. No. N3159Y Time (Lc1) - 1630 PDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) -2. OBJECT - TREE(S) 3. 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) 1

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

Brief of Accident

File No 1797 8/22/84 9	SHERIDAN, OR	A/C Reg	A/C Reg. No. N2345B			Time (Lcl) - 1400 PDT				
Basic Information Type Operating Certificate-NONE (GB	ENERAL AVIATION)				Injuries Fatal Serious Minor					
Type of Operation -INSTRUC		Fire	Cre		0		None 2			
Flight Conducted Under -14 CFR		NONE	Pas	-	õ	õ	ō			
Accident Occurred During -DESCENT			1 40	5 0	Ũ	Ũ	Ŭ			
Make/Model - UNIVERSAL GC-1B	Eng Ma	ake/Model - CONT	INENTAL C-125	ELT	Installed/A	ctivated -	- YES/YE			
Landing Gear - TAILWHEEL-RETRACTA	3LE MAINS Number	Engines - 1		S	tall Warnir					
Max Gross Wt - 2000	Engine	e Type - RECI	PROCATING-CARBU	RETOR						
No. of Seats - 4	Rated	Power - 1	25 HP							
		`								
Environment/Operations Information					D					
Weather Data	Itinerary				Proximity					
Wx Briefing - NO RECORD OF BRI		eparture Point		OFF AI	RPORT/STRIP					
Method - N/A		AS ACC/INC								
Completeness - N/A	Destina			Airport D	ata					
Basic Weather - VMC	LOCAI	-		_	<b>.</b>					
Wind Dir/Speed- CALM						25				
Visibility - 50.0 SM	ATC/Airs				Lth/Wid -					
Lowest Sky/Clouds - CLEAR		F Flight Plan - I			Surface -					
Lowest Ceiling - NONE		f Clearance -		Runway	Status -	ROUGH				
Obstructions to Vision- NONE	Туре А	och/Lndg -	NONE							
Precipitation - NONE										
Condition of Light - DAYLIGHT										
Pilot-In-Command	1.77		edical Certific				TMTT			
	Age - 26 Rieppiel Fli					WAIVERS/1	- T (A) T			
Certificate(s)/Rating(s)		ght Review	Fli Total -	ght Time (F		Une -	2			
COMMERCIAL, CFI	Current						2 / / ND			
SE LAND	MONTHS S	ince - 4	make/model=	1	Last 30					
	Aircraft	Type - UNK/NR	instrument-	111	Last 90	Days-	39			

Instrument Rating(s) - AIRPLANE

----Narrative----

CFI STATED, "THE ACFT BECAME AIRBORNE APRX 2/3 OF THE WAY DOWN A 3000 FT GRAVEL AND DIRT RWY. AT LIFT OFF, OR SLIGHTLY BEFORE OR AFTER, STUDENT PUT ON FULL FLAPS. UNTIL THIS POINT STUDENT WAS IN CONTROL OF THE AIRPLANE EXCEPT FOR MINOR CORRECTIONS FROM ME. AFTER TAKEOFF AND SLOW CLIMB TO APRX 50 TO 100 FT AGL I WAS FLYING THE AIRPLANE. THEN STUDENT TOOK OFF ALL FLAPS. ACFT SETTLED ONTO PLOWED FIELD OFF THE END OF THE RUNWAY."

File No 17	97 8/22/84	SHERIDAN, OR	A/C Reg. No	. N2345B	Time (Lc1) - 1400	) PDT
Occurrence #1	LOSS OF CONTROL	- IN FLIGHT	- · ·			
Phase of Operation	TAKEOFF - INITIA	CLIMB				
Finding(s)						
1. PREFLIGHT PLANN 2. RAISING OF FLAP	•	INADEQUATE - PILOT IN _ STUDENT	COMMAND(CFI)			
3. ALTITUDE - NOT	MAINTAINED - PILOT	IN COMMAND(CFI)		· .		
Occurrence #2	IN FLIGHT COLLIS	ION WITH TERRAIN				
Phase of Operation						
Probable Cause						
The National Transpo	ntation Safety Roa	d determines that the	Probable Cause(s)	of this acc	ident	
is/are finding(s) 1,		d determines that the	e Flobable cause(s)	or this acc	ident	

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

Brief of Accident

Pacio Information							
Basic Information Type Operating Certificate-NONE (GENERA	NE (GENERAL AVIATION) Aircraft Damage DESTROYED			Injuries Fatal Serious Minor			
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Ftre NONE	Crew Pass		0 0	0 0	0 0
Aircraft Information Make/Model - PIPER PA-34-200T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4570 No. of Seats - 4	Number E	/Model - CONTIN ngines - 2 ype - RECIP- wer - 200	FUEL INJECTED		Installed/Ad tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 290/013 KTS Visibility750 SM Lowest Sky/Clouds - 400 FT Lowest Ceiling - 400 FT OBSC Obstructions to Vision- FOG Precipitation - SNOW SHOWER Condition of Light - NIGHT(DARK)	JOHNSTO Destinatio SPRINGF ATC/Airspac Type of F CURED Type of C	n IELD,IL e light Plan - IF	R	OFF AI Airport D JOHNST Runway Runway Runway	Proximity RPORT/STRIP ata OWN CAMBRIA Ident - Lth/Wid - Surface - Status -	COUNTY 27 3694-N/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND		Review	ical Certifica Flig Total - Make/Model- Instrument-	ht Time (H 1875 440	ours) Last 24 Last 30	Hrs - Days-	41 5 41 84
			Multi-Eng -			, _	

----Narrative----

THE ACFT TOOK OFF WITH A CENTER OF GRAVITY BET 95.45 & 95.71 INCHES AFT OF THE DATUM & APRX 98 LBS BELOW THE MAX ALLOWABLE GROSS WEIGHT. THE MAX AFT CG LIMIT FOR ALL WEIGHTS WAS 94.6 INCHES. WX AT THE APRX TIME OF THE ACCIDENT WAS 400 FT CEILING, LIGHT SNOWSHOWERS, 4 MILES VISIBILITY WITH FOG, TEMP 29F, DEW POINT 29F. A SIGMET FOR MOD TO SEVERE ICING IN CLOUDS WAS ALSO IN EFFECT. THE ACFT IMPACTED IN A 30 TO 40 DEG LEFT BANK. IMPACT OCCURRED APRX 1800 FT FROM THE DEPARTURE END OF THE RWY. THERE WAS NO EVIDENCE OF INFLIGHT MECHANICAL MALFUNCTIONS OF THE POWERPLANTS. ALTHOUGH THE ACFT ARRIVED AT JOHNSTOWN WITH ICE ON THE WINGS AND TAIL, THE PLT RECEIVED A FULL WX BRIEFING AND WAS AWARE OF THE ICING CONDITIONS PRIOR TO HIS LAST TAKEOFF. THERE WAS EVIDENCE THAT THE PLT DID NOT DEICE THE ACFT'S WINGS AND TAIL PRIOR THE ACCIDENT FLT.

A/C Reg. No. N33569	Time (Lc1) - 2235 EST
	A/C Reg. No. N33569

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10,11

Brief of Accident

File No 1656 4,	/17/84 BENTL	EY CREEK, PA	A/C Reg. No. N806Q		т	ime (Lc1) -	0710 EST	
-Basic Information								
Type Operating Certificat	te-ON-DEMAND Al	R TAXI	Aircraft	Damage		Injur		
Name of Carrier	-VAN AIR, INC	<b>)</b>	DESTROYE		Fatal	Serious		None
Type of Operation	-NON SCHED,DO	MESTIC,CARGO	Fire	Crew	/ 1	0	0	0
Name of Carrier Type of Operation Flight Conducted Under	-14 CFR 135		NONE	Pass	s 0	0	0	0
Accident Occurred During	-DESCENT							
-Aircraft Information								
Make/Model - BEECH 58		Eng Make	e/Model - CONT	INENTAL IO-520C	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE	RETRACTABLE	Number I	ngines - 2			tall Warnin	g System	- YES
Max Gross Wt - 5400		Engine 1	ype - RECI	P-FUEL INJECTED				
No. of Seats - 2		Rated Po	ower - 2	85 HP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - FSS			arture Point			RPORT/STRIP		
Method - TELEPHO	ONE							
Completeness - WEATHE	R NOT PERTINENT		,		Airport D	ata		
Basic Weather - VMC		BUFFAL	D.NY		• • •			
Wind Dir/Speed- CALM			,		Runway	Ident -	N/A	
Visibility - 5.0	SM	ATC/Airspac	ce		Runway	· Lth/Wid -	N/A	
Lowest Sky/Clouds -	2500 FT	Type of I	-light Plan -	IFR	Runway	Surface -	N/A	
Lowest Ceiling					Runway	Status -	N/A	
Obstructions to Vision	- FOG	Type Apc	n/Lndg -	NONE				
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 67	Μ	edical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s	)	Biennial Fligh	t Review	Flig	ght Time (⊢	lours)		
ATP		Current		Total -			Hrs - UN	K/NR
ME LAND		Months Sin	ce - 5	Make/Model- l	JNK/NR	Last 30	) Days- UN	K/NR
HELICOPTER		Aircraft T	/pe ~ BE-55	Instrument- l	JNK/NR	Last 90		
				Multi-Eng - l	JNK/NR	Potonor	aft - UN	V/ND

Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE LAST RADIO CALL MADE BY THE PLT WAS AT 0658 EST WHEN HE REPORTED LEVEL AT 8000 FT. RADAR DATA AT 0708 EST, SHOWED THE ACFT CHANGING HEADING FROM 327 TO 335 DEGREES, ALT DECREASED FROM 8000 TO 5000 FT AND GROUND SPEED INCREASED FROM 179 TO 188 KTS. COMMUNICATION WITH THE ACFT COULD NOT BE ESTABLISHED AT THIS TIME. RADAR COVERAGE WAS LOST 5 MILES WNW OF SAYRE INTERSECTION. THE ACFT CONTINUED ITS DESCENT COLLIDING WITH POWER LINES FOLLOWED BY THE GROUND. INVESTIGATION DID NOT REVEAL ANY MECHANICAL FAILURES AND/OR MALFUNCTIONS.

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File No. - 1656 4/17/84 A/C Reg. No. N806Q 06Q Time (Lcl) - 0710 EST BENTLEY CREEK, PA \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 1. UNDETERMINED 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

Brief of Accident

File No 1668 6/06/84 PATTO	A/C Reg. No.				ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pa	ss O	0	0	1
-Aircraft Information							
Make/Model - AERONCA 7AC	Eng Make/Mo	del - CONTI	NENTAL 65	ELT	Installed/A	ctivate	d - NO -N//
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi	nes - 1		S	tall Warnir	ng Syster	m - NO
Max Gross Wt - 1320	<b>3</b>		ROCATING-CARB	JRETOR			
No. of Seats - 3	Rated Power	- 6	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point			RPORT/STRIP	<b>)</b>	
Method - N/A	PATTON, PA				• -		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	· N/A	
Lowest Sky/Clouds - CLEAR	Type of Flig				Surface -		
Lowest Ceiling - NONE	Type of Clea				Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 65	Me	dical Certifi	cate - VALID	MEDICAL-NO	WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	F1	ight Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total -			Hrs -	0
SE LAND	Months Since	- UNK/NR	Make/Model-	55	Last 30	) Days- I	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	0	Last 90	) Days-	35
Instrument Rating(s) - NONE							

----Narrative----

ENG QUIT AT AN ALT OF 50-75 FT AFTER TAKEOFF. A FORCED LANDING WAS MADE IN A PLOWED FIELD. THE ACFT WAS REMOVED FROM THE FIELD AND EXAMINED BY A FAA AIRWORTHINESS INSPECTOR AT A LATER DATE. INSPECTION REVEALED THE FUEL TANK WAS EMPTY AND THE GASCOLATOR WAS BROKEN OFF. A SMALL AMT OF AUTOMOTIVE FUEL WAS FOUND IN THE CARBURETOR ALTHOUGH THE PLT STATED THE ACFT HAD BEEN REFUELED WITH AV-GAS. THE CARBURETOR AND MAGNETOS WERE BENCH TESTED AND FOUND TO OPERATE WITHIN MANUFACTURERS SPECIFICATIONS.

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File No 160	68 6/06/84	PATTON, PA	A/C Reg.	No. N84399	Time (Lc1) - 1400 EDT
Occurrence #1 Phase of Operation			-		
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA		- INADEQUATE - PILOT	IN COMMAND		
Occurrence #2 Phase of Operation		L CLIMB	•		
Occurrence #3 Phase of Operation		ION 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

File No 1644 6/07/84 BED	FORD, PA A/C Re	A/C Reg. No. N5106Y			0830 EDT	
Basic Information Type Operating Certificate-EXTERNAL LI	DAD Aircraf SUBSTAI		Fatal	Injur Serious		None
Type of Operation -OTHER WORK				0		1
Flight Conducted Under -14 CFR 133 Accident Occurred During -DESCENT	NONE	Pas	s O	ō	0	0
Aircraft Information						
Make/Model - HUGHES 500D	Eng Make/Model - AL		ELT			
Landing Gear - SKID	Number Engines - 1		S	tall Warnin	ig System	- NO
Max Gross Wt - 2100	Engine Type - TU					
No. of Seats - 4	Rated Power -	375 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			OFF AI	RPORT/STRIP		
Method - N/A	BEDFORD, PA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 270/005 KTS					N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - YES	Total -	7010	Last 24		3
SE LAND	Months Since - 1	Make/Model-	757	Last 30	) Days- UN	
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	137	Last 90	) Days-	
				Rotorcr	aft -	5160

#### Instrument Rating(s) - AIRPLANE

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----Narrative----

ACCORDING TO THE PLT, THE HELICOPTER TOOK OFF WITH UNDER 200 LBS OF FUEL INDICATING ON THE FUEL GAGE. FIFTEEN MINUTES AFTER TAKEOFF AT 125 FT AGL THE ENGINE OUT WARNING SYSTEM INDICATED AN ENGINE FAILURE. THE ACFT BEGAN TO ROTATE ABOUT ITS VETICAL AXIS AND DESCENDED. AT THIS POINT THE PLT OBSERVED THE FUEL GAGE TO BE "ONE NEEDLE WIDTH BELOW THE 100 LB MARK." THE PLT LOWERED THE COLLECTIVE ALMOST TO THE BOTTOM THEN PULLED IT ALL THE WAY UP JUST PRIOR TO IMPACT WHICH OCCURRED IN A DESCENT RATE OF 800 TO 1000 FPM. THE IMPACT BROKE THE RIGHT SKID AND THE HELICOPTER ROLLED OVER ON ITS RIGHT SIDE. AN INSPECTION OF THE ACFT FUEL SYSTEM FOLLOWING THE ACCIDENT REVEALED NO FUEL IN THE ANKS AND NOTHING WRONG WITH THE FUEL INDICATING SYSTEM.

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File No 16	44 6/07/84 E	BEDFORD, PA	A/C Reg. No. N5106Y	Time (Lc1) - 0830 EDT	
Occurrence #1	LOSS OF POWER(TOTAL	.) - NON-MECHANICAL	and a start of the s The start of the start		
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA	HAUSTION NNING/PREPARATION - 1		COMMAND	the second s	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENC	1 1			
Probable Cause					
The National Transpo is/are finding(s) 1,		determines that the P	robable Cause(s) of this accide		•

Brief of Accident

File No 1722 6/14/84 MAHAFF	EY,PA A/C Reg.	T 	ime (Lcl) -	1430 EDT		
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft [ SUBSTANT]		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0		1
Aircraft Information Make/Model - BELLANCA 8KCAB Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - RECIF Rated Power - 15	ROCATING-CARBUR	S	Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point		Airport ON AIR	Proximity PORT		
Method - N/A	MIDDLETOWN, PA					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	MILLER, PA		MILLER		01	
Wind Dir/Speed- 300/015 KTS Visibility - 7.0 SM	ATC/Airspace			Ident - Lth/Wid -	01 2500/	60
Lowest Sky/Clouds -	Type of Flight Plan - !	NONE			DIRT	00
Lowest Ceiling -	Type of Clearance - I				DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	TRAFFIC PATTERN				
Personnel Information						
	Age - 42 Me	edical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
	Biennial Flight Review	Flig	ht Time (H	ours)		
COMMERCIAL		Total -				5
SE LAND, ME LAND	Months Since - 1				Days- UN	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	40

Instrument Rating(s) - AIRPLANE

----Narrative----

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

THE ACFT VEERED OFF THE PREPARED LANDING AREA IN TALL WEEDS AND ROCKS WHERE IT NOSED OVER. THE PLT HAD CHANGED FROM A GRAVEL RWY TO THE DIRT ONE BECAUSE OF DOWNDRAFTS. THE 1ST LANDING ON THE DIRT RWY WAS MADE ON THE WHEELS AND WHEN THE TAIL LOWERED THE PLT APPLIED THE BRAKES. THE ACFT VEERED TO THE LEFT ABOUT 20 DEGREES AND THE PLT TRIED TO CORRECT WITH RIGHT RUDDER TO NO AVAIL. AT THE RWYS EDGE FULL RIGHT BRAKE WAS APPLIED. THE ACFT CONTINUED INTO THE GRASS AND ROCKS. UPON INSPECTION IT WAS DISCOVERED THAT THE LEFT BRAKE WAS STUCK IN THE ON POSITION. WHEN THE B NUT ON THE BRAKE LINE AT THE LEFT WHEEL CYLINDER WAS LOOSENED THE BRAKE RELEASED.

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File No 1722 6/14/84 MAHAFFEY	,PA A/C Reg. No. N9178L	Time (Lc1) - 1430 EDT
Occurrence #1 LOSS OF CONTROL - ON GROUNI Phase of Operation LANDING - ROLL	D	
<pre>Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - IMPROPER</pre>		
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILO		
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMM		
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT I	N COMMAND	
Occurrence #2 NOSE OVER		
Phase of Operation LANDING - ROLL		
Finding(s)		
5. TERRAIN CONDITION - ROUGH/UNEVEN		
Probable Cause		
The National Transportation Safety Board determin	nes that the Probable Cause(s) of this acci	dent

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

is/are finding(s) 1,2

Brief of Accident

-Basic Information		anaft Damage			Trada	union	
Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL		Fatal		uries Minor	None
Type of Operation -PERSONAL	Fire		Crew	0		0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA C172	Eng Make/Model		)-H2AD			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines				all Warn	ing System	- YES
Max Gross Wt - 2150 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATING-	CARBURE	TUR			
No. 01 Seats 4							
-Environment/Operations Information	• • • • • • • • •						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure P	oint		Airport F ON AIRF			
Method - N/A	GAITHERSBURG.M			UN AIR	URI		
Completeness - N/A	Destination	5		Airport Da	ata		
Basic Weather - VMC	PATTON, PA			HOLTZ P			
Wind Dir/Speed- 330/015 KTS					Ident		
Visibility - 10.0 SM	ATC/Airspace					- 1750 -U	NK/NR
Lowest Sky/Clouds - SCATTERED Lowest Ceiling - NDNE	Type of Flight P Type of Clearanc					- UNK/NR - UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	- UNK/INK	
Precipitation - NONE	Type Aperly Endg	NONE					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 54	Medical Cer	rtificat	te – VALID	MEDICAL-	WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YE		Fligh	nt Time (Ho	ours)		
PRIVATE	Current - YE Months Since - 1	S Total		314	Last	24 Hrs -	1
SE LAND	Aircraft Type - UN	Make/Mo	bael-	200	Last	30 Days- UN 90 Days-	
	Anciart Type - ON		lient	05	Last	50 Days	55
Instrument Rating(s) - AIRPLANE							
-Narrative							
PLT LANDED FAST AND LONG AND BEFORE RUNNI	NG DEE THE END DE THE 1	750 FT RWY HE TI	IRNED RI	CHT TOWAR	THE RAM		

