Doc NTSB AAB 86 07 Issue 11



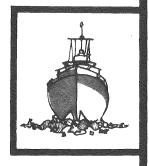
### PB86-916907

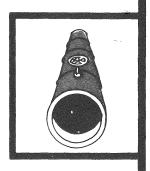
## NATIONAL TRANSPORTATION SAFETY BOARD



## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1984 ACCIDENTS





NTSB/AAB-86/07

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**UNITED STATES GOVERNMENT** 

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#### 16.Abstract

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

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# FOREWORD TO THE TOTAL CONTROL OF THE TOTAL CONTROL

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 or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

#### BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 11

CALENDAR YEAR 1984

File Order Listing - Issue No. 11, 1984

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2001	9638W	070984	EMPIRE, CO	PIPER	PA-28	NONE	136
2002	8404E	102884	CASTROVILLE, CA	BELL	47-G2	NONE	134
2003	1734ป	042284	PANACEA, FL	PIPER	PA-28-140	FATAL	152
2004	5071R	083184	WILMINGTON, NC	CESSNA	TR182	SERIOUS	276
2005	5447Q	091884	VINE GROVE, KY	CESSNA	150L	NONE	222
2006	2773Y	102684	BIRMINGHAM, AL	BEECHCRAFT	95	NONE	82
2007	4722Z	092884	WILMOT, AR	PIPER	PA-22-108	FATAL	92
2008	30237	072784	TOCCOA, GA	CESSNA	T210L	NONE	174
2009	24845	090184	AUSTELL, GA	HEAD BALLOON	AX7-77	MINOR	182
2010	70076	101584	JUNEAU, AK	CESSNA	C-207	NONE	58
2011	9513T	102284	WILLIAMS, OR	PIPER	PA38	NONE	324
2012	305TA	081984	LAS VEGAS, NV	CESSNA	305A	NONE	298
2013	56871	080684	LEBANON, OH	PIPER	PA-28-140	MINOR	306
2014	6703W	093084	BISMARCK, ND	BEECH	BE-24	NONE	286
2015	2233N	072884	TALKEETNA, AK	CESSNA	140	NONE	26
2016	8037D	081984	BUXTON, OR	VAUGHN	MA-5 CHARG	FATAL	316
2017	93239	093084	MISSOULA, MT	CESSNA	152	NONE	268
2018	4857R	061884	WESTBORO, MO	CESSNA	A 188B	NONE	252
2019	30HW	092284	SLATER, MO	ENSTROM	F-28A	NONE	260
2020	6704Z	060884	CARLISLE, AR	PIPER	PA-25-235	MINOR	88
2021	6757Z	053084	DUCHESNE, UT	BEECHCRAFT	BB-55	FATAL	354
2022	6183X	081084	ADEL, OR	BEECH	C-23	NONE	314
2023	3553U	101884	SNOQUALMIE PASS, WA	CESSNA	182F	NONE	384
2024	5332	062984	PAGE, ND	GRUMMAN	G-164A	NONE	280
2025	9389T	061884	STRATFORD, SD	PIPER	PA-38-112	NONE	342

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
2026	7478L	101984	LORING, MT	PIPER	PA-18	NONE	272
2027	97852	092284	SALT LAKE CITY, UT	CESSNA	182	NONE	366
2028	700HC	101884	LIVINGSTON, MT	HEL10	COURIER	NONE	270
2029	8579P	092084	CARRINGTON, ND	PIPER	PA-24-260	NONE	284
2030	8624	102684	LIMA, MT	AEROSPATIALE	SA316B	MINOR	274
2031	47347	110584	DENVER, CO	PIPER	PA-34-200T	NONE	142
2032	8011J	101684	CREEDE, CO	PIPER	PA-34-220T	NONE	140
2033	8759D	100784	ROCKY FORD, CO	PIPER	PA-22	SERIOUS	138
2034	62338	090784	LYMAN, WY	AEROSPATIALE	SA315B	MINOR	398
2035	45684	082184	NEWMAN LAKE, WA	BENSON	B8M	FATAL	382
2036	1509B	081284	LEVENWORTH, WA	LUSCOMBE	8F	SERIOUS	380
2037	3279A	060884	BELEN, NM	CESSNA	170B	NONE	294
2038	81317	020584	LAKE HAVASU CIT, AZ	GRUMMAN AMER	AA-5B	NONE	96
2039	3955H	111784	KIRKSVILLE, MO	MOONEY	M20J	NONE	266
2040	4308C	101584	MACHIAS, ME	BELLANCA	7EC	NONE	230
2041	51792	052384	LOUISVILLE, NE	ENSTROM	F-28C	NONE	288
2042	91365	102884	CUMMING, GA	PIPER	PA-38-112	NONE	188
2043	9592T	070884	CRAIGMONT, ID	CESSNA	182	NONE	200
2044	333TR	071284	GLEN CANYON, UT	BEECH	F33A	NONE	362
2045	1419E	070684	MARYSVILLE, CA	AERONCA	7AC	NONE	112
2046	9646H	083084	BETHANY, OK	CESSNA	172M	NONE	312
2046	1PN	083084	BETHANY, OK	DEHAVILLAND	DHC-1B-2-S	NONE	310
2047	28SP	051284	TAU, MANU'A, HI	DE HAVILLAND	DHC 6-300	NONE	192
2048	8333U	080984	DELAWARE, OH	CESSNA	172F	MINOR	308
2049	7335D	082984	LAKE CITY, MI	PIPER	PA-22-150	NONE	242

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
2050	9260C	090484	WEST JORDAN, UT	CESSNA	180	NONE	364
2051	56512	102684	KENAI, AK	MAULE	M-6-235	NONE	60
2052	9769W	042484	RESERVE, NM	PIPER	PA-28-140	SERIOUS	292
2053	5857F	030384	HARRISON, AR	PIPER	PA-34-200T	FATAL	84
2054	9487C	041484	BURLINGTON, CT	PIPER	PA-28R-201	FATAL	148
2055	2364D	053184	HILLS, IA	PIPER	PA-38-112	FATAL	196
2056	23233	061984	GOLDEN, MO	CESSNA	150H	FATAL	254
2057	7262L	090984	PLEASANT HILL, MO	AMERICAN AVI	AA-1A	MINOR	258
2058	934	051784	CHESAPEAKE, VA	BEECH	35	FATAL	376
2059	1836D	052684	FAYETTE, AL	BEECH	A36	FATAL	76
2060	58116	061284	TALKEETNA, AK	BELL	205A-1	NONE	10
2061	6229M	061684	ANCHORAGE, AK	MAULE	M-5-235C	MINOR	12
2062	4929A	041084	KODIAK, AK	CESSNA	180	NONE	4
2063	4906Q	081284	PLAINS, KS	CESSNA	A 188B	SERIOUS	216
2064	912NS	071284	LANSING, MI	NARDI	FN-333	SERIOUS	238
2065	CGNOD	071084	PORT SANILAC, MI	PITTS	S-1C	NONE	236
2066	8801P	061284	OKLEE, MN	EAGLE	DW-1	NONE	246
2067	93FR	060784	WICHITA, KS	CESSNA	172P	NONE	214
2068	9803U	052384	RAPID CITY, SD	GRUMMAN AMER	AA-1C	SERIOUS	340
2070	7834	081484	STUART, FL	AERO COMMAND	520	NONE	158
2071	66342	102684	MONTAGUE, CA	BEECH	C24R	NONE	132
2072	4096G	082984	WATSONVILLE, CA	BELL	47G-5	NONE	124
2073	18807	082984	EL CAJON, CA	BELL	47G-2	NONE	126
2074	505WW	110984	HOGANSVILLE, GA	HUGHES	369HS	SERIOUS	190
2075	90414	062384	GILBERTSVILLE, KY	SIKORSKY	S-55B	SERIOUS	218
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2076	92388	102484	GRIFFIN, GA	CESSNA	172M	NONE	186
2077	64276	110484	SODDY DAISEY, TN	CESSNA	T210N	SERIOUS	352
2078	93152	110884	REIDSVILLE, NC	CESSNA	152	NONE	278
2079	4634J	061784	FAİR OAKS, CA	PIPER	PA-28R-180	NONE	110
2080	51128	061484	EL DORADO, AR	CESSNA	150ป	NONE	90
2082	2875M	070584	CURRY, AK	PIPER	PA-12	MINOR	16
2083	4606T	070684	WASILLA, AK	MAULE	M-4	NONE	18
2084	5450E	110184	ANCHORAGE, AK	HELIO COURIE	H-250	NONE	62
2085	5003X	070384	SOMERS, CT	BELL	206B	NONE	150
2086	15963	072184	BEVERLY, MA	PIPER	PA-28-140	NONE	228
2087	2475P	072284	E. HANOVER, NJ	PIPER	PA-22-150	NONE	290
2088	2627L	072384	BLOOMSBURG, PA	CESSNA	C172	MINOR	332
2089	62243	112884	STORM LAKE, IA	SIKORSKY	S58J	FATAL	198
2090	56BK	111984	KETCHIKAN, AK	CESSNA	180ป	NONE	70
2091	4083E	112584	KODIAK, AK	PIPER	PA-185-135	NONE	72
2092	4895C	120684	NOME, AK	CESSNA	185	NONE	74
2093	8487L	111284	CHANDALAR, AK	CESSNA	172I	MINOR	. 68
2094	252OM	111084	TALKEETNA, AK	PIPER	PA-12	SERIOUS	64
20 <b>9</b> 5	6821B	111184	MINCHUMINA, AK	PIPER	PA-22	NONE	66
2096	5793D	080684	DELTA JUNCTION, AK	PIPER	PA-22	NONE	32
2097	3264P	021284	HASTINGS, NY	PIPER	PA-18	NONE	302
2098	3275L	072284	SANDY LAKE, PA	CESSNA	C172	NONE	330
2099	93431	061084	MERRIMAC, WI	HILLER	UH-12E	FATAL	390
2100	4950G	071984	NANTUCKET, MA	CESSNA	172N	FATAL	226
2101	5963Z	051084	GAKONA, AK	PIPER	PA-18-150	NONE	6