File No 17	30 6/14/84 PATTON,PA	A/C Reg. No. N738CN	Time (Lcl) - 1700 EDT
Occurrence #1 Phase of Operation			
3. PROPER TOUCHDOW 4. DIRECTIONAL COM	ON - CROSSWIND SSIVE - PILOT IN COMMAND N POINT - EXCEEDED - PILOT IN COMMAND ITROL - NOT MAINTAINED - PILOT IN COMM RVE - INTENTIONAL - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Finding(s) 6. TERRAIN CONDITI	ON - DITCH		
Probable Cause			
The National Transpo	ortation Safety Board determines that	the Probable Cause(s) of this accid	dent

is/are finding(s) 4,5

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

Brief of Accident

Basic Information	11000157				<b>-</b> .		
Type Operating Certificate-AGRICULTURAL		aft Damage TANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLIC			Crew	0	o	N THOP	1
Flight Conducted Under -14 CFR 137		ROUND	Pass	ŏ	0 0	õ	· o
				Ŭ	Ũ	•	Ũ
Make/Model - HILLER 12E	Eng Make/Model -	LYCOMING VO-540-	-C2A	ELT :	[nstalled/#	ctivated	- NO -N/
Landing Gear - SKID	Number Engines -	1		S	tall Warnir	ng System	- NO
Max Gross Wt - 2750	Engine Type -	RECIPROCATING-C4	ARBURETO	)R			
No. of Seats - 2	Rated Power -	305 HP					
-Environment/Operations Information							
Weather Data	Itinerary		L L		Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		OFF AI	RPORT/STRIF	<b>b</b>	
Method - N/A	MEADVILLE, PA						
Completeness - N/A	Destination		Α.	irport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- VARIABLE						- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface -		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -		GELALION
Obstructions to Vision- NONE	Type Apch/Lndg					ROUGH	
Precipitation - NONE		FORCED LAND	ING				
Condition of Light - DUSK							
-Personnel Information Pilot-In-Command	Arra 05	Madiaal Cast					/
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Riespiel Elight Doview	Medical Cert	Flicate	- VALID	MEDICAL-NU	J WAIVERS	
COMMERCIAL, CFI	Biennial Flight Review Current - YES	Total	- ignt		Last 24	l Hne -	3
SE LAND	Months Since - 3					) Days- U	
HELICOPTER	Aircraft Type - UNK/	ND Instrumer	er- ot-	6	Last 90	) Days- 0	
				0		raft -	
Instrument Rating(s) - UNK/NR							

File No 17	28 6/16/84	MEADVILLE, PA	A/C Reg. N	o. N4033P	Time (Lcl) - 2102 EDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISI MANEUVERING - AEF				
Finding(s) 1. OBJECT - GUY WI 2. CLEARANCE - M 3. VISUAL LOOKOUT	ISJUDGED - PILOT IN		· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONTF				
Probable Cause					
The National Transpo is/are finding(s) 2,		d determines that th	e Probable Cause(s	) of this accid	lent

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL AVIATION) AlrCraft Damage Fatal Serious Minor None SubStANTIAL Fatal Serious Minor None None Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 0 0 Accident Occurred During -LANDING	-Basic Information						
Type of Operation       -PERSONAL       Fire       Crew       O       O       O       I         Flight Conducted Under       14 CFR 91       NONE       Pass       O	Type Operating Certificate-NONE ((			F 1			
Fiight Conducted Under       -14 CFR 91       NONE       Pass       0       0       0         Accident Occurred During -LANDING       -LANDING       0							
Accident Docurred During -LANDING -Aircraft Information Make/Model - SCHWEIZER SGS 2-33 Eng Make/Model - N/A ELT Installed/Activated - NO -N Make/Model - SCHWEIZER SGS 2-33 Eng Make/Model - N/A Stall Warning System - YES Max Gross Wt - 1040 Engine Type - N/A No. of Seats - 2 Rated Power - N/A -Environment/Operations Information Weather Data I Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point DFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed VARIABLE/005 KTS Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Age - 23 Medical Certificate - UNK/NR Confliction of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR GIDER Adding - NONE Type Apch/Lndg - STRAIGHT-IN PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR GIDER Align Align - NONE - 21 Last 30 Days - 11 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE - UNK/NR Make/Model - 21 Last 30 Days - 1 Instrument Rating(s) - NONE					-	-	•
-Aircraft Information Make/Model - SCHWEIZER SGS 2-33 Eng Make/Model - N/A ELT Installed/Activated - ND -N Landing Gear - SKID Number Engines - N/A Stall Warning System - YES Max Gross Wt - 1040 Engine Type - N/A NO. of Seats - 2 Rated Power - N/A -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 - WWC LCCAL LOCAL Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace NONE Runway Lth/Wid - N/A Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Flight Plan - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type Apch/Lndg - FIGHT - I Last 24 Hrs - UNK/NR Ochristical Since - UNK/NR Total - 21 Last 24 Hrs - UNK/NR GLIDER Aircraft Type - UNK/NR Make/Model - 21 Last 30 Days - UNK/NR Months Since - UNK/NR Make/Model - 21 Last 30 Days - UNK/NR Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.		ì			-	-	0
Landing Gear - SKID Number Engines - N/A Stall Warning System - YES Max Gross Wt - 1040 Engine Type - N/A No. of Seats - 2 Rated Power - 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 Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- VARIABLE/OOS KTS Runway Ident - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - DIRT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - DIRT Completeness - NANE Type of Clearance - NONE Runway Surface - DIRT Condition of Light - DAYLIGHT - Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Aircraft Type - UNK/NR Make/Model - 21 Last 24 Hrs - UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- O Last 90 Days- 1 Instrument Rating(s) - NONE							
Max Gröss Wt - 1040       Engine Type - N/A         No. of Seats - 2       Rated Power - N/A         -Environment/Operations Information       Wather Data         Weather Data       Itinerary         Ws Briefing - ND RECORD OF BRIEFING       Last Departure Point         Destination       OFF AIRPORT/STRIP         Method - N/A       Destination         Basic Weather - VMC       LOCAL         Wind Dir/Speed-VARIABLE/OOS KTS       Runway Itchwidi - N/A         Visibility - 10.0 SM       ATC/Airspace         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE         Dystructions to Vision - NONE       Type of Cleanance - NONE         Runway Status - HIGH VVGETATION       ROUGH         Precipitation - NONE       Type Apch/Lndg - STRAIGHT-IN         Precipitation - NONE       Funye Apch/Lndg - STRAIGHT-IN         Precipitation - NONE       Funye Apch/Lndg - STRAIGHT - IN         Presonnel Information       Age - 23       Medical Certificate - UNK/NR         Pilot In-Command       Age - 23       Medical Certificate - UNK/NR         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Months Sicce - UNK/NR       Lask Model - 21       Last 24 Hrs - UNK/NR         NoNE       Aircraft Typ	Make/Model - SCHWEIZER SGS 2-33	Eng Make/Mode	1 - N/A	ELT	Installed/#	ctivated	- NO -N/A
No. of Seats -       2       Rated Power       - N/A         -Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       -NO RECORD OF BRIEFING       Last Departure Point       DFF AIRPORT/STRIP         Method       - N/A       PERKASIE, PA       Airport Data         Completeness       - N/A       Destination       Airport Data         Basic Weather       - WWC       LOCAL       Runway Ident       - N/A         Wind Dir/Speeder VARIABLE/005 KTS       UOCAL       Runway Uth/Wid       - N/A         Visibility       - 10.0       SM       ATC/Airspace       Runway Surface       DIRT         Lowest Sky/Clouds       CLEAR       Type of Clearance       NONE       Runway Surface       DIRT         Dbstructions to Vision       NDNE       Type Apch/Lndg       STRAIGHT-IN       RUNWAY Status       HIGH VEGETATION         -Personnel Information       Pilot-In-Command       Age -       23       Medical Certificate - UNK/NR         PRIVATE       Current       - UNK/NR       Total       21       Last 30 Days- UNK/NR         NONE       Months Since       - UNK/NR       Instrument-       0       Last 30 Days-       1         Instrument Rating(s)	Landing Gear - SKID	Number Engine	s - N/A		Stall Warnir	ng System	- YES
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- VARIABLE/005 KTS LOCAL Runway Ident - N/A Usibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DIRT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Precipitation of Light - DAYLIGHT -Personnel Information PilotIn-Command Age - 23 Medical Certificate - UNK/NR Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR GLIDER Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.	Max Gross Wt - 1040	Engine Type	- N/A			5 7	
Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NVA       Departure Point       OFF AIRPORT/STRIP         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed-VARIABLE/005 KTS       LOCAL       Runway Ident       - N/A         Wistbility       - 10.0 SM       ATC/Airspace       Runway Lif/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - DIRT         Lowest Sturctions to Vision       NONE       Type of Clearance       - NONE       RUnway Status       - HIGH VEGETATION         Precipitation       - NONE       Type Apch/Lndg       - STRAIGHT-IN       ROUGH         Precipitation of Light       - DAYLIGHT       - 23       Medical Certificate - UNK/NR       ROUGH         -Personnel Information       -       - 23       Medical Certificate - UNK/NR       - 21       Last 24 Hrs - UNK/NR         RUNATE       Onne       - UNK/NR       Tight Time (Hours)       - 21       Last 24 Hrs - UNK/NR         GLIDER       Aircraft Type - UNK/NR       Instrument-       0       Last 30 Days-       1	No. of Seats - 2	Rated Power	- N/A				
Wx Briefing       - NO RECORD OF BRIEFING       Last Départure Point       OFF AIRPORT/STŔIP         Method       - N/A       PERKASIE,PA       A         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed-VARIABLE/005 KTS       Runway Ident       - N/A       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       DIRT         Lowest Ceiling       - NONE       Type of Flight Plan       - NONE       Runway Surface       - DIRT         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       Runway Status       - HIGR/VEGETATION         Precipitation       - NONE       Type Apch/Lndg       - STRAIGHT-IN       Runway Status       - HIGR/VEGETATION         Condition of Light       - DAYLIGHT       - DAYLIGHT       - Personnel Information       Pilot-In-Command       Age -       23       Medical Certificate - UNK/NR       Current       - UIK/NR       Flight Time (Hours)         PrivaTE       Current       - UINK/NR       Total       - 21       Last 30 Days- UNK/NR         GLIDER       Aircraft Type - UNK/NR       Ins	· ·						· · · · · · · · · · · · · · · · · · ·
Method       - N/A       PERKASIE,PA         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VWC       LOCAL       Runway Ident       - N/A         Wind Dir/Speed       VARIABLE/005 KTS       Runway Ident       - N/A         Visibility       - 10.0 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       CLEAR       Type of Flight Plan - NONE       Runway Surface       DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       RUUWay Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       ROUGH       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       ROUGH       - HIGH VEGETATION         Condition of Light       - DAYLIGHT       - DAYLIGHT       - Contificate - UNK/NR       Flight Time (Hours)         PRIVATE       Current       - UNK/NR       Moths Since - UNK/NR       Ist 24 Hrs - UNK/NR         NONE       GLIDER       Aircraft Type - UNK/NR       Instrument-       O							
Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       LOCAL       Runway Ident - N/A         Wind Dir/Speed-VARIABLE/005 KTS       Runway Lth/Wid - N/A         Visibility - 10.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision- NONE       Type Apch/Lndg - STRAIGHT-IN       ROUGH         Precipitation - NONE       FORCED LANDING       ROUGH         Condition of Light - DAYLIGHT       Age - 23       Medical Certificate - UNK/NR         Personnel Information       Pilight Time (Hours)       Current - UNK/NR Total - 21       Last 24 Hrs - UNK/NR         Gertificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Days- 1         NONE       Months Since - UNK/NR Make/Model- 21       Last 30 Days- 1         Instrument Rating(s) - NONE       Aircraft Type - UNK/NR Instrument-       O       Last 90 Days- 1         'Narrative       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         STHE ACFT WAS FLOWN INTO AN EMBANKMENT.       EVENtemption of Light Note A Mathemana context of the context of the context of th			Point	OFF A	IRPORT/STRI	<b>)</b>	
Basic Weather       - VMC       LOCAL         Wind Dir/Speed- VARIABLE/OOS KTS       Runwal Lth/Wid - N/A         Wind Dir/Speed- VARIABLE/OOS KTS       Runway Lth/Wid - N/A         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Lth/Wid - N/A         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Surface - DIRT         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Obstructions to Vision - NONE       Type Apch/Lndg - STRAIGHT-IN       ROUGH         Precipitation - NONE       Type Apch/Lndg - STRAIGHT-IN       ROUGH         Condition of Light - DAYLIGHT       - Age - 23       Medical Certificate - UNK/NR         -Personnel Information       Pilot-In-Command       Age - 23       Medical Certificate - UNK/NR         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - UNK/NR       Total - 21       Last 24 Hrs - UNK/NR         NONE       Months Since - UNK/NR       Instrument Rating(s) - NONE         -Narrative       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.       Local		PERKASIE,PA					
Wind Dir/Speed- VARIABLE/005 KTS       Runway Ident - N/A         Visibility - 10.0 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Surface - DIRT         Lowest Ceiling - NONE       Type of Clearance - NONE       Runway Status - HIGH VEGETATION         Dbstructions to Vision - NONE       Type Apch/Lndg - STRAIGHT-IN       RUUWAY Status - HIGH VEGETATION         Precipitation - NONE       Type Apch/Lndg - STRAIGHT-IN       ROUGH         Condition of Light - DAYLIGHT       DAYLIGHT       FORCED LANDING         -Personnel Information         Pilot-In-command       Age - 23       Medical Certificate - UNK/NR         PRIVATE       Current - UNK/NR       Total - 21       Last 24 Hrs - UNK/NR         NONE       Months Since - UNK/NR       Instrument - 0       Last 30 Days- UNK/NR         Instrument Rating(s) - NONE       Aircraft Type - UNK/NR       Instrument - 0       Last 90 Days- 1         -Narrative         SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         ESTEM ACFT WAS FLOWN INTO AN EMBANKMENT.				Airport	Data		
Visibility       - 10.0       SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan - NONE       Runway Surface       - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Surface       - DIRT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - HIGH VEGETATION         Obstructions to Vision       NONE       Type Apch/Lndg       - STRAIGHT-IN       Runway Status       - RUGH         Precipitation       - NONE       Type Apch/Lndg       - STRAIGHT-IN       ROUGH       - ROUGH         -Personnel Information       - NONE       Get a continue       - 23       Medical Certificate - UNK/NR       - 21       Last 24 Hrs - UNK/NR         PRIVATE       Current       - UNK/NR       Total       - 21       Last 30 Days- UNK/NR         Months Since       - UNK/NR       Instrument-       0       Last 90 Days- 1         Instrument Rating(s)       - NONE       - NONE       -         -Narrative       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.       -       -       - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN ROUGH Precipitation - NONE - FORCED LANDING Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.							
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - HIGH VEGETATION Dbstructions to Vision-NONE Type Apch/Lndg - STRAIGHT-IN ROUGH Precipitation - NONE FORCED LANDING -Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR NONE Months Since - UNK/NR Make/Model- 21 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- O Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.							
Obstructions to Vision- NONE       Type Apch/Lndg       - STRAIGHT-IN       ROUGH         Precipitation       - NONE       FORCED LANDING       ROUGH         Condition of Light       - DAYLIGHT       FORCED LANDING       ROUGH         -Personnel Information       Pilot-In-Command       Age - 23       Medical Certificate - UNK/NR       Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       UNK/NR         NONE       Current       - UNK/NR       Total       - 21       Last 24 Hrs - UNK/NR         NONE       Months Since       - UNK/NR       Make/Model-       21       Last 30 Days-       UNK/NR         GLIDER       Aircraft Type - UNK/NR       Instrument-       O       Last 90 Days-       1         Instrument Rating(s)       - NONE       -       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.       EMBANKMENT.       -       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE							
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR NONE Months Since - UNK/NR Make/Model - 21 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE STHE ACFT WAS FLOWN INTO AN EMBANKMENT.					y Status –		GETATION
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR NONE Months Since - UNK/NR Make/Model- 21 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE MONTHS FLOWN INTO AN EMBANKMENT.		Type Apch/Lndg				ROUGH	
-Personnel Information Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR NONE Months Since - UNK/NR Make/Model- 21 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 1 Instrument Rating(s) - NONENarrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE STHE ACFT WAS FLOWN INTO AN EMBANKMENT.	Precipitation - NONE		FORCED LA	NDING			
Pilot-In-Command       Age -       23       Medical Certificate - UNK/NR         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - UNK/NR       Total       -       21       Last 24 Hrs - UNK/NR         NONE       Months Since       - UNK/NR       Make/Model-       21       Last 30 Days- UNK/NR         GLIDER       Aircraft Type -       UNK/NR       Instrument-       O       Last 90 Days-       1         Instrument Rating(s)       - NONE       -       -       SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE         ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.       -       -       -       -	Condition of Light - DAYLIGH						
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - UNK/NR       Total       - 21       Last 24 Hrs - UNK/NR         NONE       Months Since       - UNK/NR       Make/Model-       21       Last 30 Days- UNK/NR         GLIDER       Aircraft Type       - UNK/NR       Instrument-       0       Last 90 Days-       1         Instrument Rating(s)       - NONE       -							
PRIVATE Current - UNK/NR Total - 21 Last 24 Hrs - UNK/NR NONE Months Since - UNK/NR Make/Model- 21 Last 30 Days- UNK/NR GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.							
GLIDER Aircraft Type - UNK/NR Instrument- O Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.				Flight Time (	Hours)		
GLIDER Aircraft Type - UNK/NR Instrument- O Last 90 Days- 1 Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.				- 21	Last 24		
Instrument Rating(s) - NONE -Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.			UNK/NR Make/M	lodel - 21	Last 30		•
-Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.		Aircraft Type -	UNK/NR Instru	iment- O	Last 90	) Days-	1
-Narrative SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.	Instrument Pating(s) - NONE						
SAILPLANE LOST LIFT AND DURING A FORCED LANDING WIRES WERE SPOTTED ON THE APPROACH. IN ATTEMPTING TO FLY UNDER THE ES THE ACFT WAS FLOWN INTO AN EMBANKMENT.							
	SAILPLANE LOST LIFT AND DURING A FOR ES THE ACFT WAS FLOWN INTO AN EMBANK		TTED ON THE APPRC	DACH. IN ATTEMPTI	NG TO FLY UN	DER THE	

		Brief of	Accident (Continued)	
File No 1726	6 6/16/84	PERKASIE,PA	A/C Reg. No. N7556	Time (Lc1) - 1340 EDT
	FORCED LANDING Descent - Emergen	NCY		
inding(s) 1. IMPROPER USE	OF PROCEDURE,LACK		AIRCRAFT - PILOT IN COMMAND	
Occurrence #2 Phase of Operation				
inding(s) 2. TERRAIN CONDITION	N - NONE SUITABLE			

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONA		Fire	Crew		0	N HOL	1
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	õ	õ	ò
Accident Occurred During -DESCENT				°,	Ū.		Ū,
-Aircraft Information							
Make/Model - CESSNA 50M		del - CONTINENTAL				Activated -	
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warni	ng System -	YES
Max Gross Wt - 1600		- RECIPROCATIN	NG-CARBURE	FOR			
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information					•		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu			ON AIR	PORI		
Method - N/A Completeness - N/A	MIDDLETOWN Destination	, РА		Airport D	a+a		
Basic Weather - VMC	LOCAL		,	HARRIS			
Wind Dir/Speed- CALM	LOOAL					- 31	
Visibility - 20.0 SM	ATC/Airspace					- 9500/ 2	00
Lowest Sky/Clouds - CLEAR		nt Plan - NONE		Runway	Surface	- CONCRETE	
Lowest Ceiling - NONE		ance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRAFFIC	PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 26	Medical	Certificate	- UNK∕N	D		
Certificate(s)/Rating(s)	Age - 26 Biennial Flight Rev	/iew		t Time (H			
STUDENT	Current	- N/A Tota	1 -	19	Last 2	4 Hrs -	0
	Months Since	- N/A Make, - N/A Insti	/Model-	19	Last 3	0 Days- UNK	/NR
	Aircraft Type	- N/A Inst	rument-	0	Last 9	0 Days-	0
Instrument Rating(s) - NONE							
-Narrative							
SOLO STUDENT PLT WAS APPROACHING THE RWY	TO MAKE A LANDING W	HEN THE TWR GAVE	HIM GO-ARO	UND INSTR	UCTIONS DU	E TO AN	
RTS 3-30 ACFT ON FINAL. DURING THE GO-AROU	ND THE STUDENT SAID	HE ENCOUNTERED W	AKE TURBUL	ENCE. THE	ACFT CART	WHEELED	

9 6/21/84	MIDDLETOWN, PA	A/C Reg. No. N70	4UL Time (Lc1) - 2030 EDT	
VORTEX TURBULENC APPROACH - GO-AR	E ENCOUNTERED OUND (VFR)			
N - INADEQUATE - OF PROCEDURE,LAC	PILOT IN COMMAND K OF FAMILIARITY WITH NED - PILOT IN COMMAN	D		
LOSS OF CONTROL APPROACH - GO-AR	- IN FLIGHT OUND (VFR)			
IN FLIGHT COLLIS DESCENT - UNCONT				
	VORTEX TURBULENC APPROACH - GO-AR IATED - PILOT IN N - INADEQUATE - OF PROCEDURE,LAC ROL - NOT MAINTAI LOSS OF CONTROL APPROACH - GO-AR IN FLIGHT COLLIS	VORTEX TURBULENCE ENCOUNTERED APPROACH - GO-AROUND (VFR) IATED - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND OF PROCEDURE,LACK OF FAMILIARITY WITH ROL - NOT MAINTAINED - PILOT IN COMMAN LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR) IN FLIGHT COLLISION WITH TERRAIN	VORTEX TURBULENCE ENCOUNTERED APPROACH - GO-AROUND (VFR) IATED - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COM ROL - NOT MAINTAINED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR) IN FLIGHT COLLISION WITH TERRAIN	IATED - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT APPROACH - GO-AROUND (VFR) IN FLIGHT COLLISION WITH TERRAIN

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ift Damage			Inj	uries	
		ANTIAL		Fatal	Serious		• Non
Type of Operation -BUSINESS	Fire		Crew	0	0	0	
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING			<sup>.</sup>				
Aircraft Information							
Make/Model - BEECH 58	Eng Make/Model - C		520-CB				ed - UNK/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			St	all Warn	ing Syste	em - YES
Max Gross Wt - 5400	Engine Type - R		CTED				
No. of Seats - 6	Rated Power -	285 HP					
Environment/Operations Information						-	
Weather Data	Itinerary		ļ		roximity		
Wx Briefing - NO RECORD OF BRIEFING		nt		ON AIRF	PORT		
Method - N/A	GREENVILLE, SC						
Completeness - N/A	Destination		Α.	irport Da			
Basic Weather - VMC	LAURENS, SC				COUNTY	<u> </u>	
Wind Dir/Speed- 050/004 KTS				,	Ident		( <b>c</b> o
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plar				Lth/Wid Surface		
Lowest Ceiling - 1200 FT BROK					Status		- 1
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	DRI	
Precipitation - NONE	Type Apony Endg	FULL STOP					
Condition of Light - DAYLIGHT		TOLL STOP					
Personnel Information Pilot-In-Command	Age - 57	Medical Cert	ificato		MEDICAL -	WATVEDS /I	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (He		WAIVER5/1	
PRIVATE	Current - YES	Total				24 Hrs -	1
SE LAND, ME LAND	Months Since - 6	Make/Mod				30 Days-	
	Aircraft Type - UNK/N					90 Days-	
		Multi-En	g - 39	525		,	
Instrument Rating(s) - NONE							

\_\_\_\_\_

File No 173	31 9/04/84 LAURENS,SC	A/C Reg. No. N2O47L	Time (Lc1) - 1030 EDT
Occurrence #1 Phase of Operation			
Finding(s) 1. PROPER TOUCHDOWN	N POINT - NOT ATTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTI LANDING - ROLL	ON	
Finding(s) 2. LANDING GEAR,NOP	RMAL BRAKE SYSTEM - FAILURE,TOTAL		
Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
Probable Cause			

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

Brief of Accident

File No 1632 7/10/84 WATERTON	N,SD A	/C Reg. No. N866	86	т	ime (Lc1) -	0730 MDT	
Basic Information Type Operating Certificate-NONE (GENERAL /		craft Damage STROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -AERIAL APPLICAT Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	FION Fire ON	e GROUND	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - WEATHERLY 201 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 1	Eng Make/Model Number Engines Engine Type	- P&W R-985 - 1 - RECIPROCATING- - 450 HP		ELT		ctivated	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 6000 FT SCATTER Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Pd SAME AS ACC/IN Destination LOCAL ATC/Airspace RED Type of Flight P Type of Clearance Type Apch/Lndg	oint C lan - NONE e - NONE		ON AIR Trport Da Runway Runway Runway Runway	ata Ident - Lth/Wic - Surface -	2500/	30
	ge - 23 iennial Flight Review Current - YE Months Since - 24 Aircraft Type - UN	S Total Make/Mo	Flight - 2 del-	: Time (H 2575 300	ours) Last 24	Hrs - Days- UN	8

Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE SPRAY BOOM OF THE ACFT CAUGHT IN THE GREEN WHEAT ALONG THE RIGHT SIDE OF THE DIRT RWY DURING TAKEOFF. THE ACFT THEN RAN OFF THE PREPARED SURFACE INTO THE WHEAT. IT THEN NOSED OVER ONTO ITS BACK AND CAUGHT FIRE. THE DIRT RWY IS 30 FT WIDE. THE WINGSPAN OF THE ACFT IS APRX 40 FT.

File No 163	2 7/10/84	WATERTOWN, SD	A/C Reg. No. N86686	Time (Lc1) - 0730 MDT
Occurrence #1 Phase of Operation				
	NING/PREPARATION - PILOT IN COMMAN			
Occurrence #2 Phase of Operation		RUN		
inding(s)	N - HIGH VEGETATI	)N		

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

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft SUBSTAN		Fatal		juries s Minor	None
, Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING		Fire NONE		Crew O Pass O	0	0 0	1 0
Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1		odel - LYCC nes - 1 e - REC:	MING 0-540-A	105 EL	T Installed Stall Warn	d/Activate	d - NO -N/
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departu CANTON,SD	re Point			t Proximity AIRPORT/ST		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destination LOCAL			Airport Runv	t Data Vay Ident	- N/A	
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	ATC/Airspace Type of Flig Type of Clea Type Apch/Lr	arance -	NONE	Runv	way Lth/Wid way Surface way Status	- N/A	
Precipitation - NONE Condition of Light - DAYLIGHT		5					
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Re	eview		Flight Time	(Hours)	-WAIVERS/L	IMIT
COMMERCIAL SE LAND,ME LAND HELICOPTER	Current Months Since Aircraft Type	- YES - 21 - UNK/NR	Make/Mode	t- 191	Last	24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - NONE							
Narrative NG A DESCENDING APCH TO AN UNFAMILIAR COR IRES." THE PLT PUSHED THE CONTROL STICK F RN CROP IN A SLIGHT NOSE DOWN ATTITUDE. T GROUND AND THE ACFT STOPPED INADVERTENTLY	NFIELD FOR A SWATH DRWARD TO AVOID HIT HE ACFT THEN TURNED	RUN, THE I	PLT STATED HE VIRES AT WHIC	HAD "A FLAS H TIME THE A	ACFT CONTAC	TED	

File No 1684	9/15/84 CANTON, SD	A/C Reg. No. N7236Z	Time (Lcl) - 1430 CDT
	- ELIGHT COLLISION WITH TERRAIN EUVERING - AERIAL APPLICATION		
2. IMPROPER USE OF 0 3. OBJECT - WIRE,STATIC 4. REMEDIAL ACTION - 7 5. VISUAL LOOKOUT - INAU 6. TERRAIN CONDITION - 0	ATTEMPTED - PILOT IN COMMAND DEQUATE - PILOT IN COMMAND	DT IN COMMAND Miliarity with geographic area - pilot in	N COMMAND
Probable Cause			
The National Transportations is/are finding(s) 7	on Safety Board determines tha	at the Probable Cause(s) of this accident	t

TS/are finding(S) /

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL A	VIATION)	Aircraft Damag DESTROYED	e	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew				0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		NONE	Pass	0	0 0	0	0
Aircraft Information					T		
Make/Model - GLOBE SWIFT GC-1B Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1710 No. of Seats - 2	Number   Engine	≥/Model - CONTINENT Engines - 1 Type - RECIPROCA ower - 145 HF	TING-CARBURE	s	Installed/A tall Warnin		
Environment/Operations Information							
Veather Data	Itinerary				Proximity		
W× Briefing - FSS Method - TELEPHONE	Last Depa ATHENS	arture Point ,TN		OFF AI	RPORT/STRIP		
Completeness - FULL Basic Weather - IMC	Destinatio CHAMPA			Airport D			
Wind Dir/Speed- 320/010 KTS					/Ident -		
	ATC/Airspa				/Lth/Wid -		
Lowest Sky/Clouds -					/Surface -		
Lowest Ceiling - 300 FT OVERCAS Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Type Apc	n/Lndg -			• Status -		
Personnel Information							
Pilot-In-Command Ag	je - 69	Medica t Review	al Certificat	e – VALIC	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s) Bi	ennial Fligh	t Review	Fligh	t Time (F	lours)		
PRIVATE	Current	-UNK/NR To ce-UNK/NR Ma ype-UNK/NR In	otal -	753	Last 24	Hrs -	-
SE LAND	Months Sin	∽o – UNK/NR Ma	ake/Model-	5	Last 30	) Davs- UN	K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT CRASHED IN AN AREA OF RISING TERRAIN AT ABOUT THE 1800 FT LEVEL. ABOUT 1 MILE AWAY THE RIDGE LINE ROSE TO AN ELEVATION OF 2500 FT. WHEN THE ACFT WAS OBSERVED OVERFLYING THE ROCKWOOD ARPT APRX 3 MILES FROM THE ACCIDENT SITE THE CEILING WAS ABOUT 1200 FT AND VISIBILITY ESTIMATED AT 3 MILES. THE ACFT WAS FLYING AT ABOUT 800 FT AGL ON A HEADING OF ABOUT 315 DEGREES. THE ACFT CRASHED ON A HEADING OF ABOUT 150 DEGREES IN A STEEP DESCENT. THE PLT HAD DELAYED HIS DEPARTURE BECAUSE OF THE WEATHER. WHEN HE DEPARTED HE TOLD HIS LISTENERS THAT THE WEATHER HAD IMPROVED SO IT WAS OK TO GO. THEY BELIEVED LATER THAT HE WAS REFERRING TO DESTINATION WEATHER AS THE EN ROUTE WEATHER STILL HAD NOT IMPROVED.

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5/29/84 ROCKWOOD, TN A/C Reg. No. N3754K Time (Lc1) - 1430 EDT File No. - 1749 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND 4. WEATHER OBSERVATION - INITIATED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING Finding(s) 5. TERRAIN CONDITION - RISING 6. OBJECT - TREE(S) ----------Probable Cause----

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

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

Brief of Accident

File No 1719 8/08/84 SHELBYVILL		eg. No. N35849		ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GENERAL AVI.	ATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE	Crev Pass	-	0 0	0 0	1 O
-Aircraft Information Make/Model - CESSNA 177RG Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		Installed/A tall Warnir		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 220/009 KTS	Itinerary Last Departure Point UNK/NR Destination MCCULLUM,GA		ON AIR Airport D Runway	ata Ident -	- N/A	
	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway	/Lth/Wid - /Surface - /Status -		
Certificate(s)/Rating(s) Bien STUDENT	- 34 nial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total - Make/Model-	µht Time (⊦	lours)	) Days- I	5 UNK/NR 26

\_\_\_\_\_

#### Instrument Rating(s) - NONE

----Narrative----

THE ACFT COLLIDED WITH A PARKED TRUCK ON A TAXIWAY EN ROUTE TO TAKEOFF. THE PLT SAID HE OBSERVED THE PARKED TRUCK ON THE TAXIWAY. THERE WAS ANOTHER TAXIWAY AVAILABLE BUT THE PLT CONTINUED ON THE CONGESTED ONE WITH THE ACFT WING OVERLAPPING THE TRUCK BY ABOUT 7 FT. THE COLLISION OF THE WING AGAINST THE TRUCK TURNED THE ACFT INTO THE TRUCK AND THE PROP ALSO MADE CONTACT. A WITNESS STATED THAT THE PLT WAS NOT WEARING CORRECTIVE LENSES AT THE TIME OF THE ACCIDENT. HIS LAST 3RD CLASS MEDICAL CERTIFICATE ISSUED ON 7-7-82 HAD A LIMITATION THAT HE MUST WEAR CORRECTIVE LENSES WHILE EXERCISING THE PRIVILEGES OF THE CERTIFICATE.

File No. - 1719 8/08/84 A/C Reg. No. N35849 Time (Lc1) - 1630 CDT SHELBYVILLE, TN -----ON GROUND COLLISION WITH OBJECT Occurrence Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. OBJECT - VEHICLE 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND з. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND 6. JUDGEMENT - POOR - 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) 1,3,5

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

Brief of Accident

File No 1699 8/14/84 ADAMS,	ΓΝ Α/C	Reg. No. N9888	T i	me (Lc1) -	- 0800 CD1	
Basic Information Type Operating Certificate-AGRICULTURAL /		aft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -AERIAL APPLIC/ Flight Conducted Under -14 CFR 137 Accident Occurred During -CRUISE	TION Fire		ew O ss O	0 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 - F Number Engines - Engine Type - F Rated Power -	1 RECIPROCATING-CARB 450 HP	St	installed/# tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Departure Poir CEDAR HILL,TN Destination		Airport F OFF AIF Airport Da	RPORT/STRIF	>	
Basic Weather - VMC Wind Dir/Speed- 040/004 KTS Visibility - 4.000 SM Lowest Sky/Clouds - 1200 FT Lowest Ceiling - 1200 FT OVERC Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Flight Plat	- NONE	Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 33 Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - G-164	Total - Make/Model- 4A Instrument-	cate - VALID ight Time (Ho 5500 700 UNK/NR UNK/NR	Last 24 Last 30 Last 90	AIVERS/LIM 4 Hrs - 0 Days- UN 0 Days- raft - UN	5 K/NR 300
Instrument Rating(s) - AIRPLANE						
-Narrative ER COMPLETING A SPRAY RUN THE PLT CLIMBED TO THE DESTINATION FIELD WAS HIGHER THAN THE L LE ATTEMPTING TO CLIMB OVER A HILL THE ACFT	AST ONE SPRAYED; NO ESTIN					

File No. - 1699 8/14/84 ADAMS, TN A/C Reg. No. N9888 Time (Lc1) - 0800 CDT \_\_\_\_\_ Occurrence IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 3. OBJECT - TREE(S) \_\_\_\_\_ ----------Probable Cause----

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

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Brief of Accident

Aircraft Information Make/Model - PIPER PA-28-181Eng Make/Model - LYC Number Engines - 1Landing Gear - TRICYCLE-FIXEDNumber Engines - 1Max Gross Wt - 2550Engine Type - REC Rated Power -No. of Seats - 4Rated Power -Environment/Operations Information Weather DataItinerary Last Departure Point Mc KENNY,TX Completeness - WEATHER NOT PERTINENT Basic Weather - VMCBasic Weather - VMCPADUCAH,KY Wind Dir/Speed- 260/005 KTS Visibility - 15.0 SMVisibility - 25000 FT Lowest Sky/Clouds - 25000 FTType of Flight Plan - Type of Clearance -	TAL Fatal Crew O Pass O MING 0-360-A4M ELT PROCATING-CARBURETOR 78 HP Airport Airport MCKEL Runwa Runwa VFR Runwa	O O I Installed/Ac Stall Warning t Proximity IRPORT	Minor None O 1 O 1 tivated - YES/YE System - NO 
Flight Conducted Under-14 CFR 91NONEAccident Occurred During-LANDINGAircraft Information Make/Model- PIPER PA-28-181Eng Make/Model - LYCLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Max Gross Wt- 2550Engine Type - RECNo. of Seats-4Rated Power -Veather DataItineraryWx Briefing- FSSLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSType of Flight Plan -Lowest Sky/Clouds- 25000 FTType of Clearance -Obstructions to Vision- NONEType Apch/Lndg	Pass O MING 0-360-A4M ELT PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa VFR Runwa VFR Runwa	O I Installed/Ac Stall Warning t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	0 1 tivated - YES/YES System - NO 
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 260/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE Accident Output Destination Eng Make/Model - LYC Number Engines - 1 Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Number Engines - 1 Engine Type - REC Number Engines - 1 Engine Type of Flight Plan - Type Apch/Lndg -	MING 0-360-A4M ELT PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa Runwa VFR Runwa VFR Runwa	Installed/Ac Stall Warning t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid -	tivated - YES/YE System - NO 20 6000/ 150 ASPHALT
Aircraft Information Make/Model - PIPER PA-28-181Eng Make/Model - LYC Landing Gear - TRICYCLE-FIXEDLanding Gear - TRICYCLE-FIXEDNumber Engines - 1 Engine Type - REC Rated Power -Max Gross Wt - 2550Engine Type - REC Rated Power -No. of Seats - 4Rated Power -Environment/Operations Information Weather DataItinerary Last Departure Point Mc KENNY,TX Completeness - WEATHER NOT PERTINENTBasic Weather - VMCPADUCAH,KY Wind Dir/Speed- 260/005 KTS Visibility - 15.0 SMVisibility - 15.0 SMATC/Airspace Type of Flight Plan - Lowest Sky/Clouds - 25000 FTLowest Sky/Clouds - 25000 FTType of Clearance - Type of Clearance -	MING 0-360-A4M ELT PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa VFR Runwa VFR Runwa	[ Installed/Ac Stall Warning t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid -	System - NO  20 6000/ 150 ASPHALT
Make/Model- PIPER PA-28-181Eng Make/Model - LYCLanding Gear- TRICYCLE-FIXEDNumber Engines - 1Max Gross Wt- 2550Engine Type - RECNo. of Seats- 4Rated Power -Environment/Operations InformationWeather DataItineraryWx Briefing- FSSLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSType of Flight Plan -Lowest Sky/Clouds- 25000 FTType of Clearance -Obstructions to Vision- NONEType Apch/Lndg-	PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa Runwa VFR Runwa VFR Runwa	Stall Warning t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid -	System - NO  20 6000/ 150 ASPHALT
Landing GearTRICYCLE-FIXEDNumber Engines - 1Max Gross Wt2550Engine Type- RECNo. of Seats-4Rated PowerEnvironment/Operations InformationWeather DataItineraryWeather DataItineraryLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSType of Flight Plan -Lowest Sky/Clouds- 25000 FTType of ClearanceDostructions to Vision- NONEType Apch/Lndg-	PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa Runwa VFR Runwa VFR Runwa	Stall Warning t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid -	System - NO  20 6000/ 150 ASPHALT
Max Gross Wt2550Engine Type- RECNo. of Seats4Rated Power-Environment/Operations InformationWeather DataItineraryWeather DataItineraryWx Briefing- FSSLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSType of Flight Plan -Lowest Sky/Clouds- 25000 FTType of ClearanceDostructions to Vision-NONEType Apch/Lndg-	PROCATING-CARBURETOR 78 HP Airport ON AI Airport MCKEL Runwa VFR Runwa VFR Runwa	t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	20 6000/ 150 ASPHALT
Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Departure Point Method - IN PERSON MC KENNY,TX Completeness - WEATHER NOT PERTINENT Destination Basic Weather - VMC PADUCAH,KY Wind Dir/Speed- 260/005 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT Type of Flight Plan - Lowest Ceiling - 25000 FT BROKEN Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg -	Airport ON AI Airport MCKEL Runwa VFR Runwa VFR Runwa	t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	20 6000/ 150 ASPHALT
Weather DataItineraryWx Briefing- FSSLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSVisibilityVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- 25000 FTType of Flight PlanLowest Ceiling- 25000 FT BROKENType of ClearanceObstructions to Vision- NONEType Apch/Lndg	Airport ON AI Airport MCKEL Runwa Runwa VFR Runwa VFR Runwa	t Proximity IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	20 6000/ 150 ASPHALT
Wx Briefing- FSSLast Departure PointMethod- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSVisibilityVisibility- 15.0SMATC/AirspaceLowest Sky/Clouds- 25000 FTType of Flight PlanLowest Ceiling- 25000 FT BROKENType of ClearanceObstructions to Vision- NONEType Apch/Lndg	ON AI Airport MCKEL Runwa VFR Runwa VFR Runwa	IRPORT Data LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	6000/ 150 ASPHALT
Method- IN PERSONMC KENNY,TXCompleteness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- 25000 FTType of Flight Plan -Lowest Ceiling- 25000 FT BR0KENType of ClearanceObstructions to Vision-NONEType Apch/Lndg	Airport MCKEL Runwa Runwa VFR Runwa VFR Runwa	Data _LER FFIELD ay Ident - : ay Lth/Wid - ay Surface - /	6000/ 150 ASPHALT
Completeness- WEATHER NOT PERTINENTDestinationBasic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSPADUCAH,KYVisibility- 15.0SMATC/AirspaceLowest Sky/Clouds- 25000 FTType of Flight Plan -Lowest Ceiling- 25000 FT BROKENType of ClearanceObstructions to Vision-NONEType Apch/Lndg	MCKEL Runwa Runwa VFR Runwa VFR Runwa	LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	6000/ 150 ASPHALT
Basic Weather- VMCPADUCAH,KYWind Dir/Speed-260/005 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- 25000 FTType of Flight PlanLowest Ceiling- 25000 FT BROKENObstructions to Vision-Type Apch/Lndg	MCKEL Runwa Runwa VFR Runwa VFR Runwa	LER FFIELD ay Ident - 2 ay Lth/Wid - ay Surface - 7	6000/ 150 ASPHALT
Wind Dir/Speed- 260/005 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT Type of Flight Plan - Lowest Ceiling - 25000 FT BROKEN Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg -	Runwa Runwa VFR Runwa VFR Runwa	ay Ident - 2 ay Lth/Wid - ay Surface - 7	6000/ 150 ASPHALT
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 25000 FT Type of Flight Plan - Lowest Ceiling - 25000 FT BROKEN Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg -	Runwa VFR Runwa VFR Runwa	ay Lth/Wid - ay Surface - /	6000/ 150 ASPHALT
Lowest Sky/Clouds - 25000 FT Type of Flight Plan - Lowest Ceiling - 25000 FT BROKEN Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg -	VFR Runwa VFR Runwa	ay Surface - /	ASPHALT
Lowest Ceiling - 25000 FT BROKEN Type of Clearance - Obstructions to Vision- NONE Type Apch/Lndg -	VFR Runwa		
Obstructions to Vision- NONE Type Apch/Lndg -	VFR RUNWE		
		ay status - t	URY
	STRAIGHT-IN		
Condition of Light - DUSK	GO AROUND		
Personnel Information Pilot-In-Command Age - 40	ledical Certificate - VALI		WATVERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review	Flight Time (		
PRIVATE Current - YES	Total - 250		Hrs - UNK/NR
SE LAND Months Since - 1	Make/Model- 12		-
Aircraft Type - PA-28	Instrument- 53	Last 90 L	Days- UNK/NR
	Multi-Eng - 2		,
Instrument Rating(s) - NONE			
Narrative			
NG A GO-AROUND, THE ENGINE LOST ALL POWER. THE PILOT WAS ABLE TO LAND	ON THE RWY THE ACET WENT	T OFF THE END (	OF THE
WENT THROUGH A DITCH, STRUCK A FENCE AND CAME TO REST ON AN ADJACENT			
TANK. THE RIGHT TANK WAS PUNCTURED IN THE CRASH SEQUENCE AND CONTAIN	D NO FUEL. THE ACFT HAD E	BEEN FLOWN APR	X FOUR
RS WITHOUT BEING REFUELED.			-