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2102	3263C	071184	BETHEL, AK	CESSNA	185	NONE	20
2103	5408Y	062484	BEAR CREEK, AK	PIPER	PA-18-180	MINOR	14
2104	56490	083184	KIANA, AK	MAULE	M-6	NONE	44
2105	3910G	071484	NAKNEK, AK	CESSNA	U-206	NONE	22
2106	731BT	082684	FAIRBANKS, AK	CESSNA	188	NONE	36
2107	5651D	083184	BETTLES, AK	MAULE	M-6-235	NONE	46
2108	4001B	081684	ANTIGO, WI	BELLANCA	17-31ATC	NONE	396
2109	57SP	092184	VALPARAISO, IN	STEEN	SKYBOLT	MINOR	210
2110	2930B	092184	ALEXANDRIA, MN	BEECHCRAFT	D 35	NONE	250
2111	6761F	091084	WESTFIELD, IN	CESSNA	150F	MINOR	208
2112	4362V	090284	CHISTOCHINA, AK	PIPER	PA-28	NONE	56
2113	57617	090184	SLANA, AK	PIPER	PA-18-150	NONE	50
2114	2225Y	091584	CULEBRA, PR	PIPER	PA-28-161	SERIOUS	334
2115	8270F	082584	VALDOSTA, GA	CESSNA	150	FATAL	178
2115	25853	082584	VALDOSTA, GA	CESSNA	152	FATAL	180
2116	2036B	040584	HOUSTON, AK	BEECH	F33A	FATAL	2
2117	7714V	071384	PULLMAN, MI	AERO COMMAND	CALLAIR A-	FATAL	240
2118	5425T	090184	PALMER, AK	CESSNA	172E	NONE	54
2119	3988M	083184	MONTAGUE ISLAND, AK	PIPER	PA-12	NONE	48
2120	9474D	090184	ROHN RIVER, AK	PIPER	PA-18-150	NONE	52
2121	9712H	083184	KENAI, AK	CESSNA	185	MINOR	40
2122	4691C	081284	KENAI, AK	CESSNA	170B	NONE	34
2123	76625	080384	ALEKNAGIK, AK	BELLANCA	8GCBC	MINOR	28
2124	2318M	080584	HOPE, AK	PIPER	PA-12	NONE	30
2125	8135L	050284	BETHLEHEM, PA	CESSNA	A 152	FATAL	328

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2126	8553N	072084	ST.SIMONS IS., GA	PIPER	PA-28-235	SERIOUS	172
2127	878LC	071084	SALINA, UT	BELL	206B	NONE	360
2128	3152P	100384	FT. WAYNE, IN	BREWER	CORSAIR	MINOR	212
2129	2841T	081784	LA SALLE, IL	PIPER	PA-28R-200	MINOR	206
2130	3505Q	080584	WASHINGTON IS., WI	PIPER	PA-28-140	MINOR	394
2131	1338R	072484	LITTLE FALLS, MN	GRUMMAN	AA~5	FATAL	248
2132	222RG	083184	NONDALTON, AK	CESSNA	206	NONE	42
2133	7585K	082884	EGEGIK, AK	PIPER	PA-18	NONE	38
2134	6321V	071784	FAIRBANKS, AK	HELIO	H-250	NONE	24
2135	CGUER	080584	GRANTSBURG, WI	ARNOLD FORES	QUICKIE 2	NONE	392
2136	29907	061084	SALINA, UT	AEROSPATIALE	SA-315B	NONE	356
2137	6887Q	090684	BERLIN, ND	GRUMMAN	G-164A	NONE	282
2138	49532	091784	MOUNTAIN VIEW, WY	AEROSPATIALE	SA315B LAM	NONE	400
2139	21037	111884	SNOWVILLE, UT	CESSNA	182P	MINOR	368
2140	9722A	070584	ST. AUGUSTINE, FL	PETER A. YAR	SKYBOLT	FATAL	154
2141	38765	092184	HENDERSON, KY	PIPER	PA-28R-201	NONE	224
2,142	9360J	111784	LURAY CAVERNS, VA	PIPER	PA-28-180	NONE	378
2144	2528J	112384	WALLSBURG, UT	CESSNA	150E	NONE	370
2145	400WS	071784	ROCK HILL, SC	PIPER	PA-32R-300	NONE	336
2146	9080C	080584	ROME, GA	CESSNA	R182	NONE	176
2147	5502J	042784	MAYNARDVILLE, TN	PIPER	PA-32-260	FATAL	346
2148	CFISH	070484	DETROIT, MI	BELL	47G2	SERIOUS	234
2149	8477T	061884	QUINCY, IL	HALFPAP	VARIEZE	NONE	204
2150	3679A	052784	BURNSVILLE, MN	BALLOON WORK	BARNES FIR	SERIOUS	244
2151	19683	052784	PAINESVILLE, OH	CESSNA	172L	NONE	304

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2152	2622H	052784	PLAINWELL, MI	ERCOUPE	415	MINOR	232
2153	93939	052784	STURTEVANT, WI	ERCOUPE	415C	SERIOUS	388
2154	56463	030784	MESA, AZ	MAULE	M6235	NONE	98
2155	6268B	111784	FLORENCE, SC	AERO COMMAND	500	MINOR	338
2156	835FC	083084	WAILUKU MAUI, HI	PIPER	PA-28-140	SERIOUS	194
2157	6297E	052784	HARDY, AR	CESSNA	172	NONE	86
2158	9951J	071384	BRAWLEY, CA	CESSNA	T188C	SERIOUS	114
2159	35786	111984	STUTTGART, AR	PIPER	J5A	NONE	94
2160	4892R	072484	BUNNELL, FL	CESSNA	188	NONE	156
2161	99LC	050384	TRAMMEL, VA	BELL	206B	SERIOUS	374
2162	8600S	120984	FORT MYERS, FL	CESSNA	150F	NONE	170
2163	90218	101284	HUEYTOWN, AL	ROBINSON	R22	NONE	80
2164	8506C	100784	ATHENS, TN	MITCHELL RON	SKYBOLT	FATAL	350
2165	24471	060784	ALEXANDER CREEK, AK	CESSNA	152	NONE	8
2166	5609F	090384	VERO BEACH, FL	ALON	A2	NONE	162
2167	5065Z	100984	OZARK, AL	BELLANCA	7GCBC	MINOR	78
2168	7580E	090184	FORT DRUM, FL	CHAMPION	7FC	SERIOUS	160
2169	CCCLR	112884	OPA LOCKA, FL	DROMADER	PZL-M18	NONE	168
2170	56234	110584	ELY, NV	BOEING	A75N1	NONE	300
2171	8336B	101384	MILES CITY, FL	CESSNA	172	MINOR	164
2172	9243B	100684	ASTORIA, OR	CESSNA	175	NONE	322
2173	123ET	110584	LAKESIDE, OR	HILLER	UH-12E	MINOR	326
2174	1096L	111384	HUMPTULIPS, WA	HUGHES	369D	MINOR	386
2175	37279	113084	POCATELLO, ID	CESSNA	310R	MINOR	202
2176	4110Y	110484	DAVIE, FL	BELLANCA	7ECA	NONE	166

File Order Listing - Issue No. 11, 1984

File Number	Aircraft Regist.	Date	Location 	Aircr Make 	aft Model	Injury Index	Page
2177	9193Y	092484	ATLANTA, GA	PIPER	PA-31T3	SERIOUS	184
2178	704EQ	102184	LEE VINING, CA	CESSNA	150M	SERIOUS	130
2179	7111J	091784	LONG BEACH, CA	BELL	206B	MINOR	128
2180	733XQ	081884	AUBURN, CA	CESSNA	172N	NONE	122
2181	4099G	080184	WINTERHAVEN, CA	BELL	47G-5A	NONE	118
2182	3012	080884	CAREFREE, AZ	GLASFLUGEL	H 301 B LI	MINOR	104
2183	2859W	080384	VAN NUYS, CA	BEECH	A36	NONE	120
2184	3971G	071484	CATALINA, AZ	CESSNA	TU206C	NONE	102
2185	92860	042884	SAN MANUEL, AZ	DOUGLAS	DC-6A	SERIOUS	100
2186	20333	071584	WOODLAND HILLS, CA	CESSNA	172 M	NONE	116
2187	52934	070984	FRANKLIN, TN	HUGHES	369D	SERIOUS	348
2188	46032	091684	WADDELL, AZ	WEATHERLY	620	FATAL	108
2189	6233L	090184	MESA, AZ	GRUMMAN	AMERICAN A	NONE	106
2190	507FJ	081284	RUSSELLVILLE, KY	FRED WILLIAM	KR-2	SERIOUS	220
2191	42489	061784	ROSEBUD, NM	CESSNA	182L	SERIOUS	296
2192	98220	062484	CEDAR CITY, UT	PIPER	PA-28-140	MINOR	358
2193	43530	112484	ALEXANDRIA, SD	PIPER	PA-28	MINOR	344
2194	58220	121384	SPRINGVILLE, UT	HUGHES	369D	NONE	372
2195	79349	121584	BOULDER, CO	MOONEY	M2OE	NONE	146
2196	980DW	121384	CORTEZ, CO	GULFSTREAM	AEROCOMMAN	NONE	144
2197	4622T	090184	THE DALLES, OR	MAULE	M-4	FATAL	318
2197	6499ป	090184	THE DALLES, OR	PIPER	PA-28-180	FATAL	320
2198	6294Q	110684	SPRINGFIELD, MO	CESSNA	401A	NONE	264
2199	75DR	102584	COLUMBIA, MO	PIPER	PA32RT-300	NONE	262
2200	761BK	070184	WASHINGTON, MO	CESSNA	A 152	NONE	256

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# AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 11 OF 1984 ACCIDENTS

File No 2116 4/05/84 H0	USTON, AK	A/C Reg. No.	N2036B	т	ime (Lcl)	- 1130 AST	
Basic Information Type Operating Certificate-NONE (GEN		ircraft Damag	e	Fata1	-	ıries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ire NONE	Crew Pass		0	0	0 0
Aircraft Information Make/Model - BEECH F33A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400 No. of Seats - 4			L INJECTED			'Activated System - Y	
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - UNK/NR Wind Dir/Speed- 310/006 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- UNK/NR Precipitation - RAIN	Itinerary Last Departure ANCHORAGE,AK Destination FAIRBANKS,AK  ATC/Airspace Type of Flight ROKEN Type Apch/Lndg	: Plan - VFR :nce - NONE		OFF AII Airport Da Runway Runway Runway	Proximity RPORT/STRI ata Ident Lth/Wid Surface Status	- N/A - N/A - N/A	
Condition of Light - DAYLIGHTPersonnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 50 Biennial Flight Revi		1 Certifica	te - VALID ht Time (H	MEDICAL-V	VAIVERS/LIM	MIT
COMMERCIAL	Current -	YES To	tal ~	1695	Last 2	24 Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since - Aircraft Type -	VIKING In	ke/Model- strument- lti-Eng -	15 64 15		30 Days- 90 Days-	0 0
Instrument Rating(s) - AIRPLANE							
THE ACFT COLLIDED WITH THE GROUND IN A NEAUNTIL MOMENTS BEFORE IMPACT. THEY REPORTED THEY REPORTED THE CLOUD BASES WERE VARIABLE AK, THE 1050 AST WX WAS IN PART: 12,000 FT LEVEL WAS FORCASTED TO BE AT 12,000 FT. LIABOVE THAT ALT. MODERATE TURBULENCE WAS FOR ABOUT 15 HRS & HAD NO RECENT INSTRUMENT FLED FOR HIBLOUD DETERMINED. NO PREIMPACT MECHANICAL DISCRE	THE WX WAS CLOUDY & COO E WITH AREAS OF LOW CEIL BROKEN, VISIBILITY 50 N GHT TO OCCASIONAL MODERA RCASTED BELOW 5000 FT NE T TIME. ALSO, HE HAD LOG D PRESSURE; HOWEVER, ITS	OL WITH LIGHT INGS & VISIBI MI, WIND 310 D TE RIME ICE W EAR ROUGH TERR GGED NO KNOWN	RAIN BEGINN LITIES. ABO EG AT 6 KTS AS EXPECTED AIN. THE PL FLT TIME DU	ING TO FAL UT 11 MI N , TEMP 38 I IN CLOUDS T HAD ONLY RING THE P	L, MIXED WORTHWEST ADEG. THE PARECIPT FLOWN THE PREVIOUS 3	WITH SNOW. AT WILLOW, FREEZING ITATION IS ACFT MOS.	

File No 2	116 4/05/84 HOUSTON,AK	A/C Reg. No. N2036B	Time (Lc1) - 1130 AST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE		
6. FLIGHT INTO KNO 7. IMPROPER US	ION - TURBULENCE ION - RAIN	EXPERIENCE - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CRUISE		
Finding(s) 9. AIRCRAFT HANDL	ING - NOT MAINTAINED - PILOT IN COMMAND		
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - UNCONTROLLED		
Probable Cause-			
The National Transpo	ortation Safety Board determines that th ,9	e Probable Cause(s) of this accide	nt
Factor(s) relating	to this accident is/are finding(s) 1,2,3	,4,5,7,8	

-Basic Information						
Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91	NONE			Ö	Ō	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 180		CONTINENTAL 0-470-		Installed/		•
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warni	ng System	- YES
Max Gross Wt - 2650 No. of Seats - 4	<b>3</b>	RECIPROCATING-CARB 230 HP	URETOR			
No. or Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information	· ·		• • • • • • •	D		
Weather Data	Itinerary		Airport ON AI	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi HOMER.AK	nt	UN AT	RPURI		
Completeness - N/A	Destination		Airport	)ata		
Basic Weather - VMC	SAME AS ACC/INC		KODIA			
Wind Dir/Speed- 270/035 KTS	5/1/12 / 10 / 100/ 1110		_		- 20	
Visibility - 20.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 2500/	60
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - VFR	Runwa	y Surface	- GRAVEL	
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						/·
Pilot-In-Command	Age - 55	Medical Certifi			O MAINERS	/ LIMII
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight Review Current - YES	Total -	ight Time (		4 Hrs -	1
SE LAND	Months Since - 9			Last 3		4
SE CAND	Aircraft Type - C-18		0	Last 9	O Days	8
	All of all citype in the	Trio er amorre	ŭ		, .	
Instrument Rating(s) - NONE						
-narrative -ACFT WAS LANDED IN WINDS REPORTED AS 35 T	A A A KTS ACCORDING TO TH	IE DIT CONTROL WAS	LOCT DUDING	THE LANDIA	IC POLL AN	n
ACFT GROUND LOOPED TO THE RIGHT. THE PLT						

File No. - 2062

4/10/84

KODIAK,AK

A/C Reg. No. N4929A

Time (Lc1) - 1515 AST

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. WEATHER CONDITION HIGH WIND
- 2. WEATHER CONDITION GUSTS
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. WEATHER EVALUATION POOR PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 6. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

#### ----Probable Cause----

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

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

-Basic Information	NONE (OFNEDA)	AVTATION	Administra Domi			T m d		•
Type Operating Certificate	-NUNE (GENERAL	. AVIATION)	Aircraft Dama SUBSTANTIAL	age	Fatal	Injur Serious	Minor	None
Type of Operation Flight Conducted Under Accident Occurred During			Fire NONE	Crew Pass	0	0	0	1
Make/Model - PIPER PA-1 Landing Gear - TAILWHEEL- Max Gross Wt - 1625 No. of Seats - 2		Number Engi	nes - 1 - RECIPRO	G 0-320-A28 CATING-CARBURET HP	S	Installed/Æ tall Warnir		
	mation							
Weather Data Wx Briefing - UNK/NR Method - UNK/NR		Itinerary Last Departu UNK/NR	re Point			Proximity RPORT/STRIF	<b>&gt;</b>	
Completeness - UNK/NR Basic Weather - UNK/NR		Destination SAME AS AC	C/INC	Δ	irport D			
Wind Dir/Speed- UNK/NR Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	UNK/NR UNK/NR UNK/NR		ht Plan - NON rance - NON dg - FUL	Ē	Runway Runway	Lth/Wid Surface		
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL NONE		Age - UNK/NR Biennial Flight Re Current Months Since Aircraft Type	view - UNK/NR - UNK/NR - UNK/NR	cal Certificate Flight Total - UNk Make/Model- UNk Instrument- UNk Multi-Eng - UNk	Time (H :/NR :/NR :/NR	ours) Last 24 Last 30 Last 90	4 Hrs - l O Days- l O Days- l raft - l	INK/NR INK/NR
Instrument Rating(s)	- NONE							

File No. - 2101 5/10/84 GAKONA,AK A/C Reg. No. N5963Z Time (Lc1) - UNK/NR

Occurrence NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION INADEQUATE
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, INFORMATION INSUFFICIENT PILOT IN COMMAND
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ICY

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft [			Injur		
		SUBSTANT	_	Fatal	-	Minor	None
Type of Operation -PERSONAL		Fire	Cre		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s 0	0	0	1
Make/Model - CESSNA 152			MING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Eng				Stall Warnir	ng System	- YES
Max Gross Wt - 1670			PROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Powe	r - 10	08 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart			ON AIR	RSTRIP		
Method - N/A	ANCHORAGE	, AK		4 4 mm = m 4 - P	\		
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport [	Jata		
Wind Dir/Speed- UNK/NR	LUCAL		*	Punkay	/ Ident -	- UNK/NR	
Visibility - 40.0 SM	ATC/Airspace				/ Lth/Wid ·		
Lowest Sky/Clouds - UNK/NR	Type of Fli	aht Plan - V	/FR		Surface		
Lowest Ceiling - 8000 FT BROKE						- UNK/NR	
Obstructions to Vision- NONE			FORCED LANDING				
Precipitation - NONE	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - UNK/NR		edical Certific			WAIVERS/	LIMIT
	Biennial Flight F			ght Time (H	•		
PRIVATE	Current		Total -			Hrs -	/
SE LAND	Months Since		Make/Model-	144	Last 30	Days- UN	•
	Aircraft Type	e - D 55			Last 90	Days-	2
			Multi-Eng -	19			
Instrument Rating(s) - NONE							
-Nanna+ivo							
-Narrative	A CLICUT DOOD IN C	TI DDECCURE	A FORCED LAND	TNO WAS MAD	SE ON AN UNI	MDDOVED	
ACFT EXPERIENCED AN OILY WINDSHIELD WITH A STRIP AND THE ACFT COLLIDED WITH A BERM DUE							
SIRLE AND THE ACET CULLIDED WITH A BERM DUI			THE CRANKCASE V			N OF THE	

File No 210	65 6/07/84 ALEXANDER CREEK,AK	A/C Reg. No. N24471	Time (Lc1) - 1925 ADT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUN CRUISE - NORMAL	CTION	
Finding(s) 1. FLUID,OIL - LEAI 2. LUBRICATING SYS	K TEM,OIL TUBING - PRESSURE EXCESSIVE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY°		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN LANDING - ROLL		
5. PROPER ALIGNMEN			
Occurrence #4 Phase of Operation	NOSE GEAR COLLAPSED LANDING - ROLL		
Finding(s) 6. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that the P 4	Probable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 2		

	12/84 TALKEE	ETNA, AK A/C	Reg. No. N58116	. Т	ime (Lc1)	- 1430 AD	)T
Basic Information Type Operating Certificat	e-EXTERNAL LOAD		aft Damage		Inju		
			TANTIAL	Fatal	Serious		None
Type of Operation	-OTHER WORK US		Cr		0	0	1
Flight Conducted Under		NONE	<sub>.</sub> Pa	ss O	0	0	0
Accident Occurred During	-LANDING						
-Aircraft Information							
Make/Model ~ BELL 205A	- 1	Eng Make/Model -	LYCOMING T53-13	ELT	Installed/	Activated	- YES/N
Landing Gear - SKID		Number Engines -	1	S	tall Warni	na System	1 - NO
Max Gross Wt - 9500		Engine Type -	TURBOSHAFT			0 ,	
No. of Seats - 4		Rated Power -	1250 HP				
Environment/Operations Info	rmation						
Weather Data	•	Itinerary		Airport	Proximity		
Wx Briefing - NO RECO	RD OF BRIEFING	Last Departure Poi	nt		RPORT/STRI	<b>o</b>	
Method - N/A		GOLD CREEK, AK		· · · · · · ·			
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		рол с			
Wind Dir/Speed- CALM		200/12		Runway	/ Ident	- N/A	
Visibility - 100.0	SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds -	CLEAR	Type of Flight Pla	n - VFR		Surface		
	NONE	Type of Clearance	- NONE			- N/A	
Obstructions to Vision-		Type Apch/Lndg	- STRAIGHT-IN	Kariway	Juana	11/ 5	
	NONE	Type Apelly Elling	FORCED LANDING				
•	DAYLIGHT		TOROLD EXHIBITED				
Personnel Information							
Pilot-In-Command		Age - 43	Medical Certifi			D WAIVERS	S/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review		ight Time (F	•		_
COMMERCIAL		Current - YES		9430		4 Hrs -	6
SE LAND		Months Since - 6	Make/Model-			Days-	200
HELICOPTER		Aircraft Type - 205	Instrument-	46		Days-	400
					Rotorc	raft -	9430
<pre>Instrument Rating(s)</pre>	- AIRPLANE						
Instrument Rating(s) 	- AIRPLANE						

6/12/84 Time (Lc1) - 1430 ADT File No. - 2060 TALKEETNA, AK A/C Reg. No. N58116 Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ROTOR SYSTEM, MAIN ROTOR BLADE - FATIGUE 2. ROTOR SYSTEM, MAIN ROTOR BLADE - FAILURE, PARTIAL 3. ROTOR SYSTEM, MAIN ROTOR BLADE - CORRODED 4. ROTOR SYSTEM, MAIN ROTOR BLADE - CRACKED Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5