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File No 1602	9/25/84 JACKSON	, TN	A/C Reg. N	lo. N8325V	Time	(Lc1) - 1900	EDT
ccurrence #1 LO hase of Operation AP	SS OF POWER(TOTAL) - NOI PROACH - GO-AROUND (VFR	N-MECHANICAL )					
	G/DECISION - IMPROPER -	PILOT IN COMMAND				• • •	
3. GO-AROUND - PERFORM 4. FLUID,FUEL - STARVA 5. FUEL SUPPLY - INA							
ccurrence #2 FO hase of Operation OT	RCED LANDING HER						
inding(s) 6. ABORTED TAKEOFF - P	ERFORMED - PILOT IN COM	MAND					
ccurrence #3 OV hase of Operation LA							
ccurrence #4 ON hase of Operation LA	GROUND COLLISION WITH ( NDING - ROLL	DBJECT				· · · · · · · · · · · · · · · · · · ·	
inding(s) 7. TERRAIN CONDITION - 8. OBJECT - FENCE	DITCH						

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

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

Brief of Accident

File No 1765 5/05/84 LA MARC	UE,TX A/C Re	g. No. N31DF	т	ime (Lc1) -	1500 CDT	
Basic Information						
Type Operating Certificate-NONE (GENERAL				Injur		
	DESTROY		Fatal	Serious		None
Type of Operation -AIR SHOW	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Mode1 - PITTS SPECIAL S-1	Eng Make/Model - LYC	OMING 0-320-B2B	ELT	Installed/A	ctivated ·	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	a System ·	- YES
Max Gross Wt - 1000	Engine Type - REC	IPROCATING-CARBURE	TOR			
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - UNK/NR	Last Departure Point			RPORT/STRIP		
Method - UNK/NR	HITCHCOCK, TX		OIT AI	KI OKI / SIKI		
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 160/011 KTS	EUGAL		Runwav	Ident -	N/A	
Visibility - 3.000 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	NONE			N/A	
	ST Type of Clearance -				N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg -				,	
Precipitation - NONE	spe spendeng					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	24	Medical Certificat				<b>. .</b>
	5				IVERS/LIM	<b>T</b> 1
Certificate(s)/Rating(s) E PRIVATE	Siennial Flight Review		t Time (H		Hrs - UN	
SE LAND	Current - YES	Total -			Davs- UN	
SE LAND	Months Since - 11	Make/Model-	90			
	Aircraft Type - UNK/NR			Last 90	Days- UN	
		Multi-Eng - UN	K/INK	ROTOPCE	aft - UN	K/NK

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS SCHEDULED TO PERFORM AEROBATICS IN AN AIR SHOW. WHILE MANEUVERING AT ABOUT 300 FT AGL, THE ACFT ENTERED A NOSE HIGH, STEEP LEFT TURN, STALLED, THEN ENTERED A 2 TURN SPIN TO THE LEFT. THE PLT RECOVERED IN A NOSE LOW, WINGS LEVEL ATTITUDE, BUT THE ACFT IMPACTED TREES & THE GROUND. NO PRE-IMPACT PART FAILURE OR MALFUCTION WAS FOUND. AN INVESTIGATION REVEALED THE PLT HAD STARTED WEARING SOFT CONTACT LENSES TO CORRECT HER VISION. NO CONTACT LENSES WERE FOUND IN THE WRECKAGE & NO LENSES WERE NOTED IN THE MEDICAL EXAMINERS INVESTIGATION. A PAIR OF EYE GLASSES WERE FOUND IN A BAG IN THE COCKPIT.

File No 176	5 5/05/84	LA MARQUE,TX	A/C Reg. No. N31DF	Time (Lc1) - 1500 CDT	
Occurrence Phase of Operation	IN FLIGHT COLLISI MANEUVERING	ON WITH TERRAIN			
Finding(s) 1. AEROBATICS - PER 2. STALL/SPIN - INI 3. PROPER ALTITUDE 4. REMEDIAL ACTION	TIATED - PILOT IN - NOT MAINTAINED -	COMMAND PILOT IN COMMAND			
Probable Cause	-				

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

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Brief of Accident

-Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraft	Damage		Iniu	uries	
	MINOR	ballage	Fatal	Serious		None
Type of Operation -FERRY	Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	s 0	1	0	0
Accident Occurred During -CRUISE						
-Aircraft Information						
Make/Model - CANADAIR CL-600	Eng Make/Model - LYCC	MING ALF-502L-2				ed - NO -N/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	all Warn	ing Syste	em - YES
Max Gross Wt - 40400	Engine Type - TURE					
No. of Seats - 13	Rated Power - 75	500 LBS THRUST				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AII	RPORT/STR	IP	
Method - TELEPHONE	EAST ST. LOUIS,IL		Adamant D			
Completeness - FULL Basic Weather - VMC	Destination		Airport Da	ата		
Wind Dir/Speed- 120/010 KTS	DALLAS,TX		Bubway	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid	- N/A	
Lowest Sky/Clouds - 20000 FT THI		TFR		Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance -			Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		(tarma)	otatao	,	
Precipitation - NONE	, ype npen, eneg	•••••				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 59	Medical Certifica	ate - VALID	MEDICAL-	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H	ours)		
ATP	Current - YES	Total -			24 Hrs -	1
SE LAND, ME LAND	Months Since - 5	Make/Model-			30 Days-	
	Aircraft Type - CL-600	Instrument-		Last	90 Days-	79
		Multi-Eng -	11500			
Instrument Rating(s) - AIRPLANE						
-Narrative						

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File No 178	5 5/16/84	CLARKSVILLE, TX	A/C Reg. No. N215RL	Time (Lc1) - 1642 CDT
Occurrence #1 Phase of Operation		E ENCOUNTERED		
Finding(s) 1. VISUAL SEPARATIO	N - INADEQUATE -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Occurrence #3 Phase of Operation				
Finding(s) 2. EMERGENCY PROCED	URE - PERFORMED -			

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

Brief of Accident

File No 1784 5/17/84 F	LAINVIEW, IX	A/C Reg. No	. N/393V 		me (LCI) -	- 1415 CDT	
-Basic Information Type Operating Certificate-NONE (GE Type of Operation -OTHER WC Flight Conducted Under -14 CFR S	RK USE	Aircraft Dama SUBSTANTIAL Fire NONE		0	Injur Serious O O	Minor 1	None 0 0
Accident Occurred During -LANDING							
Aircraft Information Make/Mode1 - BELLANCA 17-30 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 3325 No. of Seats - 4	E Number E Engine T	/Model - CONTINEN ngines - 1 ype - RECIP-FU wer - 300 H	EL INJECTED	ELT J S1	nstalled// all Warnir	Activated - ng System -	YES/YES YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 120/015 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Depa SAME AS Destinatio LOCAL ATC/Airspac Type of F Type of C	ACC/INC n		Airport Da HALE CC Runway Runway Runway Runway	PORT/STRIF ata DUNTY Ident	- 13 - 4000/ - - ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Age - 51 Biennial Flight	Review	al Certifica Flig	ht Time (Ho	ours)		
SE LAND, ME LAND	Months Sinc Aircraft Ty	-YES T ne-22 M pe-UNK/NR I M	ake/Model- nstrument- ulti-Eng -	2000 122 978	Last 30 Last 90	0 Days- UN 0 Days- 0 Days-	(/NR 79
Instrument Rating(s) - AIRPLA	IE						
Narrative TLT LOSS OF POWER OCCURRED DURING THE S MADE IN AN OPEN FIELD. THE ACFT JUST UND WHERE THE MAIN INLET FUEL LINE CON S LOST FROM THE LEAK. IT WAS ALSO DISCO	CAME OUT OF AN ANNUA NECTS TO THE FUEL INJ	L INSPECTION. AFT ECTOR DISTRIBUTOR	ER THE ACCIE BLOCK. IT I	ENT A FUEL	LEAK WAS N HOW MUCH	FUEL	

File No. - 1784 5/17/84 PLAINVIEW, TX A/C Reg. No. N7393V Time (Lc1) - 1415 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FUEL SYSTEM, LINE FITTING - LOOSE 4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL ------\_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN 6. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

## Brief of Accident

File No 1774 5/27/84 AMA	RILLO,TX A/C Reg	. No. N3610R	т	ime (Lc1)	- 0840 CD1	
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft I	)amage		Inj	uries	
	NONE	5	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ō	1	0	0
Accident Occurred During -LANDING			-		-	·
-Aircraft Information						
Make/Model - BALLOON WORKS FIREFLY	7 Eng Make/Model - N/A		ELT	Installed	/Activated	- NO -N/A
Landing Gear - N/A	Number Engines - N/A				ing System	
Max Gross Wt - 1660	Engine Type - N/A				ing byetom	
No. of Seats - UNK/NR	Rated Power - N/A					
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT/STR		
Method - TELEPHONE	AMARILLO, TX		••••			
Completeness - UNK/NR	Destination		Airport D	a+a		
Basic Weather - VMC	SAME AS ACC/INC		Anport D	ala		
Wind Dir/Speed- 225/025 KTS	SAME AS ACC/INC		Durauna	Talaust	NI / A	
				Ident		
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - I			Surface		
Lowest Ceiling - NONE	Type of Clearance - I		Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch/Lndg -	STRAIGHT-IN			ROUGH	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		edical Certificat				
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	t Time (H			
COMMERCIAL	Current - YES	Total -			24 Hrs -	1
NONE	Months Since - 4 Aircraft Type - UNK/NR	Make/Model-	108	Last	30 Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last	90 Davs-	5 5
FREE BALLOON						
FREE BALLOON						
FREE BALLOON Instrument Rating(s) - NONE						

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Occurrence Phase of Operation		
	DN - IMPROPER - PILOT IN COMMAND DN - UNFAVORABLE WIND DN - WINDSHEAR	

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

is/are finding(s) 1,6

Brief of Accident

Type Operating Certificate-NON	NE (GENERAL AVIATION)	Aircraft Dama	age		Injur	ies	
		SUBSTANTIAL	•	Fatal	Serious	Minor	None
	SONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	3
Accident Occurred During -LAN							
-Aircraft Information							
Make/Model - CESSNA 182Q		/Model - CONTINEN			Installed/A		
Landing Gear - TRICYCLE-FIXED		·g · · · = = · · ·		-	tall Warnir	ng System	- YES
Max Gross Wt - 2800 ·	Engine Ty	/pe - RECIPRO(	CATING-CARBURE	TOR			
No. of Seats - 4	Rated Pov	ver - 265 H	1P 				
-Environment/Operations Informati	ion						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF		rture Point		ON AIR	PORT		
Method - N/A	ARLINGT						
Completeness - N/A	Destination	า		Airport Da	ata		
Basic Weather - VMC	WHITNEY	, ТХ			HITNEY STAT		
Wind Dir/Speed- 180/013 KTS					Ident -		
Visibility - 15.0 SM					Lth/Wid -		50
	DO FT SCATTERED Type of F				Surface -		
Lowest Ceiling - NONE		learance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE			FIC PATTERN				
Precipitation - NONE	-	FULI	_ STOP				
Condition of Light - DAYL	_IGHT						
-Personnel Information							
Pilot-In-Command	Age - 27		cal Certificat			IVERS/LI	ИIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H			
COMMERCIAL	Current		Total -			Hrs -	
SE LAND, ME LAND	Months Since		Make/Model-			) Days- U	•
	Aircraft Ty		Instrument-		Last 90	) Days-	47
		1	Multi-Eng -	19			

File No. - 1771 5/27/84 WHITNEY, TX A/C Reg. No. N95981 Time (Lc1) - 1810 CDT \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. AIRPORT FACILITIES, WIND DIRECTION INDICATOR - UNAVAILABLE 3. WEATHER CONDITION - TAILWIND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL 6. TERRAIN CONDITION - DITCH Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL -------Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident  $\frac{1}{2}$  are finding(s) 1,2,3,6

Brief of Accident

Type Operating Certificate-NONE (GENERA				Injur		
Turne of Openation DEDCONAL	SUBSTAN		Fatal 1 O		Minor 1	None O
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crev Pass		0	1	0
Accident Occurred During -LANDING	10112		, v	Ŭ		Ŭ
Aircraft Information						
Make/Model - TAYLORCRAFT BC-65	Eng Make/Model - CON		ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 550	Number Engines - 1 Engine Type - REC			tall Warnin	ig system	I - YES
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point ARANSAS PASS,TX		OFF AI	RPORT/STRIP	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 360/005 KTS					N/A	
Visibility - 20.0 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 -	SOFT	
Precipitation - NONE	Type Aperly Endg	PRECAUTIONARY LA				
Condition of Light - DAYLIGHT						
Personnel Information						
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 37 Biennial Flight Review	Medical Certifica	ate - VALIL ght Time (F		IVERS/LI	MII
COMMERCIAL	Current - YES	Total -	2963	last 24	Hrs -	з
SE LAND, ME LAND	Current - YES Months Since - 10 Aircraft Type - UNK/NR	Make/Model-	155	Last 30	Days- L	JNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	71	Last 90	) Days-	23
		Multi-Eng -	160	Rotorcr	aft -	2404
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
 Narrative						
STATED AN ENGINE MISS WAS EXPERIENCED. PL	T ELECTED A PRECAUTIONARY LA	NDING ON THE BEAG	CH DURING W	HICH MAIN		
STATED AN ENGINE MISS WAS EXPERIENCED. PL DUG INTO SAND AND ACFT NOSED OVER. DURIN						

File No 17	75 5/28/84	PORT ARANSAS,TX	A/C Reg. No. N27582	Time (Lc1) - 1545 CDT
0000000000	NOSE OVER			
Occurrence Phase of Operation	LANDING - ROLL			
Finding(s)				
1. PRECAUTIONARY LA 2. TERRAIN CONDITIO		- PILOT IN COMMAND		
	RAIN - SELECTED -	PILOT IN COMMAND		
4. IMPROPER US	E OF EQUIPMENT/AIR	CRAFT, ANXIETY/APPRENHENS	SION - PILOT IN COMMAND	
Probable Cause				

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

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

Brief of Accident

1

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage		Inju	ries	
		SUBSTANTIAL		al Serious		None
Type of Operation -PERSONA		Fire		0 0		1
Flight Conducted Under -14 CFR		NONE	Pass	0 0	0	2
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - PIPER PA-28-235		'Model - LYCOMING O-				
Landing Gear - TRICYCLE-FIXED		ngines - 1		Stall Warni	ng System	- YES
Max Gross Wt ~ 2900		/pe - RECIPROCATI	ING-CARBURETOR			
No. of Seats - 4		ver - 235 HP				
nvironment/Operations Information						
leather Data	Itinerary		Airp	ort Proximity		
eather Data Wx Briefing - NWS Mathad - UNK (ND		rture Point	0	N AIRPORT		
	ODESSA,1					
Completeness - UNK/NR	Destination	ו	•	ort Data		
Basic Weather - VMC	LOCAL		-	ATES FIELD		
Wind Dir/Speed- 180/014 KTS	170/1				- 16	50
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace			unway Lth/Wid		50
Lowest Ceiling - NONE		ight Plan - NONE earance - NONE		unway Surface unway Status		
Obstructions to Vision- NONE		Lindo - TRAFFI		niway status	- DRT	
Precipitation - NONE	Type Apeny	FULL S				
Condition of Light - DAYLIGHT		TOLL 5				
Personnel Information						
Pilot-In-Command	Age - UNK/NR	Medical		ALID MEDICAL-W	AIVERS/LI	TIN
Certificate(s)/Rating(s)		Review	Flight Tin			
COMMERCIAL		- UNK/NR Tota	al - UNK/NR e/Model- UNK/NR	Last 2	4 Hrs - Ul	
SE LAND, ME LAND		e - UNK/NR Make	e/Model- UNK/NR	Last 3		
	Aircraft Typ	be-UNK/NR Ins	trument- UNK/NR	Last 9	0 Days- U	
		Mult	ti-Eng - UNK/NR	Rotorc	raft - Ul	NK/NR
Instrument Rating(s) - AIRPLA	NE					
larrative						
IG THE TAKEOFF GROUND ROLL THE PLT N	INTICED THE INOP ATOSO			CENEE THE ACET		
ED DURING THE LONG FAST LANDING AND						

File No 1755	5/31/84	ODESSA,TX	A/C Reg. No. N16461	Time (Lc1) - 1645 CDT
Occurrence #1 H Phase of Operation l		OUCHDOWN		
	KNOWN DEFICIENCIE DF EQUIPMENT/AIRC NOT PERFORMED - IVE - PILOT IN CO NCED LANDING - IM DL - NOT MAINTAIN	S IN EQUIPMENT - RAFT,OVER CONFIDE PILOT IN COMMAND MMAND PROPER - PILOT IN ED - PILOT IN COM	INTENTIONAL - PILOT IN COMMAND NCE IN PERSONAL ABILITY - PILOT IN C COMMAND	OMMAND
Occurrence #2 ( Phase of Operation				
Finding(s) 9. LANDING GEAR - OVI	RLOAD			
Probable Cause				
The National Transporta is/are finding(s) 6,7	ation Safety Boar	d determines that	the Probable Cause(s) of this accid	ent