Type operating certificate-	NONE (GENERAL AVIATI			F-4-1	Inju		
Type of Operation -F	PERSONAL	SUBSTAÌ Fire	IIIAL Crev	Fatal , O	Serious O	Minor O	None O
Flight Conducted Under		ON GROU			Ö	Ö	1
Accident Occurred During -			Othe		Ö	1	Ó
ircraft Information							
Make/Model - MAULE M-5-23		Eng Make/Model - LYG	OMING 0-540-J1A50		Installed/		
Landing Gear - TAILWHEEL-AL Max Gross Wt - 2300		Number Engines - 1 Engine Type - REC	CIPROCATING-CARBUR		Stall Warnii	ng System	- YES
No. of Seats - 4		Rated Power -	235 HP				
invironment/Operations Informa	 ation	*					
leather Data		nerary			Proximity		
9	OF BRIEFING L	ast Departure Point		ON AI	RPORT		
Method - N/A Completeness - N/A	D-	UNK/NR stination		Airport	Data		
Basic Weather - VMC	De	THEODORE CREEK.AK			Data LL FIELD		
Wind Dir/Speed- 310/004 KT	TS	HIEGOORE CREEK, AR				- UNK/NR	
Visibility - 15.0		/Airspace			y Lth/Wid		
Lowest Sky/Clouds -	800 FT SCATTERED T	ype of Flight Plan	NONE	Runwa	y Surface	- UNK/NR	
		ype of Clearance		Runwa	y Status	- UNK/NR	
Obstructions to Vision- NO		ype Apch/Lndg	NONE				
Precipitation - RA	AIN SHUWERS						
Precipitation - RA Condition of Light - DA	AIN SHOWERS AYLIGHT						
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command	AYLIGHT  Age -		Medical Certifica			O WAIVERS/	 _IMIT
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	AYLIGHT  Age - Biennia	l Flight Review	Flig	ght Time (	Hours)	•	
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	AYLIGHT  Age - Biennia Cur	l Flight Review rent - YES	Flig Total -	ght Time ( 770	Hours) Last 2	4 Hrs -	2
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	AYLIGHT Age - Biennia Cur Mon	l Flight Review rent - YES ths Since - 1	Flig Total - Make/Model-	ght Time ( 770 700	Hours) Last 2 Last 30	4 Hrs - O Days- UNI	2 K/NR
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	AYLIGHT Age - Biennia Cur Mon	l Flight Review rent - YES ths Since - 1	Flig Total -	ght Time ( 770 700	Hours) Last 2 Last 30	4 Hrs -	2
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	AYLIGHT 	l Flight Review rent - YES ths Since - 1	Flig Total - Make/Model-	ght Time ( 770 700	Hours) Last 2 Last 30	4 Hrs - O Days- UNI	2 K/NR
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) -	AYLIGHT 	l Flight Review rent - YES ths Since - 1	Flig Total - Make/Model-	ght Time ( 770 700	Hours) Last 2 Last 30	4 Hrs - O Days- UNI	2 K/NR
Precipitation - RA Condition of Light - DA Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	AYLIGHT Age - Biennia Cur Mon Air	1 Flight Review rent - YES ths Since - 1 craft Type - M-5	Flig Total - Make/Model- Instrument-	ght Time ( 770 700 1	Hours) Last 2 Last 3 Last 9	4 Hrs - O Days- UNI O Days-	2 K/NR

File No. - 2061 6/16/84 ANCHORAGE, AK A/C Reg. No. N6229M Time (Lc1) - 1945 ADT

Occurrence ON GROUND COLLISION WITH OBJECT Phase of Operation STANDING - STARTING ENGINE(S)

#### Finding(s)

- 1. OBJECT AIRCRAFT PARKED 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
- 3. ELECTRICAL SYSTEM, BATTERY OUTPUT LOW
- 4. PROPER ASSISTANCE NOT USED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, EXPECTANCY PILOT IN COMMAND
- 6. BRAKES(NORMAL) NOT USED PASSENGER

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION)	Aircraft D	amade		Inii	uries	
Type operating our tirreate none (achema	- 4114(100)	SUBSTANTI	•	Fatal			None
Type of Operation -PERSONAL		Fire			0		0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pas	s 0	0	0	1
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - PIPER PA-18-180		e/Model - LYCOM		ELT	Installed	/Activated	- YES/N
Landing Gear - TAILWHEEL-ALL FIXED		ingines - 1			Stall Warn	ing System	- NO
Max Gross Wt - 1625		Type - RECIP		RETOR			
No. of Seats - 4	Rated Po	ower - 18	O HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		arture Point /ER LODGE,AK		UFF A	IRPORT/STR	112	
Completeness - N/A	Destination	•		Airport	Da+a		
Basic Weather - VMC		ACC/INC		Airport	Data		
Wind Dir/Speed- 090/005 KTS	JAME AS	ACC/ INC		Runwa	v Ident	- N/A	
Visibility - 100.0 SM	ATC/Airspac	e			y Lth/Wid		
Lowest Sky/Clouds - CLEAR		light Plan - N	IONE		y Surface		
Lowest Ceiling - NONE		Clearance - N				- N/A	
Obstructions to Vision- NONE	Type Apch	n/Lndg - T	RAFFIC PATTERN		-		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 28		dical Certific			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	t Review	F11	ght Time (	Hours)	0.4 . 1.1	
COMMERCIAL,CFI SE LAND	• • • • • • • • • • • • • • • • • • • •	- YES ce - 16	Total - Make/Model-	1941	Last	24 Hrs -	4
SE LAND	Months Sind	pe - 16 /pe - C-172	Make/Model-	46 50	Last	30 Days-	0 126
	Aircraft i	/pe - C-1/2	Instrument-	- 58	Last	o Days-	120
Instrument Rating(s) - AIRPLANE							
Nonnativa							
Narrative ACFT CRASHED INTO A RIVER BANK DURING AN .	ATTEMPTED CO-ADI	חוואות דעוב מיד מ	EDODTED THAT I	DON THITTA	I TOUCHDOW	N THE ACET	
CED AND HE APPLIED FULL THROTTLE. THE ENG							n
N ON THE LANDING AREA AND MUSHED ACROSS T							

File No. - 2103 6/24/84 BEAR CREEK, AK A/C Reg. No. N5408Y Time (Lc1) - 1000 ADT Occurrence #1 LOSS OF POWER Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. UNDETERMINED 2. FUEL SYSTEM - LOW LEVEL Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 3. ABORTED LANDING - POOR - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3 Factor(s) relating to this accident is/are finding(s) 2

	Serious 0 0 Installed/Ac Stall Warning	Minor 0 1 	None 1 0
ELT	Installed/Ac		
:		tivated	
:		tivated	
	Stall Warning		
URETOR		System	- NO
ON AI	RSTRIP		
A	Data		
		HNK/ND	
			50
	y Status -	DRY	
N			
		VERS/LIM	/IT
	•		
			1
			-
O	Last 90	Days-	51
	ON AI Airport CURRY Runwa Runwa Runwa Runwa N	Runway Lth/Wid - Runway Surface - Runway Status -  N  cate - VALID MEDICAL-WAI ight Time (Hours) 621 Last 24 103 Last 30	ON AIRSTRIP  Airport Data CURRY Runway Ident - UNK/NR Runway Lth/Wid - 1100/ Runway Surface - DIRT Runway Status - DRY  N  cate - VALID MEDICAL-WAIVERS/LIN ight Time (Hours) 621 Last 24 Hrs - 103 Last 30 Days- UN

File No. - 2082 7/05/84 CURRY,AK A/C Reg. No. N2875M Time (Lc1) - 1200 ADT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION INADEQUATE
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage	F-4-1		ıries	<b>N</b> 1
Type of Operation -PERSONAL	SUBSTA Fire		Fatal			None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	ŏ	ŏ	Ö
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - MAULE M-4	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300	Number Engines - 1 Engine Type - RE		5	tall Warni	ng System	- YES
No. of Seats - 4	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary ·			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STR1	:P	
Method - N/A Completeness - N/A	WASILLA,AK Destination		Airport Da	-+-		
Basic Weather - VMC	SAME AS ACC/INC			ata E STRIP		
Wind Dir/Speed- CALM	3AME A3 A00, 1110				- 09	
Visibility - 40.0 SM	ATC/Airspace		Runway	Lth/Wid		300
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (H		NO WAIVERS	/LIMIT
PRIVATE	Current - UNK/NR	: Total -	348	Last 2	24 Hrs -	1
SE LAND	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model-	200	Last 3	BO Days-	15
	Aircraft Type - UNK/NR	Instrument-	0	Last 9	00 Days-	35
Instrument Rating(s) - NONE						
NARRATIVE ACFT LANDED SHORT OF THE RWY DURING A FOR	CED LANDING THE PLT SAID H	IE SWITCHED FUEL TA	NKS 3 MINU	TES PIROR	TO LANDIN	G
THE ENGINE QUIT ON DOWNWIND LEG. RESTART	ATTEMPTS WERE UNSUCCESSFUL.	ATTEMPTS TO FURTH	ER QUESTIO	N THE PLT	HAVE	_
UNSUCCESSFUL.			•			

File No 208	33 7/06/84 WASILLA,A	A/C Reg. No. N4606T	Time (Lc1) - 2000 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - DO	ON I WNW(	
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING LANDING - FLARE/TOUCHDOWN		

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

----Probable Cause----

-Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	Ö	Ō	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 185	Eng Make/Model - C			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		5	tall Warnin	ng System	- YES
Max Gross Wt - 3200 No. of Seats - 4	Engine Type - R Rated Power -					
NO. OF Seats - 4	Rated Power -	300 MP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	•	t	ON AIR	PURI		
Method - N/A Completeness - N/A	EMMONAK,AK Destination		Airport Da	.+-		
Basic Weather - VMC	SAME AS ACC/INC		BETHEL	ala		
Wind Dir/Speed- 300/015 KTS	SAME AS ACC/ INC			Ident -	18	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
	TERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	_			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifica			) WAIVERS	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -		Last 24		1
SE LAND	Months Since - 5 Aircraft Type - C-185	Make/Model-	/5	Last 30 Last 90		10 20
	Aircraft Type - C-185	instrument-	3	Last 90	Days-	20
Instrument Rating(s) - NONE						
-Narrative	TER TOUGHROUND THE SET THE	TOATED THAT THE DEC	IIT MATEL TT	DE DIEW 0117		,
ACFT RAN OFF THE RIGHT SIDE OF THE RWY AF	Y AND IT NOSED DOWN INTO S		HI MATH IT	KE BLEW UUI	. HE SAIL	,

File No. - 2102

7/11/84

BETHEL, AK

A/C Reg. No. N3263C

Time (Lc1) - 1550 ADT

Occurrence #1
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL

2. LANDING GEAR, TIRE - BURST

Occurrence #2 LOSS OF CO

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

	(NEK,AK A/C R	leg. No. N3910G		ime (LCI) -	1430 ADT	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION) Aircraf	t Damage		Injur	ies	
, ,	SUBSTA		Fatal	•	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA U-206	Eng Make/Model - CC			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warning	g System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 6	Rated Power -	300 HP				
-Environment/Operations Information				_		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF:	•		OFF AI	RPORT/STRIP		
Method - N/A	KING SALMON, AK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		D	Ident -	N/A	
Wind Dir/Speed- 140/005 KTS Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
	CATTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kuriway	Jtatus	147.6	
Precipitation - NONE	Type Apcily Eliag	TOLL STOP				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 36	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - YES	Total -	751	Last 24	Hrs -	1
SE LAND	Months Since - 8			Last 30		
	Aircraft Type - C-206	Instrument-	71	Last 90	Days-	94
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT NOSED OVER DURING A LANDING ON A	SANDY BEACH. WITNESSES STATED,	ACCORDING TO THE	PLT, THAT	THE NOSE WH	EEL WAS	
		LIBORE TOLICITORIST TIL	E AGET VER	DED TO THE	DIOLIT	
KED 45 DEGREES TO THE RIGHT WHILE THE AC NOSE GEAR COLLAPSED AND THE ACFT NOSED		. UPON TOUCHDOWN TH	E ACFT VEE	KED ID IHE	RIGHI,	

File No. - 2105 7/14/84 NAKNEK, AK A/C Reg. No. N3910G Time (Lc1) - 1430 ADT

Occurrence #1
Phase of Operation

NOSE GEAR COLLAPSED

LANDING - ROLL

#### Finding(s)

- 1. LANDING GEAR, NOSE GEAR ASSEMBLY OVERLOAD
- 2. TERRAIN CONDITION SOFT
- 3. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. TERRAIN CONDITION SAND BAR
- 6. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Type Operating Certificate-ON Name of Carrier -WF Type of Operation -NC Flight Conducted Under -14 Accident Occurred During -DE	RIGHT AIR SERVICE, ON SCHED,DOMESTIC,C 4 CFR 135 ESCENT	Aircraft INC SUBSTAN ARGO Fire NONE			Injur Serious O O		None 1 0
Type of Operation -NC Flight Conducted Under -14 Accident Occurred During -DE	ON SCHED,DOMESTIC,C 4 CFR 135 ESCENT	ARGO Fire NONE	Cre	ew O	0	0	1
Accident Occurred During -DE	ESCENT	NONE					
Accident Occurred During -DE -Aircraft Information Make/Model - HELIO H-250 Landing Gear - TAILWHEEL-ALL Max Gross Wt - 3400	ESCENT				-	_	_
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 3400							
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 3400							
Max Gross Wt - 3400		Eng Make/Model - LYC			Installed/A		
		Number Engines - 1			Stall Warnin	ig Syster	n - YES
NO. OF SHATS - D		Engine Type - REC Rated Power -	250 HP	J			
-Environment/Operations Informat Weather Data		nerary		Ainmon+	Proximity		
Wx Briefing - NO RECORD (		nerary ast Departure Point		ON AIR			
Method - N/A	or Briefing L	FAIRBANKS, AK		ON AIN	.F UK I		
Completeness - N/A	De	stination		Airport D	ata		
Basic Weather - VMC	50	SLIDE CREEK, AK			NKS INTERNA	TIONAL	
Wind Dir/Speed- UNK/NR		01101 01			/ Ident ~		
· · ·	M ATC	/Airspace		Runway	/ Lth/Wid -	- 3200/	75
		ype of Flight Plan -			/ Surface -		М
		ype of Clearance -		Runway	/ Status -	- DRY	
Obstructions to Vision- NOM		ype Apch/Lndg -	NONE				
Precipitation - NON							
Condition of Light - DA	YLIGHT 						
-Personnel Information							o /: THIT
Pilot-In-Command Certificate(s)/Rating(s)		35 1 Flight Review	Medical Cértific	ight Time (F		) WAIVER:	2/ LIMII
COMMERCIAL.ATP		rent ~ YES	Total -	11100	last 2/	4 Hrs - l	HNK/ND
SE LAND, ME LAND, SE SEA						Davs- I	
GLIDER	Air	ths Since - 4 craft Type - UNK/NR	Instrument-			Days- I	
	.,,,		Multi-Eng -			,	•
Instrument Rating(s) - A	AIRPLANE						

A/C Reg. No. N6321V

Time (Lc1) - 1115 ADT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND

3. PERFORMANCE DATA - EXCEEDED - PILOT IN COMMAND

4. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT

5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

6. UNSAFE/HAZARDOUS CONDITION - DISREGARDED - PILOT IN COMMAND

7/17/84 FAIRBANKS,AK

7. PROCEDURES/DIRECTIVES - DISREGARDED - COMPANY/OPERATOR MGMT

8. STALL - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

File No. - 2134

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3.5,6.7.8

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Aircra	ft Damage		Injur	ies	
Type operating certificate None (d		ANTIAL	Fatal	Serious		None
Type of Operation -SAR	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR		Pass	0	. 0	0	0
Accident Occurred During -MANEUVE						
Aircraft Information	_					
Make/Model - CESSNA 140		ONTINENTAL C-85-12				
Landing Gear - TAILWHEEL-ALL FIXE				Stall Warnin	g System	- YES
Max Gross Wt - 1450		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	85 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF A	RPORT/STRIP		
Method - IN PERSON				N- 1 -		
Completeness - WEATHER NOT PERT Basic Weather - VMC	INENT Destination SAME AS ACC/INC		Airport [	ата		
Wind Dir/Speed- 180/005 KTS	SAME AS ACC/INC	•	Bunka	/ Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - 4000 FT		- MILITARY (VER)		Surface -		
Lowest Ceiling - 4000 FT				/ Status -	•	
Obstructions to Vision- NONE	Type Apch/Lndg				,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 49 Biennial Flight Review	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - UNK/N	R Total -	509	Last 24	Hrs -	6
SE LAND	Months Since - UNK/N Aircraft Type - UNK/N	R Make/Model-	410	Last 30	Days- UN	K/NR
	Aircraft Type - UNK/N	R Instrument-	O	Last 90	Days-	34
Instrument Rating(s) - NONE						
Narrative						
WAS CONDUCTING A SEARCH AND RESCUE M					ľ	
REDIRECTED HIS ATTENTION TO THE FLT	PATH, RAPIDLY RISING TERRAIN WA	S VIEWED DIRECTLY II	N FRONT OF	THE ACFT		

File No. - 2015 7/28/84 TALKEETNA, AK A/C Reg. No. N2233N Time (Lc1) - 1645 ADT

Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

MANEUVERING

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND

- IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 3. REMEDIAL ACTION NOT POSSIBLE PILOT IN COMMAND
- 4. TERRAIN CONDITION MOUNTAINOUS/HILLY

----Probable Cause----

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

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dama	ae		Injur	ies	
, , , , , , , , , , , , , , , , , , ,	,	SUBSTANTIAL	<b>5</b> -	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Mode1 - BELLANCA 8GCBC		e/Model - LYCOMING		ELT :	[nstalled/#	ctivated	- YES/Y
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnir	ng System	- YES
Max Gross Wt - 2150		ype - RECIPROC		TOR			
No. of Seats - 3	Rated Po	ower - 180 H	P 				
-Environment/Operations Information							
Weather Data	Itinerary	t Dodat			Proximity	,	
Wx Briefing - NO RECORD OF BRIE Method - N/A	ring Last Depa	rture Point		OFF AIR	RPORT/STRIF		
Completeness - N/A	Destination	-		Airport Da	ata		
Basic Weather - VMC	LOCAL	<i></i>	•	an por c b			
Wind Dir/Speed- 225/005 KTS				Runway	Ident -	N/A	
	ATC/Airspac	e		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 3000 FT					Surface -		
	OVERCAST Type of C			Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch	n/Lndg - FORC	ED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Aae - 28	Modic	al Certificato	a - VALID	MEDICAL -NO	WATVEDS.	/
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		WAITENS,	LIMI
PRIVATE	Current		otal -	330	Last 24		1
SE LAND	Months Sind				Last 30		NK/NR
	Aircraft Ty	/pe - UNK/NR I	nstrument-	0	Last 90	Days-	16
		•					
Instrument Rating(s) - NONE							
-Narrative							
	EARTHO DURING A FOR	ED LANDING FOLLOW	TNG A DDOD FA	TIUDE DO	ST ACCIDENT	ATTEMOT	2

File No 21	23 8/03/84 ALEKNAGIK,AK	A/C Reg. No. N7662S	Time (Lc1) - 2045	ADT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALF CRUISE - NORMAL	UNCTION		
Finding(s) 1. PROPELLER SYSTE	M/ACCESSORIES,SPINNER - DISINTEGRATED			
Occurrence #2	FORCED LANDING DESCENT - EMERGENCY			
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY			
	SJUDGED - PILOT IN COMMAND			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Board determines that the	Probable Cause(s) of this acc	cident	

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

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF		Pass	0	0	0	2
Aircraft Information						
Make/Model - PIPER PA-12	Eng Make/Model - LY	COMING 0-320-424	FIT	Installed/A	ctivated	- VES/
Landing Gear - TAILWHEEL-ALL FIXE				tall Warnir		
Max Gross Wt - 1750	Engine Type - RE					
No. of Seats - 3	<b>9</b> 7,	150 HP				
Environment/Operations Information						<b></b>
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRI	•	:	OFF AI	RPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- CALM	ANCHORAGE, AK			LOON RIVER Ident -	- N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		25
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - 5000 FT				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		•		HIGH VEG	ETATIO
Precipitation - NONE	., .					
Condition of Light - DAYLIGHT						
Personnel Information		M 11 - 1 - 0 - 1 1 5 1 - 1		MEDICAL MA	TVEDC /  TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 47 Biennial Flight Review	Medical Certifica	te - VALIL nt Time (F		ITAEK2/ LIW	11
PRIVATE	Current - VES	Total -	200	last 24	1 Hrs -	0
SELAND	Months Since - 13	Make/Model-	68	Last 30	Davs- UN	k/NR
	Current - YES Months Since - 13 Aircraft Type - PA-12	Total - Make/Model- Instrument-	2	Last 90	Days-	0
Instrument Rating(s) - NONE						
Varrative						
ACFT COLLIDED WITH A DITCH ALONGSIDE	A SHORT STRIP USED BY HUNTERS A	AND FISHERMEN. DURII	NG INTERVI	EWS WITH TH	HE PLT	
	ADED AND OUT OF CG. DURING THE 1					