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

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Brief of Accident

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Type of Operation -PERSONAL Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Flight Conducted During -LANDING Aircraft Information Make/Model - BOEING A75N1 Eng Make/Model - CONTINENTAL W-670-6A ELT Installed/Activated - YES/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 2950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 220 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Basic Weather - VMC LOCAL Policy RANCH Runway Ident - 14 Visibility - 7.0 SM ATC/Airspace Runway Ident - 14 Visibility - 7.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - DAYLEGHT Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Runway Status - DRY ODMERCIAL,CFI Current - YES Total - 294 Last 24 Hrs - 2 SE LAND,ME LAND AGE - 29 Make/Model - 13 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 51 Last 90 Days- 294	File No 1758 6/09/84 FRIEN		eg. No. N44WR		Time (Lc1) -		
Type of Operation-PERSONALFireCrew0001Flight Conducted Under-14 CFR 91NONEPass0001Accident Occurred During-LANDINGNONEPass0001Aircraft InformationMake/Model- BOEING A75N1Eng Make/Model- CONTINENTAL W-670-6AELT Installed/Activated - YES/Make/Model- BOEING A75N1Eng Make/Model- CONTINENTAL W-670-6AELT Installed/Activated - YES/Make/Model- BOEING A75N1Eng Make/Model- CONTINENTAL W-670-6AELT Installed/Activated - YES/Make/Model- SBOEING A75N1Eng Make/Model- CONTINENTAL W-670-6AELT Installed/Activated - YES/Max Gross Wt- 2950Engine Type- RECIPROCATING-CARBURETORNONNo. of Seats- 2Rated Power- 220 HP	Basic Information Type Operating Certificate-NONE (GENERA			Fatal	•		None
Aircraft Information Make/Model - BUEING A75N1 Eng Make/Model - CONTINENTAL W-670-6A ELT Installed/Activated - YES/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 2950 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 220 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 LOCAL POLLY RANCH Wind Dir/Speed- 135/008 KTS LOCAL RUNWay Ident - 14 Visibility - 7.0 SM ATC/Airspace Runway Ident - 14 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE RUnway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Status - DRY Destructions to Vision - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT COMMERCIAL,CFI Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT COMMERCIAL,CFI Current - YES Total - 294 Last 24 Hrs - 2 SE LAND, ME LAND MARCH Type OR 20 Make/Model - 13 Last 30 Days- UNK/NR Aircraft Type ONK	Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	0	1
Make/Model- BDEING A75N1Eng Make/Model- CONTINENTAL W-670-6AELT Installed/Activated - YES/ Stall Warning System - NDMaxe/ross Wt- 2950Engines - 1Stall Warning System - NDMo. of Seats- 2Rated Power- 220 HP							
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A FRIENDSWOOD,TX Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL POLLY RANCH Wind Dir/Speed- 135/008 KTS Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - 2400/ 24 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - CLEAR Type of Clearance - NONE Runway Surface - ASPHALT Usest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 29 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 294 Last 24 Hrs - 2 Months Since - 2 Make/Model- 13 Last 30 Days- 294	Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2950	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBURE	TOR	Stall Warnir	ng System	n - NO
Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRPORTMethod- N/AFRIENDSWOOD,TXON AIRPORTCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALPOLLY RANCHWind Dir/Speed-135/008 KTSRunway Ident- 14Visibility- 7.0 SMATC/AirspaceRunway Lth/Wid- 2400/ 24Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- ASPHALTLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERN- Percipitation- NONEPersonnel InformationPilot-In-CommandAge - 29Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)24COMMERCIAL,CFICurrent- YESTotal- 294Last 24 Hrs - 2SE LAND,ME LANDMonths Since2Make/Model-13Last 30 Days- UNK/NR	Environment/Operations Information						
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALPOLLY RANCHWind Dir/Speed- 135/008 KTSRunway Ident - 14Visibility - 7.0 SMATC/AirspaceRunway Ident - 14Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision- NONEType Apch/Lndg - TRAFFIC PATTERNPrecipitation - NONEType Apch/Lndg - TRAFFIC PATTERNCondition of Light - DAYLIGHTAge - 29Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewCOMMERCIAL,CFIMonths Since - 2SE LAND, ME LANDMonths Since - 2Matter StructureSince - 2Months Since - 2Make/Model-Aircraft Type - UNK/NRInstrument-51Last 90 Days-294	Weather Data Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point					
Lowest Sky/Clouds -       CLEAR       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       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       - DAYLIGHT        Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current       - YES       Total       - 294       Last 24 Hrs - 2         SE LAND, ME LAND       Months Since - 2       Make/Model - 13       Last 30 Days- UNK/NR       Aircraft Type - UNK/NR       Instrument- 51       Last 90 Days- 294	Basic Weather - VMC Wind Dir/Speed- 135/008 KTS	Destination LOCAL		POLLY Runwa	RANCH y Ident -		24
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- YESTotal- 294Last 24 Hrs - 2SE LAND,ME LANDMonths Since- 2Make/Model-13Last 30 Days-UNK/NRAircraft Type- UNK/NRInstrument-51Last 90 Days-294	Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	Type of Flight Plan Type of Clearance	- NONE	Runwa	y Surface -	ASPHALT	
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- YESTotal- 294Last 24 Hrs- 2SE LAND,ME LANDMonths Since- 2Make/Model13Last 30 Days-UNK/NRAircraft TypeUNK/NRInstrument51Last 90 Days-294	Personnel Information						
COMMERCIAL,CFICurrent- YESTotal- 294Last 24 Hrs- 2SE LAND,ME LANDMonths Since- 2Make/Model- 13Last 30 Days- UNK/NRAircraft TypeUNK/NRInstrument51Last 90 Days- 294						WAIVERS	S/LIMIT
Aircraft Type - UNK/NR Instrument- 51 Last 90 Days- 294	COMMERCIAL, CFI	Current - YES	Total -		Last 24		
Multi-Eng - 10	SE LAND, ME LAND			51			
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE						
Narrative							

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File No 1758	6/09/84	FRIENDSWOOD, TX	A/C Reg.	No. N44WR	Time (Lc	1 <u>)</u> - 1630 CDT	
Occurrence #1 Phase of Operation		- ON GROUND					
Finding(s) 1. AIRCRAFT HANDLING 2. DIRECTIONAL CONTR		LOT IN COMMAND NED - PILOT IN COMMAND		-			
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH OBJECT					
Finding(s) 3. OBJECT - AIRCRAFT 4. OBJECT - FENCE	PARKED				2019 		
Occurrence #3 Phase of Operation		ION WITH TERRAIN			an tha Tha share an		
Finding(s) 5. TERRAIN CONDITION							
Probable Cause							
The National Transport is/are finding(s) 2	ation Safety Boa	rd determines that the	Probable Cause(	s) of this ac	ccident		

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

Brief of Accident

Flight Conducted Under       -14 CFR 91       NONE       Pass       0         Accident Docurred During       -DESCENT       NONE       Pass       0         -Aircraft Information Make/Model - GRIFFIN FG-1A       Eng Make/Model - VOLKSWAGON TYPE 3 1835CC ELT Installed/Activ Number Engines - 1       Stall Warning Sy Engine Type       - RECIPROCATING-CARBURETOR         Max Gross Wt - 650       Eng Make/Model - OLKSWAGON TYPE 3 1835CC ELT Installed/Activ Number Engines - 1       Stall Warning Sy Engine Type        Environment/Operations Information Weather Data       Itinerary       Airport Proximity User Completeness - N/A         Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       LOCAL       Mr. PLEASANT MUNICIPA Runway Lth/Wid - 38         Lowest Sky/Clouds -       Type of Flight Plan - NONE       Runway Sufface - ASP         Lowest Sky/Clouds -       NONE       Flight Plan - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type of Clearance - NONE       Runway Status - DRY         Precipitation       Plapch/Lndg - TRAFFIC PATTERN       Flight Time (Hours)         PRES       Ood       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Corrent - YES       Total - 700       Last 30 Day       Aircraft Type - W8         PRUATE       Stall Plight Revi	
Flight Conducted Under       -14 CFR 91       NONE       Pass       0         Accident Docurred During       -DESCENT       NONE       Pass       0         -Aircraft Information Make/Model - GRIFFIN FG-1A       Eng Make/Model - VOLKSWAGON TYPE 3 1835CC ELT Installed/Activ Number Engines - 1       Stall Warning Sy Engine Type       - RECIPROCATING-CARBURETOR         Max Gross Wt - 650       Eng Make/Model - OLKSWAGON TYPE 3 1835CC ELT Installed/Activ Number Engines - 1       Stall Warning Sy Engine Type        Environment/Operations Information Weather Data       Itinerary       Airport Proximity User Completeness - N/A         Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       LOCAL       Mr. PLEASANT MUNICIPA Runway Lth/Wid - 38         Lowest Sky/Clouds -       Type of Flight Plan - NONE       Runway Sufface - ASP         Lowest Sky/Clouds -       NONE       Flight Plan - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type of Clearance - NONE       Runway Status - DRY         Precipitation       Plapch/Lndg - TRAFFIC PATTERN       Flight Time (Hours)         PRES       Ood       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Corrent - YES       Total - 700       Last 30 Day       Aircraft Type - W8         PRUATE       Stall Plight Revi	
Accident Occurred During -DESCENT -Aircraft Information Make/Model - GRIFFIN FG-1A Landing Gear - TRICYCLE-FIXED No. of Seats - 1 -Environment/Operations Information Weather Data Was Briefing - NO RECORD OF BRIEFING Basic Weather - WAC Completeness - N/A Basic Weather - WAC Lowest Sky/Clouds - 10000 FT BROKEN Uowest Sky/Clouds - 10000 FT BROKEN Dostructions to Vision - NONE Condition of Light - DAVLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) - NONE -Personnel Information Pingting - NONE Condition of Light - DAVLIGHT -Personnel Information Pingting - NONE Condition of Light - DAVLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) - NONE -NONE Condition of Light - DAVLIGHT -NONE Pracipications Conserved Accurent - YES Total - 700 Current - YES Total - 700 Current - YES Total - 700 Last 24 Hrs Months Since - 7 Make/Model- 45 Last 90 Day Aircraft Type - W8 Instrument Rating(s) - NONE -Narrative	0 0 0 0
-Aircraft Information Make/Model - GRIFFIN FG-1A Landing Gear - TRICYCLE-FIXED No. of Seats - 1 -Environment/Operations Information Weather Data Wa Briefing - NO RECORD OF BRIEFING Basic Weather - VMC Completeness - N/A Basic Weather - 200 SM Lowest Sky/Clouds - Lowest Celling - 10000 FT BROKEN Dost Tuctions to Vision-NONE Condition of Light - DAYLIGHT -Personnel Information Piot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND -Narrative	
Make/Model- GRIFFIN FG-1A Landing GearEng Make/Model- VOLKSWAGON TYPE 3 1835CCELT Installed/Activ Stall Warning Sy Stall Warning Sy Stall Warning Sy Ball Warning Sy Engine TypeMax Gross wt- 650 Rated Power- 60 HP-Environment/Operations Information Weather DataItinerary Last Departure Point SAME AS ACC/INCAirport Proximity OFF AIRPORT/STRIP Martice Last Departure Point Lowst Ceiling- NO RECORD OF BRIEFING Last Departure Point Lowst CeilingAirport Data Mright - 20.0 SM Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg- Rated Power- Personnel Information Pilot-In-Command Certificate(s)/Rating(s)Age - Biennial Flight Review Months Since - 7 Make/Model - 45 Make/Model - 45 Last 30 Day Aircraft Type - W8- NONE Last 30 Day Rated Power- Parative 51 Medical Certificate - VALID MEDICAL-WAIVER Months Since - 7 Make/Model - 45 Make/Model - 45 Last 30 Day Aircraft Type - W8	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Sy Max Gross Wt - 650 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 60 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL MIT. PLEASANT MUNICIPA Wind Dir/Speed- 120/004 KTS Runway Ident - 17 Visibility - 20.0 SM ATC/Airspace Runway Surface - ASP Lowest Sky/Clouds - Type of Flight Plan - NONE Runway Surface - ASP Lowest Sky/Clouds - 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 - 51 Medical Certificate - VALID MEDICAL-WAIVER SE LAND Age - 51 Medical Certificate - VALID MEDICAL-WAIVER SE LAND Age - 7 Make/Model - 45 Last 30 Day Aircraft Type - W8 Instrument - 0 Last 30 Day Aircraft Type - W8 Instrument - 0 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - 50 - 50 Maxel - 50 Last 30 Day Aircraft Type - W8 Instrument - 50 Last 30 Day Aircraft Type - 50 - 50 - 50 - 50 - 50 - 50 - 50 - 5	ated - NO -N/
Max Gross Wt -       650       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats -       1       Rated Power -       60 HP         -Environment/Operations Information       Wather Data       Airport Proximity         Ws Briefing - NO RECORD OF BRIEFING Method -       Itinerary       Airport Droximity         Ompleteness - N/A       Destination       Airport Data         Basic Weather - VMC       LOCAL       MT. PLEASANT MUNICIPA         Wind Dir/Speed-120/004 KTS       LOCAL       Runway Iden - 17         Visibility - 20.0       SM       ATC/Airspace       Runway Lth/Wid - 38         Lowest Sky/Clouds -       10000 FT BROKEN       Type of Flight Plan - NONE       Runway Status - DRY         Obstructions to Vision - NONE       Type Apch/Lndg - TRAFFIC PATTERN       - Runway Status - DRY         Ordition of Light -       DAYLIGHT       -       -         -Personnel Information       Pilot-In-Command       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         PRIVATE       Yee -       7       Make/Model- 45       Last 30 Day         Aircraft Type -       WB       Instrument-       0       Last 30 Day         Aircraft Type	
No. of Seats - 1       Rated Power - 60 HP         -Environment/Operations Information       Itinerary       Airport Proximity         Weather Data       Itinerary       Airport Proximity         Wx Briefing - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method - N/A       SAME AS ACC/INC       Airport Data         Basic Weather - VMC       LOCAL       MIT PLEASANT MUNICIPA         Wind Dir/Speed 120/004 KTS       LOCAL       MIT PLEASANT MUNICIPA         Wind Dir/Speed 120/004 KTS       ATC/Airspace       Runway Ident - 17         Visibility - 20.0 SM       ATC/Airspace       Runway Lth/Wid - 38         Lowest Sky/Clouds -       Type of Flight Plan - NONE       Runway Status - DRY         Obstructions to Vision NONE       Type of Clearance - NONE       Runway Status - DRY         Obstruction of Light - DAYLIGHT       -       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       PRIVATE         SE LAND       Months Since - 7       Make/Model - 45       Last 30 Day         Aircraft Type - W8       Instrument Rating(s) - NONE       NONE         -Narrative       -NONE       -       0	
-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 Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL MIT. PLEASANT MUNICIPA Wind Dir/Speed- 120/004 KTS Runway Ident - 17 Visibility - 20.0 SM ATC/Airspace Runway Ident - 38 Lowest Sky/Clouds - ISP of Flight Plan - NONE Runway Status - ASP Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Age - 51 Medical Certificate - VALID MEDICAL-WAIVER Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVER SE LAND Age - 7 Make/Model - 45 Last 30 Day Aircraft Type - W8 Instrument- -Narrative	
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       MT. PLEASANT MUNICIPA         Wind Dir/Speed       120/004 KTS       Runway Ident       - 17         Visibility       - 20.0       SM       ATC/Airspace       Runway Lth/Wid       - 38         Lowest Sky/Clouds       -       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Personnel Information       - NONE       Elight Time (Hours)         PRIVATE       Current       - YES       Total       - 700       Last 24 Hrs         SE LAND       Months Since       - 7       Make/Model-       45       Last 30 Day         Aircraft Type - W8       Instrument-       0       Last 90 Day       Rotorcraft         Torcaft       - NONE       - 700       <	
Method       - N/A       SAME AS ACC/INC         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       MT. PLEASANT MUNICIPA         Wind Dir/Speed-       120/004 KTS       Runway Ident       - 17         Visibility       - 20.0 SM       ATC/Airspace       Runway Lth/Wid       - 38         Lowest Sky/Clouds       -       Type of Flight Plan       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstruction of Light       - DAYLIGHT       -       Age -       51       Medical Certificate - VALID MEDICAL-WAIVER         Personnel Information       Pilot-In-Command       Age -       51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Current       - YES       Total       - 700       Last 24 Hrs         SE LAND       Months Since       -       7       Make/Model-       45       Last 30 Day         Aircraft Type - W8       Instrument-       0       Last 90 Day       Rotorcraft         Instrument Rating(s)       - NONE       -       -	
Method       - N/A       SAME AS ACC/INC         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       MT. PLEASANT MUNICIPA         Wind Dir/Speed-       120/004 KTS       Runway Ident       - 17         Visibility       - 20.0 SM       ATC/Airspace       Runway Lth/Wid       - 38         Lowest Sky/Clouds       -       Type of Flight Plan       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstruction of Light       - DAYLIGHT       -       Age -       51       Medical Certificate - VALID MEDICAL-WAIVER         Personnel Information       Pilot-In-Command       Age -       51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       Current       - YES       Total       - 700       Last 24 Hrs         SE LAND       Months Since       -       7       Make/Model-       45       Last 30 Day         Aircraft Type - W8       Instrument-       0       Last 90 Day       Rotorcraft         Instrument Rating(s)       - NONE       -       -	
Basic Weather       - VMC       LOCAL       MT. PLEASANT MUNICIPA         Wind Dir/Speed-       120/004 KTS       Runway Ident       - 17         Visibility       - 20.0 SM       ATC/Airspace       Runway Ldent       - 17         Visibility       - 20.0 SM       ATC/Airspace       Runway Ldent       - 17         Lowest Sky/Clouds       -       Type of Flight Plan       NONE       Runway Surface       - ASP         Lowest Ceiling       - 10000 FT BROKEN       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision       NONE       Type Apch/Lndg       - TRAFFIC PATTERN       -       -         Precipitation       - NONE       Type Apch/Lndg       - TRAFFIC PATTERN       -       -         -Personnel Information       - Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 700       Last 24 Hrs         SE LAND       Months Since       - 7       Make/Model-       45       Last 30 Day         Aircraft Type - W8       Instrument       0       Last 90 Day       Rotorcraft         Instrument Rating(s)	
Wind Dir/Speed- 120/004 KTS       Runway Ident - 17         Visibility - 20.0 SM       ATC/Airspace       Runway Lth/Wid - 38         Lowest Sky/Clouds -       Type of Flight Plan - NONE       Runway Surface - ASP         Lowest Ceiling - 10000 FT BROKEN       Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision- NONE       Type Apch/Lndg - TRAFFIC PATTERN       Runway Status - DRY         Precipitation - NONE       NONE       -         Condition of Light - DAYLIGHT       -       -         -Personnel Information       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - YES       Total - 700       Last 24 Hrs         SE LAND       Months Since - 7       Make/Model- 45       Last 30 Day         Aircraft Type - W8       Instrument- 0       Last 90 Day         Rotorcraft       Instrument Rating(s) - NONE       -	
Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 38 Lowest Sky/Clouds - Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 10000 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 - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft	L
Lowest Ceiling - 10000 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 - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft	
Lowest Ceiling - 10000 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 - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE	
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model - 45 Last 30 Day Aircraft Type - W8 Instrument - 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE	
-Personnel Information Pilot-In-Command Age - 51 Medical Certificate - VALID MEDICAL-WAIVER Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model - 45 Last 30 Day Aircraft Type - W8 Instrument - 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE	
Pilot-In-Command       Age - 51       Medical Certificate - VALID MEDICAL-WAIVER         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - YES       Total - 700       Last 24 Hrs         SE LAND       Months Since - 7       Make/Model - 45       Last 30 Day         Aircraft Type - W8       Instrument - 0       Last 90 Day         Rotorcraft       - NONE       - NONE	
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 700 Last 24 Hrs SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE -Narrative	
SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE -Narrative	
SE LAND Months Since - 7 Make/Model- 45 Last 30 Day Aircraft Type - W8 Instrument- 0 Last 90 Day Rotorcraft Instrument Rating(s) - NONE -Narrative	
Rotorcraft Instrument Rating(s) - NONE -Narrative	- 1
Rotorcraft Instrument Rating(s) - NONE -Narrative	s- 3
Instrument Rating(s) - NONE 	
-Narrative	- 45
JEDING TO WITHESSES. THE GREACUFTER FET TOOR OF A TORNED ONTO A LEFT DOWNWIND TO STAT IN THE TRAFTIC FATTERN	
RWY 17. ONE WITNESS STATED THAT THE GYROCOPTER TURNED ONTO FINAL APCH AT ABOUT 300 TO 400 FT AGL. TWO OTHER	
NESSES, WHO RESIDE APRX 1/4 MI NORTH OF THE ARPT, RELATED THAT THE GYROCOPTER FLEW LOW OVER THEIR PROPERTY AT	
UT 150 FT WHILE TURNING ONTO FINAL. BOTH REPORTED THAT THE ENG WAS OPERATING & SOUNDED NORMAL. ONE INDIVIDUAL	
TED THAT THE PLT WAVED AS HE PASSED OVER HIS BACKYARD. REPORTEDLY, THE GYROCOPTER FLEW LOW OVER POWER LINES,	
MBED TO A MORE NORMAL ALTITUDE, THEN ENTERED A STEEP DESCENT & CRASHED. ONE WITNESS SAID IT STALLED. ANOTHER	
D IT FELL LIKE A ROCK. IMPACT OCCURRED ABOUT 200 FT SHORT OF THE RWY. NO PRE-IMPACT FAILURE OR MALFUNCTION WAS	

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File No. - 1764 6/29/84 MT PLEASANT,TX A/C Reg. No. N455FG Time (Lc1) - 1330 CDT \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. IMPROPER DECISION, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

#### Brief of Accident

File No 1782 8/16/84 PECOS	, ТХ 	A/C Reg. No. N2731S			Time (Lc1) - 1700 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious		. None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0	0 0	1 0	
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Ei	/Model - CONTINE ngines - 1 ype - RECIPRO wer - 100	CATING-CARBURE	S	Installed/A tall Warnin			
Environment/Operations Information Weather Data W× Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 010/005 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Destination LOCAL ATC/Airspace Type of F Type of C	e light Plan - NON learance - NON /Lndg - TRA	E	ON AIR Airport D Runway Runway Runway Runway	ata Ident - Lth/Wid - Surface -	36 UNK/NF DIRT DRY	2	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 24 Biennial Flight Current Months Since Aircraft Ty	Review - NO e - O		t Time (H 98 31	ours) Last 24	Days-	3 UNK/NR 27	

\_\_\_\_\_

## Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE GOT LOST WHILE ON A X-COUNTRY FROM BIG SPRINGS, TX, TO VAN HORN, TX. THE PILOT MADE A LANDING AT A RANCH STRIP TO ASK DIRECTIONS. AFTER TOUCHDOWN, THE ACFT VEERED TO THE LEFT IN A CROSSWIND. ONE MAIN LANDING GEAR AND BOTH WINGS WERE DAMAGED. THE PILOT INDICATED THAT HE DID NOT SEE THE WIND INDICATOR ON THE FIELD BEFORE HE ATTEMPTED TO LANDING.

File No. - 1782 8/16/84 A/C Reg. No. N2731S Time (Lc1) - 1700 CDT PECOS,TX \_\_\_\_\_ -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_\_ \_\_\_\_\_ Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

Brief of Accident

Basic Information					<b>T</b> -= 1				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0		
Flight Conducted Under -14 CFR 91		NONE	Pass	1	0	0	0		
Accident Occurred During -APPROACH									
Aircraft Information									
Make/Model - CESSNA 172N		el - LYCOMING O-	-320-H2AD	ELT I			- YES-UNK/N		
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warni	ng System	- YES		
Max Gross Wt - 2150 No. of Seats - 4	Rated Power		ING-CARDURE	TUR					
Environment/Operations Information									
Weather Data	Itinerary			Airport P	roximity				
Wx Briefing - NO RECORD OF BRIEFING		e Point			PORT/STRI	>			
Method - N/A	QUINLAN, TX								
Completeness - N/A		Destination			ta				
Basic Weather - VMC	LOCAL			<b>D</b>	•	40			
Wind Dir/Speed- 180/012 KTS Visibility - 10.0 SM	ATC/Airspace				Ident Lth/Wid	- 18 - N/A /	00100		
Lowest Sky/Clouds - 2000 FT SCAT	ATO/ATT Space	t Plan - NONF			Surface		00100		
Lowest Ceiling ~ NONE	Type of Clear				Status				
Obstructions to Vision- NONE		g - TRAFFIG	C PATTERN	2					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL ST	TOP						
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command		Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Review Flight Time (Hours)							
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Rev		Flign al -	334 (Ho		4 Hrs - L			
SE LAND, ME LAND	Current - Months Since -	13 Make	e/Model-			0 Days- L			
SE CAND, ME CAND	Aircraft Type -	CESSNA Ins				0 Days- L			
			ti-Eng -						
Instrument Rating(s) - NONE									
Narrative WITNESS REPORTED THAT WHEN THE PLT WAS LAND									
TH ELECTRIC POWER LINES. THE ACFT THEN NOSE									

9/09/84 Time (Lc1) - 0933 CDT File No. - 1763 QUINLAN, TX A/C Reg. No. N46ER 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 Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. OBJECT - WIRE, TRANSMISSION 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

Brief of Accident

File No 1710 10/30/84 LANE CITY,TX		A/C Reg.	No. N1074G	Time (Lc1) - 0945 CST				
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -EVERGREEN Type of Operation -NON SCHED Flight Conducted Under -14 CFR 13 Accident Occurred During -CRUISE	) AIR TAXI I VENTURES INC. DOMESTIC,PASSENGER	Aircraft Da DESTROYED Fire NONE		Fatal O O	Injur Serious O 1		None O O	
Aircraft Information Make/Model - BELL 206B Landing Gear - HIGH SKID Max Gross Wt - 3200 No. of Seats - 5					Installed/A Stall Warnir			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 070/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT S Lowest Ceiling - 6000 FT E Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary ING Last Departs WHARTON,T Destination MATAGORDA ATC/Airspace SCATTERED Type of Filg	X ,GM ght Plan - C( arance - N(	DMPANY (VFR)	OFF Al Airport [ Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER	Age - 49 Biennial Flight Ro Current Months Since Aircraft Type	eview - UNK/NR - UNK/NR	Total - ŬN	it Time (H K/NR K/NR K/NR	Hours) Last 24 Last 30 Last 90	NIVERS/LIN Hrs - UN Days- UN Days- UN aft - UN	IK/NR IK/NR IK/NR	
Instrument Rating(s) - AIRPLAN	,HELICOPTER							
Narrative DURING CRUISE AT 600 FT AGL A BANG WAS HEA BANG WAS HEARD & VIBRATION CEASED. HOWEVER CONTACTED TERRAIN DESPITE REMEDIAL ACTION INFLT. LAB EXAM REVEALED GEAR BOX ATTACHME APRX 60% OF PHENOLIC TIP BLOCK MISSING & 3 ON INTERIOR BLADE SKIN. ACFT WAS OPERATED TAIL ROTOR ASS'Y SPECIFICALLY FOR TIP BLOC COMPLIANCE NOT TO EXCEED 25 HR INTERVALS. OPERATOR HAD NOT RECEIVED REVISION 2 & LAS	R, AN UNCOMMANDED RT Y ATTEMPT BY PLT. INVES INT STUDS FAILED DUE T ALUMINUM RIVETS MISS IN A SALT WATER ENVIR CK SECURITY, VOID & RE ON 9/3/84 REVISION 2	AW WAS EXPER TIGATION REVI D LOW CYCLE I ING FROM TIT . ON 4/17/82 TENTION EVER REQ INSPECTIO	LENCED & THE NOS EALED TAIL ROTOR ATIGUE. TAIL RO ANIUM SKIN. NO E , AD 82-17-04 WA 7 DAYS. AD REV DN REVERTING BAC	E BEGAN ASS'Y SE TOR BLADE ONDING MA S ISSUED ISED (AD K TO 7 DA	TO TUCK UNDE EPARATED FRC E, S/N TCT-7 ATERIAL WAS REQ INSPECT 82-17-04,R AY INTERVAL.	ER. ACFT DM ACFT 7478, HAD VISIBLE TION OF 1) REQ		

File No. - 1710 10/30/84 A/C Reg. No. N1074G LANE CITY, TX Time (Lc1) - 0945 CST \_\_\_\_\_ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION 2. MAINTENANCE, COMPLIANCE WITH AD - NOT FOLLOWED - COMPANY MAINTENANCE PSNL З. IMPROPER USE OF PROCEDURE, INFORMATION UNAVAILABLE - COMPANY MAINTENANCE PSNL 4. ROTOR SYSTEM, TAIL ROTOR BLADE - CORRODED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 5. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.4

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

Brief of Accident

Basic Information								
Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Dama	ge	Injuries Fatal Serious Minor None				
Name of Carrier ~WIEBE G	URIMAKER	DESTROYED	<b>C</b> = <b>c</b> +			Minor O	None	
Name of Carrier -WIEBE G Type of Operation -NON SCH Flight Conducted Under -14 CFR	125	Fire NONE	Crew Pass		0	0	0	
Accident Occurred During -LANDING				-	-	·	-	
-Aircraft Information								
Make/Model - BELL 206B-III			odel - ALLISON 250-C20B				- YES/NO	
Landing Gear - HIGH SKID	Number Eng			St	all Warnin	ig System	- NO	
Max Gross Wt - 3200		e - TURBOSHA						
No. of Seats - 5	Rated Powe	r - 420 H	Р					
-Environment/Operations Information	 Itinerary							
Weather Data			Airport F					
W× Briefing - NO RECORD OF BRI	ure Point		OFF AIF	PORT/STRIP	1			
Method - N/A	WANSHIP,U	Т						
Completeness - N/A	Destination			Airport Da	ita			
Basic Weather - VMC Wind Dir/Speed- 200/004 KTS	LOCAL			Bunner	Ident -	N/A		
Visibility - 1.250 SM	ATC/Airspace					N/A		
Lowest Sky/Clouds - 700 FT		aht Plan - NONE				N/A		
	OVERCAST Type of Cle							
Obstructions to Vision- SMOKE		ndg - UNK/		nannay	Statuo	,		
Precipitation - SNOW SHO								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 39	Medic	al Certifica <sup>.</sup>	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT	
Certificate(s)/Rating(s)	<pre>rtificate(s)/Rating(s) Biennial Flight R</pre>			t Time (Hours)				
COMMERCIAL	Current	- YES T	otal -	3674	Last 24	Hrs -	6	
SE LAND, ME LAND	Months Since Aircraft Type	- YES T - 4 M - 206B I	ake/Model-	3152	Last 30	) Days-	114	
HELICOPTER	Aircraft Type	- 206B I	nstrument- U		Last 90			
		M	ulti-Eng - U	NK/NR	Rotorcr	aft -	3674	
Instrument Rating(s) - AIRPLA	NE							

NOT APPROVED FOR AMERICAN ACFT BY THE FAA. THIS HELICOPTER LANDED ON WHAT THE PILOT THOUGHT WAS A FIRM LANDING SURFACE BUT WAS ACTUALLY 5 FT OF SNOW COVERED WITH A THIN CRUST OF ICE. A PASSENGER THAT THE PILOT HAD DEBOARDED EARLIER ABOUT 900 FT DOWN THE MOUNTAIN, STATED THAT HE SAW THE HELICOPTER ROLL OVER ON ITS RIGHT SIDE APRX 5 MINS AFTER HE LEFT THE AIRCRAFT. THIS INDIVIDUAL STATED THAT THE PILOT DID NOT SHUT DOWN THE HELICOPTER AFTER HE WAS LEFT OFF. DURING THE ROLLOVER, ONE BLADE OF THE ROTOR SLICED THROUGH THE COCKPIT IT DEPARTED THE ACFT.

File No. - 1671 2/25/84 COALVILLE,UT A/C Reg. No. N16803 Time (Lc1) - 1000 MST \_\_\_\_\_ Occurrence ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. LANDING GEAR, SKID ASSEMBLY - LOOSE 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. LANDING GEAR, SKID ASSEMBLY - IMPROPER 4. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 5. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL 6. TERRAIN CONDITION - SNOW COVERED 7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 8. TERRAIN CONDITION - SOFT 9. TERRAIN CONDITION - WEAK ICE \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

<pre>3asic Information Type Operating Certificate-NONE (GENERA</pre>	L AVIATION) Aircra	ft Damage		Iniu	ries	
,		ANTIAL	Fatal			None
Type of Operation -INSTRUCTIONA			rew O			2
Flight Conducted Under -14 CFR 91	NONE	P	ass 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - BEECH 23	Eng Make/Model - L		B EL	T Installed		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warni	ing System	- YES
Max Gross Wt - 2300	Engine Type - R		BURETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFING		it	ON A	IRPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	LOCAL			DING CITY		
Wind Dir/Speed- CALM				ay Ident	- 17	
Visibility - 40.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			ay Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		RUN	ay Status	- DRY	
	Type Apch/Lhdg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 44	Medical Certif	icato - VAL			/   TMTT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time		WAIVERS	/ [] [] [] [] [] [] [] [] [] [] [] [] []
COMMERCIAL, CFI	Current - YES	Total	- 3499	Last	24 Hrs -	3
SE LAND, ME LAND	Months Since - 2	Make/Model	- 5	Last 3	BO Days- U	
	Aircraft Type - UNK/N		- 135		0 Days-	
		Multi-Eng				
Instrument Rating(s) - AIRPLANE						
			~			
Narrative						
REQUEST FROM HIS CFI THE STUDENT PILOT W						
FLAPS TO THE RECOMMENDED 15 DEGREES AND T		IE TAKEOFF TO CON THE ACFT BECAME				

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File No 16	10 6/09/84 BLANDING,UT	A/C Reg. No. N2346J	Time (Lc1) - 1610 MDT
	LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB		
2. DIRECTIONAL CON	CTIVES - NOT FOLLOWED - DUAL STUDENT TROL - NOT MAINTAINED - DUAL STUDENT - DELAYED - PILOT IN COMMAND(CFI)		
	IN FLIGHT COLLISION WITH OBJECT TAKEOFF - INITIAL CLIMB		
Finding(s) 4. OBJECT - FENCE			
	IN FLIGHT COLLISION WITH TERRAIN TAKEOFF - INITIAL CLIMB		
Finding(s) 5. TERRAIN CONDITI			
Probable Cause			
The National Transpo is/are finding(s) 2,	rtation Safety Board determines that th 3	e Probable Cause(s) of this accide	ent

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

File No 1629 8/01/84 BOUNT	(FUL,UT	A/C Reg. N	lo. N8280K	т	ime (Lcl) -	0720 MDT	
Basic Information Type Operating Certificate-NONE (GENERAI	_ AVIATION)	Aircraft Dam SUBSTANTIAL	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	0 0	1 0
Aircraft Information Make/Model - STINSON 108-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2078 No. of Seats - 2	Number Eng	gines – 1 De – RECIPRO	N 6A4-165-B3 ICATING-CARBURE HP	S	Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 100.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	ACC/INC	IE	OFF AI Airport D BOUNTI Runway Runway Runway	FUL Ident - Lth/Wid - Surface -	34 4200 ASPHALT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 22 Biennial Flight F Current Months Since Aircraft Type	Review ~ N/A - N/A	cal Certificat Fligh Total - Make/Model- Instrument-	t Time (H 56 56	lours) Last 24 Last 30	Hrs - UN	K/NR

Instrument Rating(s) - NONE

----Narrative----

FOLLOWING AN UNEVENTFUL RUNUP THE PILOT TOOK OFF AND WAS CLIMBING THROUGH 400 FT AGL WHEN THE ENGINE BEGAN TO LOSE POWER. THE PILOT THEN TURNED ON THE CARBURETOR HEAT, BUT IT DID NOT ALLEVIATE THE ENGINE PROBLEM. HE THEN MADE AN EMERGENCY LANDING IN A FIELD, DAMAGING THE RIGHT WING AND RIGHT LANDING GEAR. A MECHANIC WHO EXAMINED THE ENGINE FOLLOWING THE ACCIDENT STATED THAT THE CARBURETOR WAS "FULL OF WATER." HE ALSO SAID THAT THE PILOT HAD FUELED THE AIRPLANE USING A GI-TYPE GASOLINE CAN.

File No. - 1629 8/01/84 BOUNTIFUL.UT A/C Reg. No. N8280K Time (Lc1) - 0720 MDT \_\_\_\_\_ Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------\_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

#### Brief of Accident

File No 1799 8/28/84 BLUFFE	DALE,UT A/C R	eg. No. N4992M	ا 	ime (Lc1) -	1920 MDI	
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER	Fire NONE	Crew Pass	-	0 0	0 0	1 1
Aircraft Information Make/Model - ENSTROM 280C Landing Gear - SKID Max Gross Wt - 2350 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		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- 220/003 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan		OFF AI Airport D Runway Runway	Ident - Lth/Wid -	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 Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND		Total - Make/Model- U	ht Time (H 1677 NK/NR NK/NR	lours) Last 24 Last 30 Last 90	) WAIVERS/ Hrs - UM ) Days- UM ) Days- UM raft - UM	NK/NR NK/NR NK/NR
Instrument Rating(s) - AIRPLANE						

----Narrative----

PLT WAS PRACTICING HOVERING OVER A 40 X 60 FOOT HELICOPTER PAD. PLT STATED, A GUST OF WIND CAUGHT THE HELICOPTER MOVING IT OFF THE PAD AND INTO NEARBY POWER LINES. THE TERRAIN AROUND THE PAD SLOPES DOWN. THE POWER LINES WERE LOCATED APRX 125 FT FROM THE PAD AND WERE 50 TO 75 FT AGL, BUT ONLY 15 FT HIGHER THAN THE PAD. AFTER CONTACTING THE POWER LINE THE HELICOPTER WAS LANDED IN UNEVEN TERRAIN AND ROLLED OVER. THE PLT DID NOT HAVE A ROTORCRAFT RATING ALTHOUGH A PASSENGER WAS ON BOARD.

File No. - 1799 8/28/84 BLUFFDALE,UT A/C Reg. No. N4992M Time (Lc1) - 1920 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation HOVER Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation HOVER Finding(s) 5. OBJECT - WIRE, TRANSMISSION ------Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - DOWNHILL ----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 1641 2/04/84 NEW	PORT NEWS, VA A/C	Reg. No. N8437Z	т	ime (Lcl) -	2033 EST	
Basic Information Type Operating Certificate-ON-DEMAND /	AIR TAXI Aircra DESTR	ft Damage OYED	Fatal	Injur Serious	ies Minor	None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	G Fire NONE	Crew Pass	1 0	0	0 0	0 0
Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	1 ECIP-FUEL INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 350/007 KTS Visibility750 SM Lowest Sky/Clouds - 200 FT Lowest Ceiling - 200 FT OBS Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poin WASHINGTON,DC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan SCURED Type of Clearance Type Apch/Lndg	- IFR	OFF AII Airport Da PATRICI Runway Runway Runway Runway	K HENRY Ident - Lth/Wid - Surface - Status -	07 8003/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/N	Medical Certifica <sup>.</sup> Fligi Total - Make/Model- U	te - VALID at Time (He 2519 NK/NR 182	MEDICAL-NO ours) Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN aft - UN	K/NR K/NR K/NR
Instrument Rating(s) - AIRPLANE						
Narrative THE FLIGHT HAD BEEN AIRBORNE FOR APRX 38 MIN MINUTES LATER THE PILOT REPORTED "INSTRUMEN LATER SHE DECLARED AN EMERGENCY AND SAID HEN NO GYRO RADAR VECTORS AT 1000 FEET MSL. AFT FIVE SECONDS LATER SHE SAID "I'M, I'M START APRX 3 MILES WEST OF THE INTENDED LANDING A BOTH VACUUM PUMPS AND RELATED COMPONENTS IN INSTRUMENT INDICATIONS COULD NOT BE DETERMIN INSTRUMENT SYSTEM WRITE-UPS.	T PROBLEMS" AND BEGAN TO REC R MAG COMPASS AND DIRECTIONA ER RECEIVING THREE NO GYRO T ING TO SPIN." NO FURTHER TRA IRPORT. AN EXAMINATION OF TH DICATED THAT THEY WERE FUNCT	EIVE RADAR VECTORS L GYRO HAD MALFUNCT URNS SHE WAS INSTRUC NSMISSIONS WERE REC E ATTITUDE INDICATO IONING UPON IMPACT.	TO A LANDI TONED AND TO TED TO "S EIVED. THE R, THE DIR THE ACCUR	NG. 15 MINU BEGAN RECEI TOP TURN." AIRCRAFT I ECTIONAL GY ACY OF THE	VING TWENTY MPACTED RD,	
·····						

File No. - 1641 2/04/84 A/C Reg. No. N8437Z Time (Lc1) - 2033 EST NEWPORT NEWS,VA Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. VACUUM SYSTEM - UNDETERMINED 2. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE 3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE \_\_\_\_\_ \_\_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. LIGHT CONDITION - DARK NIGHT 5. WEATHER CONDITION - CLOUDS EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND 8. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Brief of Accident

File No 1621 5/06/84 PAIN	ITER, VA	A/C Reg. No. I			ime (Lc1) -		
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious		r None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		Fire NONE	Crew Pass	0	1 0	0 0	
-Aircraft Information Make/Model - BELLANCA 17-30A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3325 No. of Seats - 4	Number Engi	e - RECIP-FUEL			Installed/A tall Warnin		
	NAPLES,FL Destination WOODBRIDGE ATC/Airspace Type of Flig ERCAST Type of Clea	E,NJ ght Plan - NONE		OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Re Current Months Since Aircraft Type	eview - YES Tot		t Time (H 202 K/NR	ours) Last 24 Last 30	Hrs - Days-	UNK/NR UNK/NR

----Narrative----

AFTER ENCOUNTERING LOW CEILINGS, THE PLT ATTEMPTED A PRECAUTIONARY LDG. UPON REALIZING LIGHTS FROM THE GROUND WERE ON A HOUSE, A GO-AROUND WAS INITIATED WITH A CLIMBING LEFT TURN. THE ACFT THEN FLEW INTO TREES ONE FOURTH TO ONE HALF MILE FROM THE HOUSE.

Time (Lc1) - 2130 EDT File No. - 1621 PAINTER, VA A/C Reg. No. N11JJ 5/06/84 Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - LOW CEILING 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2IN FLIGHT COLLISION WITH OBJECTPhase of OperationAPPROACH - GO-AROUND (VFR) Finding(s) 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 7. GO-AROUND - INITIATED - PILOT IN COMMAND 8. OBJECT - TREE(S) -----\_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONA	L	Fire				0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 150K		Model - CONTINE				Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		gines - 1 pe - RECIPRO			tali Warni	ng System ·	- YES
No. of Seats - 2		er - 100		LIUR			
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRI				Airport I			
Wx Briefing - NO RECORD OF BRI				OFF AI	RPORT/STRI	P	
Method - N/A	WARREN, V						
Completeness - N/A Basic Weather - VMC	Destination POCONA.P			Airport Da	ata		
Wind Dir/Speed- 220/015 KTS	PUCUNA, P	A		Punway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 6000 FT					Surface		
Lowest Ceiling - NONE					Status		
Obstructions to Vision- NONE	Type of C1 Type Apch/	Lndg - NON	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 53	Medi	cal Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙТ
Certificate(s)/Rating(s)	Age - 53 Biennial Flight	Review	Flig	uht Time (He	ours)		
COMMERCIAL, ATP	Current	- YES	Total -	23000	Last 2	4 Hrs -	4
SE LAND, ME LAND	Months Since	- YES - 2 e - UNK/NR	Make/Model-	127	Last 3	0 Days- UNI	K/NR
-	Aircraft Typ		Instrument- Multi-Eng -		Last 9	0 Days-	95
Instrument Rating(s) - AIRPLA	NE						
PLT STATED THAT WHILE CROSSING A MOU	NTAIN RIDGE A MOUNTAIN	WAVE WAS ENCOU	NTERD WHICH R	ESULTED IN	A 1000 FP	м	
K RATE. THE PLT STATED THIS SINK RATE							
ES.							