File No. - 2124 8/05/84 HOPE, AK

A/C Reg. No. N2318M

Time (Lc1) - 1730 ADT

Occurrence

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 1. FUSELAGE, CABIN OVERLOAD
- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION CONGESTED
- 4. AIRCRAFT WEIGHT AND BALANCE NOT IDENTIFIED PILOT IN COMMAND
- 5. TERRAIN CONDITION DITCH
- 6. ABORT ATTEMPTED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3,6

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

Type Operating Certificate-NONE (GENER	RAL AVIATION) Aire	craft Damage		Injur	ries	
	SUE	BSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	e Cr	ew O	0	0	1
Flight Conducted Under -14 CFR 91	ION	NE Pa	iss 0	0	0	0
Accident Occurred During -LANDING	~					
-Aircraft Information						
Make/Model - PIPER PA-22	Eng Make/Model	- LYCOMING 0-320	ELT	Installed/A	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED		- 1		tall Warnir	na System	- YES
Max Gross Wt - 2000		- RECIPROCATING-CARB				
No. of Seats - 4	Rated Power	- 150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Departure Po	oint	OFF AI	RPORT/STRIF		
Method - N/A	DELTA JUNCTION	, AK				
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- UNK/NR			Runway	Ident -	- N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE	Runway	Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance	e - NONE	Runway	Status ·	- N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- FORCED LANDING	ì			
Precipitation - UNK/NR						
Condition of Light - UNK/NR						
-Personnel Information						
Pilot-In-Command	Age - 44	Medical Certifi			AIVERS/LIN	MIT T
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (F			
STUDENT	Current - N/			Last 2		. 1
	Months Since - N/			Last 30		
	Aircraft Type - N/	A Instrument-	. 2	Last 90	Days-	10
•						
Instrument Rating(s) - NONE						
-Narrative						
ACFT WAS DAMAGED IN AN OFF ARPT LANDING	AFTER THE ENGINE LOST PO	WER. THE PLT STATED	THE ACFT WAS	OPERATING	ON	
OMOTIVE FUEL WITHOUT THE REQUIRED SUPPLE	MENTAL TYPE CERTIFICATE.	THE ACFT WAS OPERATI	NG WITHOUT T	HE REQUIRE	ANNUAL	
PECTION AND THE TBO HAD BEEN EXCEEDED BY	OVER 19 PERCENT. POST A	CCIDENT EXAMINATION	SHOWED THAT	THE #3 EXH	AUST VALVE	Ē
	TOP OF THE PISTON.					

File No. - 2096 8/06/84 DELTA JUNCTION, AK A/C Reg. No. N5793D Time (Lcl) - 1945 ADT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, VALVE - SEPARATION 2. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND 3. ENGINE ASSEMBLY, PISTON - PENETRATED 4. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,2,3,4,5$ 

File No 2122 8/12/84 KENAI	, AK A/C Re	eg. No. N4691C	T	ime (Lc1) - 	1120 ADT	
Basic Information Type Operating Certificate-NONE (GENERA		Damage		. Injur		
	SUBSTAN		Fata1			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	_	0	0	1
Accident Occurred During -LANDING	NONE	Pass	0	U	U	'
Aircraft Information						
Make/Model - CESSNA 170B	Eng Make/Model - CON	NTINENTAL C-145	ELT	Installed/A	ctivated	- YES/Y
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1 Engine Type - REC			tall Warnin	g System	- YES
Max Gross Wt - 2050 No. of Seats - 4	J ,,	145 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	· · · · · · · · · · · · · · · · · · ·		OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	ANCHORAGE,AK Destination		Airport D	2+2		
Basic Weather - VMC	SAME AS ACC/INC		A IT POT C D	ata		
Wind Dir/Speed- CALM	5/11/2 /16 /166/ 1116		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
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	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 55 Biennial Flight Review	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		•
PRIVATE SE LAND	Current - UNK/NR	lotal -	232	Last 24	Hrs -	2 0
SE LAND	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument-	195	Last 30	Days-	10
Instrument Rating(s) - NONE		2110 (1 4.1101)	· ·		,-	
That differe Rating(a) Noise						
Narrative						
PLT WAS TRYING TO LAND ON A GRAVEL DIL DR						
R A BOUNCE AND A YAW THE ACFT TOUCHED DOW	N AGAIN AND THE RT MAIN LANG	DING GEAR FAILED.	THE PLT SA	ID HIS SELE	CTION OF	
DING AREA WAS POOR.						

8/12/84 A/C Reg. No. N4691C File No. - 2122 KENAI,AK Time (Lc1) - 1120 ADT

Occurrence #1

UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

2. DISTANCE - MISJUDGED - PILOT IN COMMAND

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-ON-DEMAND		raft Damage			ıries	
Type of Operation -BUSINESS	SUB Fire	SSTANTIAL Cr	Fatal ew O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NON		ew O ss O	0	0	Ö
Accident Occurred During -LANDING	. No.	ις , α	0	Ŭ		Ü
Aircraft Information						
Make/Model - CESSNA 188		CONTINENTAL 10-520			Activated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3800	Number Engines -	· 1 · RECIP-FUEL INJECTE		Stall Warn	ing System	- YES
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI			ON AI	RPORT		
Method - N/A Completeness - N/A	BRADLEY SKY RNC Destination	;,AK	Airport	22+2		
Basic Weather - VMC	SAME AS ACC/INC	•	Amport	Jala		
Wind Dir/Speed- 170/010 KTS	5AME A5 A55, INS	•	Runwa	/ Ident	- UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 3000 FT	Type of Flight Pl			/ Surface		
Lowest Ceiling - 3000 FT BF				/ Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	N			
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information	:					
Pilot-In-Command	Age - 33	Medical Certifi			WAIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	F1	ight Time (		24 11	0
COMMERCIAL SE LAND	Current - YES Months Since - UNK	S Total - K/NR Make/Model-			24 Hrs - 30 Days-	2 50
SE LAND	Aircraft Type - 188				30 Days-	75
	Arreful Type 100	Multi-Eng -		2550	20 04,0	
Instrument Rating(s) - AIRPLANE						
NAMMATIVE ACFT LANDED SHORT OF THE RWY AT A MINIM	NG STRIP. THE PLT SAID HE F	NCOUNTERED A DOWNOR	AFT AND IN	SPITE OF TH	HE ADDITION	j
ULL POWER THE ACFT DESCENDED TO THE GRO						•
PLT ATTEMPTED TO JETTISON THE LOAD. TH						

8/26/84 FAIRBANKS, AK A/C Reg. No. N731BT Time (Lc1) - 1400 ADT File No. - 2106 LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CLOUDS COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND 4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

File No 2133 8/ 	20/04 Lui	GIK,AK	( A/C Reg. No. N7585K			Time (Lc1) - 1100				
Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Dama SUBSTANTIAL	Aircraft Damage			Injuries Fatal Serious Minor N			
Flight Conducted Under			Fire NONE	Crew Pass	0	0	0	1		
Accident Occurred During	-LANDING									
-Aircraft Information Make/Model - PIPER PA- Landing Gear - TAILWHEEL Max Gross Wt - 1750 No. of Seats - 2		Number En	Model - LYCOMING gines - 1 pe - RECIPROC er - 125 F	CATING-CARBURE	S		Activated			
-Environment/Operations Info	rmation									
Weather Data Wx Briefing - NO RECO Method - N/A	RD OF BRIEF	Itinerary NG Last Depar NAKNEK A				Proximity RPORT/STR:	[P			
Completeness - N/A Basic Weather - VMC		Destination LOCAL			Airport D					
Wind Dir/Speed- CALM Visibility - 10.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	2000 FT 2000 FT BF NONE NONE		ight Plan - NONE	<b>:</b>	Runway Runway	Ident Lth/Wid Surface Status				
		A 24		cal Certifica	- VAL TD	MEDICAL	UD WATVEDS	/. TMTT		
Certificate(s)/Rating(s)		Age - 34 Biennial Flight Current	Medic Review	ai Certifica Fligi	te - VALID nt Time (H		NO WAIVERS,	LTMII		
PRIVATE SE LAND		Current Months Since Aircraft Typ	- YES 7 - 1 N e - PA-18 I	rotal - Make/Model- Instrument-	1400	Last :	24 Hrs - 30 Days- 90 Days-	1 15 30		
Instrument Rating(s)	- NONE									

File No. - 2133 8/28/84 EGEGIK,AK A/C Reg. No. N7585K Time (Lcl) - 1100 ADT

Occurrence #1

UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

- 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- '3. DISTANCE MISJUDGED PILOT IN COMMAND

4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GENERA	Aircraft Damage			Injur			
Type of Operation -PERSONAL		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	Ó	Ô
Accident Occurred During -LANDING		None	, 455	ŭ			
Aircraft Information							
Make/Model - CESSNA 185		del - CONTINENTAL	_ IO-520-D		nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi			St	all Warnin	g System	- YES
Max Gross Wt - 3300		- RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P	•		
Wx Briefing - NO RECORD OF BRIEFING				ON AIRP	ORT		
Method - N/A	SOLDOTNA, A	ıK		4 Da			
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da	ta		
Wind Dir/Speed- CALM	LUCAL			Dunway	Ident -	N/A	
Visibility - 60.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR		ht Plan - NONE				N/A	
Lowest Ceiling - NONE		rance - NONE				N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - PRECAUT	TIONARY LA	NDING			
Precipitation - NONE				•			
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 39		ate - VALID MEDICAL-NO WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Re			ht Time (Ho		11	
COMMERCIAL SE LAND	Current	- YES Tota	al - e/Model-		Last 24	Hrs - Days- UN	1 / ND
SE LAND	Months Since Aircraft Type	- 16 Make	•	275 69	Last 30		36
	Africiant Type	- C-1/2 1/1S	trumerit-	09	Last 30	Days	30
Instrument Rating(s) - AIRPLANE							
Nama+2							
Narrative ACFT WAS DAMAGED IN AN OFF ARPT PRECAUTION	MADY LANDING ATTER	THE ENGINE RECAN	VIRDATING	WITH THE C	TI TEMPEDA	THE TH	
RED. THE PLT SAID HE TURNED OFF THE ELT 1			ATDKALING	WITTE C	TE ILMEEKA	IOVE III	

File No. - 2121 8/31/84 KENAI.AK A/C Reg. No. N9712H Time (Lc1) - 2120 ADT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, OIL - OVERTEMPERATURE 2. ENGINE INSTRUMENTS, OIL TEMPERATURE GAGE - OVERTEMPERATURE 3. ENGINE ASSEMBLY - VIBRATION Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

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

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

----Probable Cause----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1	
Aircraft Information				-,				
Make/Model - CESSNA 206		odel - CONTINENTA	L IO-520-F		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Eng			S	tall Warnir	ng System	- YES	
Max Gross Wt - 3600	Engine Typ		INJECTED					
No. of Seats - 6	Rated Powe	r - 285 HP						
Environment/Operations Information								
Weather Data	Itinerary	<b>.</b>			Proximity			
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	PORT			
Method - N/A	ANCHORAGE	, AK			_ 1 _			
Completeness - N/A Basic Weather - VMC	Destination SAME AS A	CC/TNC		Airport D NONDAL				
Wind Dir/Speed- 280/011 KTS	SAME AS A	CC/ INC				- 30		
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid -	-	60	
	ATTERED Type of Fli	ght Plan - VFP			Surface -		00	
Lowest Ceiling - NONE		arance - NONE				DRY		
Obstructions to Vision- NONE		nda - FULL S	TOP	,	• • • • • • • • • • • • • • • • • • • •			
Precipitation - NONE	31 7							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 57	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	'LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R			t Time (H				
PRIVATE	Current	- YES Tot		69	Last 24		2	
SE LAND	Months Since		e/Mode1-	14	Last 30 Last 90	Days-	3	
	Aircraft Type	- C-206 Ins	trument-	3	Last 90	Days-	6	
Instrument Rating(s) - NONE								
Narrative								
		AT 12 KTS GUSTIN						

File No. - 2132 8/31/84 NONDALTON, AK A/C Reg. No. N222RG Time (Lc1) - 1520 ADT

Occurrence

UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. WEATHER CONDITION DOWNDRAFT
- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND
- 4. WEATHER CONDITION GUSTS
- 5. REMEDIAL ACTION INADEQUATE PILOT IN COMMAND
- 6. PROPER DESCENT RATE NOT MAINTAINED PILOT IN COMMAND

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

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

Type Operating Certificate-NONE (GENERAL AVIATION)			t Damage			uries	
Type of Operation	-PERSONAL	SUBSTA Fire	NTIAL Crew	Fatal O	-		None 1
Flight Conducted Under		NONE	Pass		0	-	i
Accident Occurred During		HOME	, 400	. •	Ü	J	. •
Aircraft Information							
Make/Model - MAULE M-6		Eng Make/Model - LY				/Activated	
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1		S	tall Warn	ing System	- NO
Max Gross Wt - 2500		Engine Type - RE					
No. of Seats - 4		Rated Power -	250 HP				
Environment/Operations Info	rmation	T. A. Corporation (1997)			5 in a d d		
Weather Data Wx Briefing - NO RECO	RD OF BRIEFING	Itinerary		Airport	Proximity RPORT/STR		
Method - N/A	KD OF BRIEFING	Last Departure Point DAHL CREEK.AK		UFF AI	KPUKI/SIK	17	
Completeness - N/A		Destination		Airport Da	ata		
Basic Weather - VMC		KOTZEBUE, AK		All por C b	aca		
Wind Dir/Speed- CALM				Runwav	Ident	- N/A	
Visibility - 106.0	SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds -	CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- N/A	
	NONE	Type of Clearance	~ NONE	Runway	Status	- N/A	
Obstructions to Vision-	NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation -							
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		Age - 43				WAIVERS/LIM	IIT
Certificate(s)/Rating(s)		Biennial Flight Review		ht Time (H		04 11-	-
COMMERCIAL		Current - YES	Total -			24 Hrs -	2
CE LAND ME LAND		Months Since - 8 Aircraft Type - PA-18	Make/Model~ Instrument-	800	Last	30 Days- 90 Days-	O 8
SE LAND, ME LAND				כו	Last		
SE LAND,ME LAND		Aircraft Type - PA-18		8		30 Days	J

File No 21	04 8/31/84 KIANA,AK	A/C Reg. No. N56490	Time (Lcl) - 1300 ADT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE - NORMAL		
Finding(s) 1. UNDETERMINED			
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)  $\bf 1$ 

Type Operating Certificate-NONE (GENERAL  Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF  ircraft Information	SL Fir		Crew	Fatal	Injuri Serious		
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFFircraft Information	Fir	^e	Cnow			MILDOR	None
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFFircraft Information			Crew	0			1
ircraft Information		ONE	Pass	0	0 0	0	4
Make/Model - MAULE M-6-235		- LYCOMING 10-5			nstalled/Ad		
Landing Gear - FLOAT Max Gross Wt - 2300	Number Engines			St	all Warning	, System -	- YES
No. of Seats - 4	Rated Power	- RECIP-FUEL IN	JECTED				
nvironment/Operations Information							
eather Data	Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure F	Point			PORT/STRIP		
Method - N/A	BETTLES, AK			_	- ·• -		
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	WALKER LAKE,AK	<					
Wind Dir/Speed- CALM						N/A	
Visibility - 100.0 SM	ATC/Airspace	- NONE			Lth/Wid -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight F Type of Clearand			•	Surface -	N/A N/A	
Obstructions to Vision- NONE	Type Of Creamand			Runway	Status -	N/ A	
Precipitation - NONE	Type Apcily chag	NONE					
Condition of Light - DAYLIGHT							
ersonnel Information						, <b></b>	
Pilot-In-Command A	ge - 27 iennial Flight Review	Medical Ce	rtificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	iennial Flight Review	W	Fligh	it Time (Ho	urs)		
PRIVATE	Current - UN	NK/NR Total	-	228	Last 24	Hrs -	2
SE LAND, SE SEA	Months Since - UN Aircraft Type - UN	NK/NR Make/M	ode 1 -	3	Last 30	Days-	30
	Aircraft Type - UN	NK/NR Instru	ment-	0	Last 90	Days-	67
Instrument Rating(s) - NONE							
arrative							
arrative CFT COLLIDED WITH AN OVERHANGING TREE BRAN	CH DURING A RIVER TAN	KENEE THE DIT W	AS TRYIN	IG TO NEGOT	TATE A RENI	) IN THE	
WHILE ON THE "STEP" FOR TAKEOFF. THE PLT	SAID HE HAD VERY LIM	TTED EXPERIENCE	IN THE N	IODEL ACET	AND IT GOT	I I GHT	

A/C Reg. No. N5651D \_\_\_\_\_ Time (Lc1) - 1130 ADT File No. - 2107 8/31/84 BETTLES, AK

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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

2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

4. OBJECT - TREE(S)

5. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D				uries	
		SUBSTANTI		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	0	0	0	1
Accident Occurred During -LANDING		NONE	Pass	O	Ü	O	
Aircraft Information							
Make/Model - PIPER PA-12			ING 0-360-02A				
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750	Number Eng		ROCATING-CARBUR		tall Warn	ing System	- YES
No. of Seats - 3	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A Completeness - N/A	ANCHORAGE Destination	, AK		Airport Da	a+a		
Basic Weather - VMC	SAME AS A	CC/TNC		Airport Da	ata		
Wind Dir/Speed- 180/002 KTS	JAME AJ A	100, 1110		Runway	Ident	- 36	
Visibility - 90.0 SM	ATC/Airspace			Runway	Lth/Wid	- 1600/	20
Lowest Sky/Clouds - CLEAR		ght Plan - V			Surface		
Lowest Ceiling - NONE	Type of Cle	arance - N	ONE	Runway	Status	- ROUGH	
Obstructions to Vision- NONE	Type Apch/L	nag - T	RAFFIC PATTERN				
Precipitation - NONE. Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33	Me	dical Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R	leview	Fligi	nt Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total - Make/Model-	109	Last	24 Hrs -	1
SE LAND	Months Since Aircraft Type	- UNK/NR	Make/Model- Instrument-	65	Last :	30 Days-	0 39
	. All Craft Type	e - ONK/NK	That dillent	,	Last	oo bays	33
Instrument Rating(s) - NONE							
ACFT WAS LANDED HARD AND THE MAIN LANDING	GEAR COLLAPSED A	CCORDING TO	THE PLT THE I ANI	DING GEAR	BUNGER CO	RDS BROKE	
THERE WAS NO SAFETY CABLE TO KEEP THE GEA							4

File No. - 2119 8/31/84 MONTAGUE ISLAND,AK A/C Reg. No. N3988M Time (Lc1) - 1300 ADT

Phase of Operation

HARD LANDING LANDING - ROLL

#### Finding(s)

- 1. LANDING GEAR, MAIN GEAR SHOCK ABSORBING STRUT OVERLOAD
- 2. FLARE IMPROPER PILOT IN COMMAND
- 3. 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) 2.3

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

-Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage	Fatal	Injur		Mana
Type of Operation -PERSONAL	50851 Fire	ANTIAL Cre		Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pas		Õ	Ö	ò
Accident Occurred During -LANDING	•		- •	•	•	
-Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - L			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		-	tall Warnir	ng System	- YES
Max Gross Wt - 1625 No. of Seats - 2	Engine Type - R Rated Power -	150 HP	RETUR			
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	t		RPORT/STRIF	,	
Method - N/A	TUMBLE CREEK.AK	•	<b>3</b>	,		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SLANA, AK		•			
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STUP				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 34	Medical Certific	ate - VALID	MEDICAL-NO	) WAIVERS/	'I IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fli	ght Time (F			
PRIVATE	Current - YES	Total ~	630	Last 24		7
SE LAND	Months Since - 30	Make/Model-		Last 30		0
	Aircraft Type - PA-18	Instrument-	20	Last 90	Days-	94
Instrument Rating(s) - NONE						
					·	
-Narrative						
ACFT RAN OFF OF A NARROW PUBLIC ROAD DURI NED THE ACFT OFF THE ROAD INTO THE BUSHES.	NG LANDING. THE PLT SAID A	GUST OF CROSSWIND	CAUGHT HIS	RIGHT WING	S AND	