File No 164	6 6/06/84	WARREN,VT	A/C Reg. No. N5737	G Time (Lc1) - 1455 EDT
Occurrence #1 Phase of Operation		DN, UNCONTROLLED		
Finding(s) 1. PREFLIGHT PLANNI 2. ALTITUDE - INADE 3. WEATHER CONDITIO 4. COMPENSATION F	QUATE - PILOT IN C N - MOUNTAIN WAVE	COMMAND		
Occurrence #2 Phase of Operation				
Finding(s) 5. OBJECT - TREE(S)				

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

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Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL		ircraft Dam			•	uries	
		SUBSTANTIAL		· Fatal	-	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ire NONE	Cre Pas	-	0	O O	1
Accident Occurred During -LANDING			газ	-	Ū	0	Ū
Aircraft Information							
Make/Model - HELIO 295	Eng Make/Mode	el - LYCOMIN	IG G0-480	ELT			
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				Stall Warn <sup>.</sup>	ing System	n - NO
Max Gross Wt - 1650	Engine Type			RETOR			
No. of Seats - 2	Rated Power	- 200	нр				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AI	RPORT		
Method - N/A	BURLINGTON,	/T					
Completeness - N/A	Destination			Airport			
Basic Weather - VMC	LOCAL				NGTON	45	
Wind Dir/Speed- UNK/NR					y Ident		150
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Fligh				y Lth/Wid v Surface		
Lowest Ceiling - NONE	Type of Cleara				y Status		1
Obstructions to Vision- NONE	Type Apch/Lndg			Kuriwa	y Status	DRI	
Precipitation - NONE	Type Apeny End	y 100	CIT AND GO				
Condition of Light - DAWN							
Personnel Information	A						
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 55 Biennial Flight Rev	Mea	ical Certific	ght Time (		NU WAIVERS	5/ [] [] []
COMMERCIAL	Cupropt -	VEC	Total -		lact '	24 Hrs -	0
SE LAND	Months Since -	7	Make/Model-	1000	Last '	30 Days- l	
SE LAND	Current - Months Since - Aircraft Type -		Instrument-	1500	last 9	90 Days-	
					2250		
Instrument Rating(s) - AIRPLANE							

File No 1723	6/07/84	SO. BURLINGTON, VT	A/C Reg. No. N6485V	Time (Lc1) - 1730 EDT

Occurrence MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

2. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

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

Brief of Accident

File No 1631 7/02/84 MT. S	- HELENS,WA A/C F	eg. No. N58397	т	ime (Lc1) -	1445 PDT	
-Basic Information Type Operating Certificate-ON-DEMAND AI		t Damage		Injur		
	DESTRO	IYED	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire			0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	1	0
-Aircraft Information			·			
Make/Model - HUGHES 269C	Eng Make/Model - L)			Installed/A		•
Landing Gear - SKID Max Gross Wt - 2050	Number Engines - Engine Type - RE		5	tall Warnin	ig System	- UNK/NR
No. of Seats - 3		190 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point			RPORT/STRIP	•	
Method - N/A	SCAPPOOSE, OR					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MT ST HELENS,WA		NONE			
Wind Dir/Speed- 300/005 KTS			Runway	Ident -	N/A	
Visibility - 55.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - THIN BKN	Type of Flight Plan	- NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	N/A	
Obstructions to Vision, NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica	te – VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (H	ours)		
COMMERCIAL	Current - YES		653	Last 24	Hrs -	0
SE LAND	Months Since - 4		282	Last 30	) Days- UN	IK/NR
HELICOPTER	Aircraft Type - UNK/NF				) Days-	101
	÷ ·			Potonon	aft -	449

Instrument Rating(s) - NONE

----Narrative----

THIS ACCIDENT OCCURRED AT THE 5500 FT LEVEL ON MT. ST. HELENS. DENSITY ALT AT THE TIME WAS 7500 FT. AT APRX 40-50 FT AGL ENGINE AND ROTOR RPM BEGAN TO DECAY RAPIDLY. THE ACFT LANDED HARD ON A ROCK LEDGE WITH ONE SKID PARTIALLY OFF THE LEDGE. AS ROTOR RPM CONTINUED TO DECAY THE ROTOR DISC COULD NO LONGER SUPPORT THE HELICOPTER AND IT ROLLED 100 FT DOWN THE MOUNTAIN SUSTAINING SUBSTANTIAL DAMAGE. MAINTENANCE INVESTIGATION REVEALED THAT ALL SPARK PLUGS WERE SEVERLY WORN. WHEN TESTED, FOUR OUT OF EIGHT PLUGS FIRED INTERMITTENTLY. THE LEFT MAGNETO ALSO HAD BURNED POINTS.

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File No 1631 7/02/84 MT. ST.	. HELENS,WA A/C Reg. No. N58397	Time (Lc1) - 1445 PDT
Dccurrence #1 LOSS OF POWER(PARTIAL) - Phase of Operation APPROACH - VFR PATTERN -	•	
Finding(s) 1. IGNITION SYSTEM,SPARK PLUG - WORN 2. MAINTENANCE,INSPECTION OF AIRCRAFT - INA 3. IGNITION SYSTEM,MAGNETO - OUTPUT LOW	ADEQUATE - COMPANY MAINTENANCE PSNL	
Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN	N	
Finding(s) 4. PROPER DESCENT RATE - NOT POSSIBLE - PILOT 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN		
Dccurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN	N	
Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. PROPER TOUCHDOWN POINT - NOT POSSIBLE - 8. TERRAIN CONDITION - DOWNHILL	PILOT IN COMMAND	
Probable Cause		

is/are finding(s) 1.2.3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE ()	GENERAL AVIATION)	Aircraft		<b></b>		uries	
Type of Operation -PERSON	A 1	DESTROYE Fire	_	Fatal O	Serious 1	s Minor O	None O
Type of Operation -PERSON Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	91	NONE	Crew Pass	0	1	0	ŏ
Aircraft Information							
Make/Model - BELLANCA 7GCBC			MING 0-320-A2B			Activated	
Landing Gear - TAILWHEEL-ALL FIX		Engines - 1			Stall Warr	ning System	- YES
Max Gross Wt - 1650 No. of Seats - 2	Engine Rated		PROCATING-CARBURE 50 HP				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity	/	
Wx Briefing - NO RECORD OF BR Method - N/A	SAME	parture Point AS ACC/INC		ON AI	RPURI		
Completeness - N/A	Destinat			Airport			
Basic Weather - VMC	SEATT	LE,WA			P COUNTY		
Wind Dir/Speed- 360/002 KTS					y Ident		450
Visibility - 15.0 SM Lowest Sky/Clouds - 3500 F	ATC/Airsp	Flight Plan -	NONE			- 6208/ - ASPHALT	
Lowest Ceiling - 3500 F		Clearance -			y Status		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Type Ap		NONE	Kuliwa	y Status		
Personnel Information							
Pilot-In-Command	Age - 51	· M	edical Certificat			NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)		ht Review		nt Time (I			
PRIVATE		- YES	Total -			24 Hrs -	1
SE LAND, SE SEA		nce - 2	Make/Model-			30 Days-	3
		Type - 7GCBC	Instrument-	43	Last	90 Days-	4
Instrument Rating(s) - NONE							
Narrative							
RDING TO WITNESSES THE ACFT DEPARTE	D DWY 19 & TNITTATED			WAS THEN	ORSEDVED	то	
EASE ANGLE OF BANK TO THE LEFT AND							
ENT & COLLIDE WITH THE GROUND. AN E	XAM OF THE WRECKAGE	REVEALED THAT 5	OF 8 SPARK PLUG	WERE WO	RN & THE	STALL	
ING LIGHT/HORN FUSE WAS MISSING.							

File No 1614 7/06/84 GORST,WA	A/C Reg. No	. N57396	Time (Lc1) - 1355 PDT
ccurrence #1 LOSS OF CONTROL - IN FLIGHT hase of Operation TAKEOFF - INITIAL CLIMB			
<pre>inding(s) 1. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PS 2. ELECTRICAL SYSTEM,FUSE - LACK OF 3. WARNING SYSTEM(OTHER) - INOPERATIVE 4. IGNITION SYSTEM,SPARK PLUG - WORN 5. PULL-UP - EXCESSIVE - PILOT IN COMMAND 6. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMM 7. STALL - INADVERTENT - PILOT IN COMMAND</pre>			
7. STALL - INADVERTENT - FILUT IN COMMAND			
CCURRENCE #2 IN FLIGHT COLLISION WITH TER Phase of Operation DESCENT - UNCONTROLLED	RAIN		
Probable Cause			
actor(s) relating to this accident is/are finding	(s) 1,2		
		etter og en slære etter en slære slære etter etter En en generationetter etter	
		en an	

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GE		Aircraft D	amano		Iniu	ries	
Type operating certificate work (de	NERAL AVIATION)	MINOR	anage	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 9		NONE	Pas	-	0	0	0
Accident Occurred During -MANEUVER	ING		0th 	er 1 	0	0	0
Aircraft Information							
Make/Model - SCHEMP-HIRTH VENTUS		Model - N/A			Installed/		
Landing Gear - SKI/WHEEL		gines - N/A		S	tall Warni	ing Syste	m ~ YES
Max Gross Wt - 948	Engine_Ty						
No. of Seats - 1	Rated Pow	er - N/A					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Depar			OFF AI	RPORT/STRI	[P	
Method - IN PERSON	EPHRATA,						
Completeness - UNK/NR	Destination	1		Airport D	ata		
Basic Weather - VMC	LOCAL			_	<b>-</b>		
Wind Dir/Speed- 210/015 KTS						- N/A	
Visibility - 30.0 SM	ATC/Airspace		0.V.C		Lth/Wid		
Lowest Sky/Clouds - 25000 FT	SCATTERED Type of FI	ight Plan - N	UNE		Surface		
	Type of C1			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apcn/	Lhag - F	ORCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 61		dical Certific				
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
PRIVATE SE LAND	Months Since	- UNK/NR - UNK/NR				24 Hrs - 30 Davs-	
GLIDER	Aircraft Typ					30 Days-	
GLIDER	Aircraft Typ	De - UNK/NR	Instrument- Multi-eng -	0		craft -	
			Multi-eng -	0	ROLOPI	Shart -	0
Instrument Rating(s) - NONE							
Narrative							
AGGLE" OF ABOUT 7 GLIDERS WERE MANEUV							
TS AND HIS WAS ESTIMATED AT ABOUT 80					I FROM WHIC	UH II DID	J
RECOVER. N17KS MADE A SUCCESSFUL LAND	ING WITHOUT FURTHER I	NUIDENT AT TH	IE ARPI UF DEPA	KIURE.			

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File No 17	18 7/12/84	EPHRATA, WA	A/C Reg. No. N17KS	Time (Lc1) - 1450 PDT	
Occurrence Phase of Operation	MIDAIR COLLISION MANEUVERING				
-	E OF PROCEDURE, TOT	DT OF OTHER AIRCRAFT AL - PILOT OF OTHER A PILOT IN COMMAND	AIRCRAFT		

\_\_\_\_\_

----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		Aircraft Damage		Inju	nice	
Type Operating Certificate-NONE	(GENERAL AVIATION)	SUBSTANTIAL	Fat	al Serious		None
Type of Operation -PERSO	NAL	Fire		1 0	0	0
Flight Conducted Under -14 CF		NONE		0 0	0	0
Accident Occurred During -MANEU				0 0	0	1
-Aircraft Information						
Make/Model - SCHLEICHER ASW 2		Model - N/A		ELT Installed/		
Landing Gear - SKI/WHEEL		gines - N/A pe · - N/A		Stall Warni	ng System	- NU
Max Gross Wt - 1158 No. of Seats - 1		er - N/A				
-Environment/Operations Information Weather Data			A :	ort Proximity		
Wx Briefing - COMPANY	Itinerary Last Depar	ture Point		F AIRPORT/STRI	D	
Method - IN PERSON	EPHRATA,		01	I AIRIORI/JIRI	F	
Completeness - UNK/NR	Destination		Airpo	ort Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 210/015 KTS				ınway Ident		
Visibility - 30.0 SM	ATC/Airspace			nway Lth/Wid		
Lowest Sky/Clouds - 25000				Inway Surface		
Lowest Ceiling - NONE		earance - NONE	RU	inway Status	- N/A	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/	Lndg - NONE				
Condition of Light - DAYLIG	HT					
-Personnel Information Pilot-In-Command	Age - 47	Medical	Certificate - \	ALTO MEDICAL-N	N WATVERS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Tin	ne (Hours)		
COMMERCIAL	Current	- UNK/NR Tota	al - UNK/NR	Last 2	4 Hrs - UN	K/NR
SE LAND	Months Since	- UNK/NR Make	al - ÜNK/NR e/Model- UNK/NR	Last 3	0 Days- UN	K/NR
GLIDER	Aircraft Typ	e – UNK/NR Inst	rument- 0 ti-eng - 0	Last 9	0 Days- UN	K/NR
		Mult	ti-eng - 0	Rotorc	raft -	0
Instrument Rating(s) - AIRP	LANE					
GAGGLE" OF ABOUT 7 GLIDERS WERE MAN	EUVERING IN & CLIMB WHEN	N919R CLIMBED INTO	THE GROUP, THE	PLT OF N17KS		
D HE SAW N919R CLOSING AND INCREASE					HE LEADING	
E OF THE LEFT WING OF N919R CONTACT						
				CHED STILL THU		
OVERED AND LANDED AT THE AIRPORT AB PARACHUTE WAS OBSERVED TO DEPLOY.	OUT 3 MILES AWAY. N919R	WENT INTO AN INVERT	ED SPIN AND CRA	ASHED STILL INV	ERIED.	

File No 17	18 7/12/84	EPHRATA, WA	A/C Reg. No. N919R	Time (Lc1) - 1450 PDT
Occurrence #1 Phase of Operation		J		
Finding(s) 1. VISUAL LOOKOUT 2. IMPROPER US	- INADEQUATE - PIL E OF PROCEDURE - F			
Occurrence #2 Phase of Operation				
Finding(s) 3. STALL				
Probable Cause			· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·
The National Transpo	rtation Safety Boa	ard determines that th	ne Probable Cause(s) of this acc	ident

The National Transportation Safety is/are finding(s) 1

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ft Damage			Inju	ries	
		ANTIAL			Serious		
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137	CATION Fire NONE		Crew Pass		0	0	
Accident Occurred During -MANEUVERING	NUNE		Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA A188B	Eng Make/Model - C		IO-520-D		Installed/		
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 4200	Number Engines - Engine Type - R	I RECIP-FUEL I	NUECTED	5	tall Warni	ng syste	em - YES
No. of Seats - 1	5	300 HP	NOLCILD				
Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir PASCO,WA	nt		OFF AI	RPORT/STRI	Р	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	PASCO, WA			Anport	ata		
Wind Dir/Speed- 230/004 KTS				Runway	/ Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspace				/Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- NONE - NONE		Ruhway	/ Status	- N/A	
Precipitation - NONE	Type Apch/Lhdg	- NUNE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37				MEDICAL-N	O WAIVE	RS/LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Totol	F   1g   -	ht Time (H		4 Hrs -	
SE LAND, ME LAND	Months Since - 5	Make/	/Model-	1600		0 Days-	
JE LAND, ME LAND	Aircraft Type - UNK/N		rument			0 Days-	
			i-Eng -			5	
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT WAS LOADED WITH 1500 LBS OF DRY CHEM	ICAL (FERTILIZER). THE AIR	R TEMP AT TH	HE TIME O	F THE ACCI	DENT WAS 9	5 DEG F	
LTING IN A HIGH DENSITY ALT. RISING TERRA							-

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File No 16	50 7/27/84 PASCO,WA	A/C Reg. No. N70296	Time (Lc1) - 1610 PDT
Occurrence Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN MANEUVERING - AERIAL APPLICATION		
	ING/PREPARATION - INADEQUATE - PILOT DN - HIGH DENSITY ALTITUDE DN - RISING	IN COMMAND	
Probable Cause			

• ,

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

## Brief of Accident

File No 1664	7/31/84	PALOUSE,WA		A/C Re	g. No. N7	/31YZ 		Time (LCl)	) - 1020 PL	)T 
Basic Information Type Operating Certifi Type of Operation		LTURAL AIRCR		lircraft SUBSTAN	Damage	Crew	Fatal 0	Ing Sertous 0	juries s Minor O	None 1
Flight Conducted Under Accident Occurred Duri	-14 CFR	137		NONE		Pass		0	ŏ	ò
Aircraft Information										
Make/Model - CESSNA Landing Gear - TAILWH Max Gross Wt - 4000 No. of Seats - 1	EEL-ALL FIX	ED	Eng Make/Mode Number Engine Engine Type Rated Power	es ~ 1					d/Activated ning System	
Environment/Operations I	nformation-									
Weather Data Wx Briefing - NO R Method - N/A Completeness - N/A	ECORD OF BR	IEFING	tinerary Last Departure SAME AS ACC/ Destination				•	Proximity RSTRIP	<b>y</b>	
Basic Weather - VMC Wind Dir/Speed- CALM			LOCAL				NONE Runwa	y Ident		
Visibility - 50 Lowest Sky/Clouds - Lowest Ceiling Obstructions to Visi Precipitation Condition of Light	CLEAR - NONE on- NONE - NONE		TC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	ance -	NONE	) GO	Runwa		- 1600 - - GRAVEL - DRY	UNK/NR
Personnel Information										
Pilot-In-Command Certificate(s)/Rating	(s)		ial Flight Revi	iew		Flig	ht Time (	Hours)	-NO WAIVERS	
COMMERCIAL SE LAND		M	urrent - onths Since - ircraft Type -		Insti	/Model- rument- i-Eng -	2500 41	Last	24 Hrs - 30 Days- l 90 Days-	
Instrument Rating(	s) - AIRPL	ANE				0				

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File No 1664	7/31/84	PALOUSE, WA	A/C Reg. No. N731YZ	Time (Lcl) - 1020 PDT
Courrence #1 UN Phase of Operation LA		OUCHDOWN		
2. PROPER TOUCHDOWN PO	DINT - MISJUDGED		ID	
ccurrence #2 NO hase of Operation LA	DSE OVER			
inding(s) 3. TERRAIN CONDITION				
Probable Cause				

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

### Brief of Accident

File No 1693 8/02/84 MORTON,WA	A/C Reg. No	. N8394L	T	ime (Lc1) -	1845 PD	Т
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damag	ge		Injur		
	SUBSTANTIAL	-	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	0	1	0
Accident Occurred During -TAKEOFF	NONE	Pass	0	0	1	0
-Aircraft Information						
	del - LYCOMING			Installed/A		
Landing Gear - TRICYCLE-FIXED Number Engi				tall Warnin	g System	- YES
	e - RECIPROCA		TOR			
No. of Seats - 4 Rated Power	- 150 H	5				
-Environment/Operations Information						
Weather Data Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Last Departu	re Point		OFF AI	RPORT/STRIP		
Method - N/A MORTON, WA						
Completeness - N/A Destination			Airport Da	ata		
Basic Weather - VMC MORTON,WA			STROM	FIELD		
Wind Dir/Speed- 310/010 KTS			Runway	Ident -	25	
Visibility - 30.0 SM ATC/Airspace			Runway	Lth/Wid -	2000/	45
Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flig	ght Plan - NONE		Runway	Surface -	GRAVEL	
	arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE Type Apch/Lr	ndg - PREC	AUTIONARY LAN	DING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Information						
Pilot-In-Command Age - 33	Medica	al Certificat	e - VALID	MEDICAL-NO	WATVERS	/IIMIT
Certificate(s)/Rating(s) Biennial Flight Re			t Time (H			,
	- YES T	otal -			Hrs -	0
	~ 6 M					-
Aircraft Type	- UNK/NR I	nstrument-	0	Last 90	Days-	2
			-		,	
Instrument Rating(s) - NONE						

----Narrative----

DURING TAKEOFF AT ALT OF 3 TO 5 FT AGL THE DECISION WAS MADE TO ABORT THE TAKEOFF. PLT STATED WHEN THROTTLE WAS RETARDED LIFT IMPROVED SO FULL PWR WAS APPLIED. AT 15 FT AGL PLT REALIZED TREES AT END OF RWY COULD NOT BE CLEARED SO PLT ATTEMPTED ANOTHER ABORTED TAKEOFF. ACFT COLLIDED WITH TREES 50 FT FROM THE END OF THE RWY WHILE AIRBORNE.

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File No 1693	8/02/84 MORTON,WA	A/C Reg. No. N8394L	Time (Lcl) - 1845 PDT	
	_IGHT COLLISION WITH TERRAIN DFF - INITIAL CLIMB			
Finding(s) 1. IN-FLIGHT PLANNING/DEC 2. REMEDIAL ACTION - DELA 3. ABORTED TAKEOFF - INIT				

----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 (GENERA	L AVIATION) Aircr	aft Damage				uries	
		STANTIAL		Fatal	-		
Type of Operation -BFR	Fire		Crew	0	0		2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	I	Pass	0	0	0	0
-Aircraft Information							
Make/Model - TEMCO GC-1B	Eng Make/Model -						d - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			-	all Warn	ing Syste	m - NO
Max Gross Wt - 1710	Engine Type -		REALE	ĸ			
No. of Seats - 2	Rated Power -	125 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Α	'	roximity		
Wx Briefing ~ NO RECORD OF BRIEFING	•	int		ON AIRF	ORT		
Method - N/A	LANGLEY, WA						
Completeness - N/A	Destination		Ai	rport Da			
Basic Weather - VMC	LOCAL			WHIDBEY			
Wind Dir/Speed- VARIABLE					Ident		
Visibility - 30.0 SM	ATC/Airspace					- 2620/	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla					- GRASS/	IURF
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 65					WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (Ho			
ATP	Current - YES Months Since - 24	Total	- 118	69	Last	24 Hrs -	
SE LAND,ME LAND,SE SEA	Months Since ~ 24	Make/Mode	1- 11	39	Last	30 Days-	
	Aircraft Type - UNK,	NR Instrumen Multi-Eng			Last	90 Days-	21
Instrument Rating(s) - AIRPLANE							
-Narrative							
	INT TAKEOFF DURING WHICH	TREES WEEDED TO				110	

File No. - 1687 8/09/84 A/C Reg. No. N2420B Time (Lc1) - 1315 PDT LANGLEY, WA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. PROPER CLIMB RATE - NOT RECEIVED - PILOT IN COMMAND 4. PULL-UP - EXCESSIVE - PILOT IN COMMAND(CFI) 5. STALL - INADVERTENT - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED 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) 2,4

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN		Aircraft D	20200		Ĭn	juries	
Type operating centricate-None (Gen	ERAL AVIATION)	DESTROYED		Fata	1 Seriou		r None
Type of Operation -PERSONAL		Fire	с	rew 0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Р	ass O	0 0	0	0
Accident Occurred During -MANEUVERI							
Aircraft Information							
Make/Model - DONALD E. BRADSHAW S Landing Gear - TAILWHEEL-ALL FIXED	TARDUSTER TEng Make/	Model - UNKNO	IWN UNKNOWN	E	LT Installe	d/Activate	ed - UNK/NF
	Number En	igines - 1			Stall War	ning Syste	em – UNK/NF
Max Gross Wt - UNK/NR		pe - RECIP		BURETOR			
No. of Seats - 2	Rated Pow	rer - UNK/N	IR 		,		
Environment/Operations Information							
Veather Data	Itinerary	time Deduct			rt Proximit		
Wx Briefing - NO RECORD OF BRIEF Method - N/A				UFF	AIRPORT/ST	RIP	
Method - N/A Completeness - N/A	POINT ME Destination			Airpor	+ Data		
Basic Weather - VMC	UNK/NR	1			NOWN		
Wind Dir/Speed- 270/007 KTS	UNK/ NR				way Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace				way Lth/Wid		
Lowest Sky/Clouds - CLEAR		ight Plan – N	INF		way Surface		
Lowest Ceiling - NONE	Type of C1	earance - N			way Status		
Obstructions to Vision- NONE	Type Apch/	Linda - N	IONE		ay otatao	,	
Precipitation - NONE		Lindg					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - UNK/NR Biennial Flight Current Months Since	Me	edical Certif	icate - UN	K/NR		
Certificate(s)/Rating(s)	Biennial Flight	Review	F	light Time	(Hours)		
FOREIGN	Current	- UNK/NR	Total	- UNK/NR	Last	24 Hrs -	
SE LAND	Months Since	e – UNK/NR	Make/Model	- UNK/NR	Last	30 Days-	
	Aircraft Typ	e – UNK/NR	Instrument	- UNK/NR	Last	90 Days-	
			Multi-Eng	- UNK/NR	Roto	rcraft -	UNK/NR
Instrument Rating(s) - NONE							
Narrative							
NAFRATIVE ESSES STATED THE ACFT WAS ENGAGED IN A		CONTRACTOR THE		AC DECTRON			

File No 1795	8/18/84	WHIDBEY ISLAND,WA	A/C Reg. No. NCGIPZ	Time (Lc1) - 1815 PDT
	FLIGHT COLLIS EUVERING	ION WITH TERRAIN		
Finding(s)				
<ol> <li>JUDGEMENT - POOR - F</li> <li>TERRAIN CONDITION -</li> </ol>		ND		
3. CLEARANCE - NOT MA	•	LOT IN COMMAND		

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

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## Brief of Accident

Basic Information Type Operating Certificat	te-NONE (GENERA	L AVIATION)	Aircraft [			Inj	juries	
			SUBSTANT	IAL	Fatal	Serious		
Type of Operation	-PERSONAL		Fire	Cre	·· •	0	-	1
Flight Conducted Under			NONE	Pas	s O	0	0	0
Accident Occurred During	-DESCENT							
Aircraft Information								
Make/Model - CESSNA 15				INENATAL 0-200-		Installed	d/Activate	d - YES/NO
Landing Gear - TRICYCLE-	-FIXED	Number En				Stall Warr	ning Syste	m - YES
Max Gross Wt - 1600		Engine Ty	/pe - RECI	PROCATING-CARBU	RETOR			
No. of Seats - 2		Rated Pow	wer - 10	DO HP				
Environment/Operations Info	ormation							
Weather Data		Itinerary			Airport	t Proximity	/	
Wx Briefing - NO RECO	ORD OF BRIEFING		rture Point			AIRPORT/ST		
Method - N/A		SO. CHARL	ESTON, WV					
Completeness - N/A		Destinatior	1		Airport	Data		
Basic Weather - VMC		LOCAL			MALLO	ONY		
Wind Dir/Speed- 210/010	O KTS				Runwa	ay Ident	- N/A	
Visibility - 15.0	SM	ATC/Airspace	3		Runwa	av Lth/Wid	- N/A	
Lowest Sky/Clouds -	8000 FT SCAT	TERED Type of F1	light Plan - /	NONE	Runwa	av Surface	- GRASS/	TURF
Lowest Ceiling		Type of Cl	learance - I	NONE	Runwa	av Status	- N/A	
Obstructions to Vision-			/Lndg -			,	•	
Precipitation -			0	FORCED LANDING				
Condition of Light								
Personnel Information								
Pilot-In-Command		Age - 59	M	edical Certific	ate - VAL		-WATVERS/I	TMTT
Certificate(s)/Rating(s)	)	Biennial Flight			aht Time			
COMMERCIAL	,	5	- YES	Total -		• •	24 Hrs -	5
SE LAND		Months Since		Make/Model-			30 Days-	
		Aircraft Tvr	be - UNK/NR	Instrument-	480		90 Days-	10
	- 1997年1月1日 - 1997年1月1日 - 1993年1月1日	· · · · · · · · · · · · · · · · · · ·	,	Multi-Eng -			,-	
Instrument Rating(s)								

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File No 1683 10/03/8	4 SO.CHARLESTON, WV	A/C Reg. No. N10931	Time (Lc1) - 1715 EDT
Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - VE			
Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUAT 2. FLUID,FUEL - CONTAMINATION 3. FLUID,FUEL - WATER		n an	
Occurrence #2 IN FLIGHT COL Phase of Operation DESCENT - EME			
Finding(s) 4. OBJECT - TREE(S) 5. OBJECT - WIRE,TRANSMISSION			
Probable Cause			

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

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

Brief of Accident

File No 1735 3/13/84 STORY	,WY	A/C Reg.	No. N8655		Time (Lc1) -	0813 M	ST 
Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -HAWKINS & PC Type of Operation -NON SCHED,DC Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	WERS AVIATION MESTIC,PASSENGER	Aircraft D SUBSTANTI Fire NONE	amage AL Pas	ss O	Injur Serious 1 2		None 0 2
Aircraft Information Make/Model - AEROSPATIALE SA-316B Landing Gear - SKI/WHEEL Max Gross Wt - 4850 No. of Seats - 6		odel - TURBO ines - 1 e - TURBO	MECA ARTOUSTE		T Installed/A Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 080/004 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 12000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	STORY,WY ATC/Airspace TERED Type of Flig Type of Clea	√Y ght Plan - N arance - V		OFF Airport Runw Runw Runw	ay Ident - ay Lth/Wid - ay Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER Instrument Rating(s) - AIRPLANE	Age - 36 Biennial Flight Re Current Months Since Aircraft Type	eview - YES - 1	Total - Make/Model-	ight Time	(Hours)	Hrs - Days-	2 20 64
-Narrative THE DAY PRIOR TO THE ACCIDENT, THE PLT NOT E A FLT OF ABOUT 15 MIN. ON THE NEXT DAY, DRTED FUEL CONSUMPTION WAS APRX 1 GAL/MIN. NING LIGHT CAME ON, & SHORTLY THEREAFTER, THE HELICOPTER WAS DAMAGED DURING THE LAN NTITY GAGE REVEALED THAT IT WAS CORRODED. SING. THE LOW FUEL WARNING LIGHT WAS ELECT UMINATED WHEN THE FUEL LEVEL DROPPED TO 60 AN ELEVATION OF 6480 FT.	HE NOTED THAT THE HE TOOK OFF WITHOU THE ENG FLAMED OUT DING ON SNOW COVER DUE TO THE CORROSI RICALLY CONNECTED	GAGE INDICAT JT REFUELING FROM FUEL E ED, MOUNTAIN DN, THE FLOA TO THE FUEL	ED ABOUT 40 GA ; HOWEVER, ABO XHAUSTION. THO OUS TERRAIN. A T WOULD NOT FF QUANTITY TRANS	AL OF FUEL DUT 18 MIN E PLT MADE AN EXAM OF REELY MOVE SMITTER &	REMAINING. T LATER, THE L AN AUTOROTAT THE FLOAT TY UP & DOWN IN SHOULD HAVE	HE OW FUEL ION, PE FUEL I ITS	

File No. - 1735 3/13/84 STORY, WY A/C Reg. No. N8655 Time (Lc1) - 0813 MST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 2. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - CORRODED 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 4. ANNUNCIATOR PANEL LIGHTS - FALSE INDICATION 5. FLUID, FUEL - EXHAUSTION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) ,7. AUTOROTATION - PERFORMED - PILOT IN COMMAND 8. TERRAIN CONDITION - NONE SUITABLE Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. WEATHER CONDITION - HIGH DENSITY ALTITUDE 10. OBJECT - TREE(S) 11. TERRAIN CONDITION - MOUNTAINOUS/HILLY 12. TERRAIN CONDITION - SNOW COVERED ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,9,10,11,12

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

Brief of Accident

File No 1672 3/26/84 ALPINE	WY A/C Reg. No. N22	228W	т	ime (Lc1) -	1105 MST	
Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 0	1 0	0 0
Aircraft Information Make/Model - BELL 206B Landing Gear - SKID Max Gross Wt - 3200 No. of Seats - 5	Eng Make/Model - ALLISON 250-0 Number Engines - 1 Engine Type - TURBOSHAFT Rated Power - 317 HP	20		Installed/A tall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point ALPINE,WY			Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination IDAHO FALLS,ID		Airport D			
Wind Dir/Speed- 180/003 KTS Visibility - 10.0 SM	ATC/Airspace				N/A N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - COMPANY	(VFR)		•	N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - NONE Type Apch/Lndg - FORCED L/		Runway	Status -	N/A	
Personnel Information						
	Age - 42 Medical Ce	ertificat	e – VALID	MEDICAL-NC	WAIVERS/	'LIMIT
	Biennial Flight Review	Fligh	t Time (H	ours)		
COMMERCIAL	Current - YES Total	- :- :	3261	Last 24	Hrs - UN	
SE LAND HELICOPTER	Months Since - 10 Make/M Aircraft Type - UNK/NR Instru				) Days- UN ) Days-	
		americ	TOL			3159

Instrument Rating(s) - NONE

\_\_\_\_\_

----Narrative----

THE PLT STATED ON TAKEOFF AT AN ALT OF 10 FT AGL A LOSS OF POWER OCCURRED. DURING THE FORCED LANDING THE LEFT SKID CONTACTED EITHER THE PAD OR AN OBJECT ON THE PAD AND THE ACFT ROLLED OVER TO THE LEFT. THE PLT STATED THAT WHITE OUT CONDITION OCCURRED DURING THE ATTEMPTED TAKEOFF AND FORCED LANDING FROM PICKING UP SNOW WITH THE ROTOR WASH. THE ACFT ENGINE AND FUEL SYSTEM WERE INSPECTED AFTER THE ACCIDENT AND NO DISCREPANCIES WERE FOUND. PRIOR TO TAKEOFF THE ACFT WAS HOOKED UP TO A BATTERY BOX WITH A 25 FT EXTENSION CORD TO OPERATE A BATTERY BLANKET AND TWO ACFT HEATERS. A SECTION OF THE EXTENSION CORD WAS FOUND NEAR THE WRECKAGE AND WAS APRX 85 FT FROM ANOTHER SECTION WHICH WAS STILL ATTACHED TO THE BATTERY BOX. EXAMINATION OF THE CORD REVEALED IT WAS TORN IN HALF BY A PULLING ACTION.

File No 16	72 3/26/84	ALPINE, WY	A/C Reg.	No. N2228W	Time (Lc1) - 1105 MST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS TAKEOFF	ION WITH TERRAIN			
Finding(s) 1. AIRCRAFT PREFLI 2. ABORTED TAKEOFF	-				
Occurrence #2 Phase of Operation	ROLL OVER Takeoff				
Probable Cause					
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause	s) of this accid	Jent

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

is/are finding(s) 1

.

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

Brief of Accident

File No 1745 7/20/84 GLEND(	D, WY A/C Re	g. No. N8168Q	Т	ime (Lc1)	- 1100 MD	т
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	_ AVIATION) Aircraft SUBSTAN Fire	0	Fatal 0	Inju Serious O		None
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	ŏ	0	1	2
Aircraft Information Make/Model - PIPER 28RT-201T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -			Installed/ tall Warni		
Environment/Operations Information Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point JACKSON,WY		OFF AI	RPORT/STRI	Р	
Completeness - N/A Basic Weather - VMC	Destination SIOUX FALLS,SD		Airport D	ata		
Wind Dir/Speed- CALM	/.				- N/A	
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	NONE			- N/A - DIRT	
Lowest Ceiling - NONE	Type of Flight Plan – Type of Clearance –				- HIGH VE	GETATION
Obstructions to Vision- NONE	Type Apch/Lndg		Kunway	512145		
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39	Medical Certificat	e - VALID	MEDICAL-N	O WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (⊦			
PRIVATE		Total -	338		4 Hrs -	1
SE LAND	Months Since - 14			Last 3		•
	Aircraft Type - UNK/NR	Instrument-	10	Last 9	0 Days-	25

Instrument Rating(s) - NONE

----Narrative----

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

THE ACFT WAS DAMAGED IN A FORCED LANDING IN A WOODED AREA AFTER THE ENGINE FAILED. THE PLT SAID THAT HE WAS CRUISING AT 7500 FT MSL WHEN WITHOUT WARNING THE ENGINE BEGAN MAKING NOISES AND THEN LOST OIL PRESSURE. AFTER THE LANDING THE ENGINE WAS EXAMINED AT THE DUFF ACFT CO. IN DENVER, CO. IT WAS FOUND THAT THE CRANKSHAFT HAD FAILED. DURING LABORATORY FAILURE ANAYSIS THESE CONCLUSIONS WERE DRAWN: FAILURE FROM FATIGUE AT LOW STRESS LEVELS & FATIGUE ORIGINATED ON THE WALLS OF THE LURICATION HOLE WHERE COARSE MACHINE MARKS WERE PRESENT.

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File No. - 1745 7/20/84 GLENDO, WY A/C Reg. No. N8168Q Time (Lc1) - 1100 MDT \_\_\_\_\_ -----Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL 2. MATERIAL DEFECT(INADEQUATE QUALITY CONTROL) - MANUFACTURER 3. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. OBJECT - TREE(S) ----Probable Cause----

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

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

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

Brief of Accident

sic Information							
Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL.	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
rcraft Information Make/Model - PIPER PA-38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1650 No. of Seats - 2	Number Er	(Model - LYCOMING D-2 ngines - 1 npe - RECIPROCATIN ner - 110 HP		S	Installed/A tall Warnir		
vironment/Operations Information	<b>T t t t t t t t t t t</b>				Dunnahmatan		
ather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	ture Point		ON AIR	Proximity		
Method - N/A	SAME AS			ON AIR	FURI		
Completeness - N/A	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL			CHEYEN	NE MUNICIPA	L.	
Wind Dir/Speed- 130/010 KTS						UNK/NR	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ight Plan - NONE					
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of C Type Apch/	earance - UNK/NR 'Lndg - UNK/NR		Runway	Status -	UNK/NR	
rsonnel Information							
ilot-In-Command	Age - 41				MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
STUDENT	Current		-	81	Last 24	Hrs - UN	K/NR
	Months Since Aircraft Typ	e - N/A Make/	'Model- UN rument-	K/NR O	Last 30	) Days- UN ) Days-	K/ NR 10

#### Instrument Rating(s) - NONE

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----Narrative----

FOLLOWING AN UNEVENTFUL SOLO FLIGHT THE STUDENT PLT BEGAN TO FOLLOW A PARKING VEHICLE TO A PARKING SPOT. THE SPOT THAT THE PARKING VEHICLE DRIVER SELECTED NECESSITATED THAT THE ACFT EXECUTE A 180 DEG TURN JUST PRIOP TO STOPPING. DURING THIS TURN THE RIGHT WING OF THE ACFT STRUCK A CONSTRUCTION FENCE POST ADJACENT TO THE PARKING SPOT EVEN THOUGH THE PLT STATED THAT HE WAS EXACTLY CENTERED ON THE YELLOW TAXIWAY STRIPE. DURING THE ACCIDENT THE LINEMAN MADE NO INDICATION THAT THE WINGTIP WAS GETTING CLOSE TO THE FENCE. ACCORDING TO MEASUREMENTS TAKEN AFTER THE ACCIDENT, IF THE NOSEWHEEL TRACKED EXACTLY ON THE YELLOW CENTERLINE THE RIGHT WINGTIP WOULD HAVE CLEARED THE FENCE POST BY 6 INCHES. ANOTHER LINEMAN NOT INVOLVED IN THIS MISHAP STATED THAT "HE WAS WONDERING WHEN SOMETHING LIKE THIS WAS GOING TO HAPPEN BECAUSE THERE WAS NOT ENOUGH CLEARANCE FROM THE FENCE TO THE TAXIWAY STRIP FOR AN AIRCRAFT TO GET BY." HE MADE THIS STATEMENT AFTER THE ACCIDENT.

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	8/19/84	CHEYENNE, WY	A/C Reg. No. N43DR	Time (Lc1) - 1155 MDT
	GROUND COLLIS XI - FROM LAND	ION WITH OBJECT Ing		
nding(s)		•		
1. OBJECT - FENCE				
2. VISUAL LOOKOUT - 1				
	PROCEDURE IAC	K OF TOTAL EXPERIENC	E IN TYPE OPERATION - PILOT IN COMMAN	ID
4. AIRPORT FACILITIES,	RAMP FACILITIE	S - CONGESTED		
4. AIRPORT FACILITIES, F 5. AIRPORT OPERATIONS	RAMP FACILITIE S - IMPROPER -	S - CONGESTED AIRPORT PERSONNEL		
4. AIRPORT FACILITIES, F 5. AIRPORT OPERATIONS	RAMP FACILITIE S - IMPROPER - FACILITY,COMP	S - CONGESTED AIRPORT PERSONNEL LACENCY - AIRPORT PE	RSONNEL	
4. AIRPORT FACILITIES, 5. AIRPORT OPERATIONS 6. IMPROPER USE OF	RAMP FACILITIE S - IMPROPER - FACILITY,COMP	S - CONGESTED AIRPORT PERSONNEL LACENCY - AIRPORT PE	RSONNEL	

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

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

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