File No. - 2113 9/01/84 SLANA,AK A/C Reg. No. N57617 Time (Lc1) - 1420 ADT

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

#### Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

#### ----Probable Cause----

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

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

File No 2120 9/01/84 ROH	N RIVER,AK	N9474D	T	- 0730 AD1	-		
	RAI AVIATION)	Aircraft Damage			Inju	ries	
Type operating out throate none (acht	AVIATION)	SUBSTANTIAL	•	Fatal	•		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-18-150		odel - LYCOMING (					- YES-UNK/N
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warni	ng System	- YES
Max Gross Wt - 1650		e - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Powe	r - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			•	roximity		
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	PORT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM			•			- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface		
Lowest Ceiling - NONE		arance - 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			l Certificat			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R	eview		nt Time (H			40
PRIVATE	Current	·	tal -	270		!4 Hrs -	10
SE LAND	Months Since		ke/Model-	130	Last 3 Last 9	O Days-	0 100
	Aircraft Type	- UNK/NR IN	strument-	O	Last	o bays-	100
Instrument Rating(s) - NONE							
	THE DUT THOUGHT TH	E DENCITY ALT WAS	NEAD 4500	ET AND TH	E DIT HAD	120 LPS TI	NI.
E ACFT WOULD NOT LIFT OFF IN THE DISTANCE E REAR SEAT AND BAGGAGE AREA. THE PLT SAI						130 FR2 II	V
- REAR SEAT AND RAGGAGE AREA THE PLISAT	D THAT THE ACET BOUN	CEO OURING THE RI	JII AND IHEN	I GROOM I	UUPFU		

File No. - 2120

9/01/84

ROHN RIVER, AK

A/C Reg. No. N9474D

Time (Lc1) - 0730 ADT

Uccurrence Dhase of Openation LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

## Finding(s)

- 1. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 2. AIRCRAFT WEIGHT AND BALANCE NOT PERFORMED PILOT IN COMMAND
- 3. PERFORMANCE DATA NOT UNDERSTOOD PILOT IN COMMAND
- 4. PERFORMANCE DATA DISREGARDED PILOT IN COMMAND
- 5. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 6. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2118 9/01/84 PALM	ER,AK A/C Re	eg. No. N5425	 	lime (LCI)	- 0900 AD	Г 
asic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraf	t Damage		Inj	uries	
	SUBSTAI	NTIAL	Fata	1 Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass 0	0	0	1
Accident Occurred During -LANDING						
ircraft Information						
Make/Mode1 - CESSNA 172E	Eng Make/Mode1 - CO		00-D E	LT Installed		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warn	ing System	- YES
Max Gross Wt - 2300	J , ,	CIPROCATING-C	ARBURETOR			
No. of Seats - 4	Rated Power -	145 HP				
nvironment/Operations Information						
eather Data	Itinerary			rt Proximity		
Wx Briefing - NO RECORD OF BRIEFIN			OFF	AIRPORT/STR	IP	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airpor	t Data		
Basic Weather - VMC	LOCAL				_	
Wind Dir/Speed- CALM				way Ident	- N/A	
Visibility - 100.0 SM	ATC/Airspace			way Lth/Wid	* .	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			way Surface	- N/A	
Lowest Ceiling - NONE	Type of Clearance			way Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	ING			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 50	Medical Cert			WAIVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time	•		_
COMMERCIAL, CFI	Current - YES		- 2165		24 Hrs -	4
SE LAND, SE SEA	Months Since - 19	Make/Mod			30 Days-	25
	Aircraft Type - UNK/NR	Instrume	nt- 49	Last	90 Days-	50
Instrument Rating(s) - NONE						
	Aircraft Type - UNK/NR				90 Days-	

File No. - 2118 9/01/84

9/01/84 PALMER,AK

A/C Reg. No. N5425T

Time (Lc1) - 0900 ADT

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

## Finding(s)

- 1. OBJECT TREE(S)
- 2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED
- 3. JUDGEMENT POOR PILOT IN COMMAND
- 4. PERFORMANCE DATA NOT UNDERSTOOD PILOT IN COMMAND
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 6. STALL INTENTIONAL PILOT IN COMMAND

----Probable Cause----

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

Basic Information	OCHINA,AK A/	C Reg. No. N4362V		Time (Lc1)	- 0900 AD	T 
Type Operating Certificate-NONE (GENERA		raft Damage		Inju		
		STANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass 0	0	0	3
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-28		LYCOMING 0-320-D		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		Stall Warni	ng System	- YES
Max Gross Wt - 2550	Engine Type -	RECIPROCATING-CA	RBURETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	int		RPORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	MCCARTHY, AK			OCHINA		
Wind Dir/Speed- CALM	***************************************				- UNK/NR	
Visibility - 60.0 SM	ATC/Airspace			v Lth/Wid		40
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearance			•	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kariwa	y Status	D.C.I	
Precipitation - NONE	Type Apelly Ellag	NONE				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 39	Medical Certi	ficato - VALI	D MEDICAL-N	0 WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (		O WAIVERS,	LIMI
PRIVATE	Current - YES			•	4 Hrs -	3
SE LAND, SE SEA	Months Since - 2				O Davs-	3
SE CAND, SE SEA	Aircraft Type - PA-			Last 9		4
	Africiant Type - PA-	26 Tristrumen	(- 17	Last s	O Days-	4

File No. - 2112 9/02/84 CHISTOCHINA.AK A/C Reg. No. N4362V Time (Lc1) - 0900 ADT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PITOT/STATIC SYSTEM - ICE 2. PITOT/STATIC SYSTEM - BLOCKED(TOTAL) 3. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 4. FLIGHT/NAV INSTRUMENTS.AIRSPEED INDICATOR - INOPERATIVE 5. ANTI-ICE/DE-ICE SYSTEM - NOT USED - PILOT IN COMMAND 6. AIRSPEED - NOT IDENTIFIED - PILOT IN COMMAND 7. JUDGEMENT - POOR - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 8. OBJECT - VEHICLE 9. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

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

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

~---Probable Cause----

Type Operating Certificate-COMMUTER		AU, AK A/C Re	eg. No. N70076	ا 	1me (LCI)	- 1051 F	PDT 
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3800 Engine Type ' - RECIP-FUEL INJECTED No. of Seats - 8 Rated Power - 300 HP	Name of Carrier -WINGS OF AL Type of Operation -SCHEDULED,D Flight Conducted Under -14 CFR 135	ASKA SUBSTAN OMESTIC, PASSENGER Fire	NTIAL Cre Pas	w 0 s 0	Serious 0 0	Minor O O	
Weather Data  Wx Briefing - FSS	Make/Model - CESSNA C-207 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3800	Number Engines - 1 Engine Type - REG	CIP-FUEL INJECTED	S			
Pilot-In-Command Age - 41 Medical Certificate - EXPIRED  Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)  COMMERCIAL,CFI Current - YES Total - 4000 Last 24 Hrs - UNK/NR  SE LAND,SE SEA Months Since - 6 Make/Model - 1510 Last 30 Days - UNK/NR  Aircraft Type - UNK/NR Instrument - 107 Last 90 Days - 250	Wx Briefing - FSS  Method - ACFT RADIO Completeness - WEATHER NOT PERTINEN Basic Weather - VMC Wind Dir/Speed- 080/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 3500 FT THI Lowest Ceiling - 8000 FT OVE Obstructions to Vision- NONE Precipitation - NONE	Last Departure Point SAME AS ACC/INC IT Destination HOONAH,AK  ATC/Airspace N BKN Type of Flight Plan RCAST Type of Clearance	- COMPANY (VFR) - UNK/NR	ON AIR Airport D Runway Runway Runway	PORT  ata  Ident  Lth/Wid  Surface	- N/A - N/A - N/A	
Instrument Rating(s) - AIRPLANE	Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA	Biennial Flight Review Current - YES Months Since - 6	Fli Total - Make/Model- Instrument-	ght Time (H 4000 1510 107	ours) Last Last	30 Days-	UNK/NR

File No. - 2010 10/15/84 JUNEAU, AK A/C Reg. No. N70076 Time (Lc1) - 1051 PDT

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. VISUAL LOOKOUT - POOR - PILOT IN COMMAND

- 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION PILOT IN COMMAND
- 3. REMEDIAL ACTION INADEQUATE PILOT IN COMMAND
- 4. OBJECT AIRCRAFT MOVING ON GROUND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Airc	raft Damage			Ini	uries	
Type operating our tirroute none (denting		STANTIAL		Fatal	•		None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - MAULE M-6-235	Eng Make/Model -		O-W1A5D			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2500	Number Engines -		FOTED	S	tali Warn	ing System	· - YES
No. of Seats - 4	Engine Type - Rated Power -		ECLED				
	rated rower	230 HF					
Environment/Operations Information Weather Data	Itinerary			Ainmana	D = = 1 + 1 + 1		
Wx Briefing - NO RECORD OF BRIEFING		int		ON AIR	Proximity Popt		
Method - N/A	ANCHORAGE, AK	IIIC		ON AIR	·		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC			KENAI			
Wind Dir/Speed- 010/010 KTS					Ident	- 01	
Visibility - 50.0 SM	ATC/Airspace			,	•	- 7575/	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pl Type of Clearance				Surface	- ASPHALT	
Obstructions to Vision- NONE	Type Of Crearance		TTFRN	Runway	Status	DRI	
Precipitation - NONE	type Apoll, 211ag	GO AROUND	, , 2,,,,				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 47	Medical Cer				WAIVERS/LI	MIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review	T-4-1		nt Time (H 4690		04 11	
SE LAND	Current - NO Months Since - 35	Total		66	Last		1 20
SE EARD	Aircraft Type - M42				Last		90
		Multi-E			2000		
Instrument Rating(s) - AIRPLANE							
Narrative							
ACFT BOUNCED TWICE AT A POINT ABOUT 1000-	1500 FT DOWN THE RWY AND	THEN STARTED T	n GRUIN	אר וחחם אר	CORDING T	Π Δ	
JESS. DURING THE GROUND LOOP THE ACFT PITC							

File No. - 2051 10/26/84 KENAI, AK A/C Reg. No. N56512 Time (Lc1) - 1230 ADT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 2. AIRSPEED - IMPROPER - PILOT IN COMMAND 3. FLARE - IMPROPER - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 7. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7 Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

-Basic Information						
Type Operating Certificate-NONE (GE		craft Damage		Inju		
Time of Constitution DEDCOMAL		BSTANTIAL		Serious		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		GROUND	Crew O	0	0	1 4
Accident Occurred During -TAKEOFF	T ON	GROUND	rass U	O	O	<b>-</b>
-Aircraft Information						
Make/Model - HELIO COURIER H-250		LYCOMING 0-540				
Landing Gear - TAILWHEEL-ALL FIXED		- 1		Stall Warni	ng System	- YES
Max Gross Wt - 3400		- RECIPROCATING-CA	RBURETOR			
No. of Seats - 6	Rated Power	- 250 HP				
-Environment/Operations Information			Aimmon	t Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure Po	sin+		IRPORT/STRI	D	
Method - N/A	ANCHORAGE.AK	oint	UFF /	AIRPURI/SIRI	r	
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	HOMER, AK		MERR			
Wind Dir/Speed- 200/005 KTS				ay Ident	- 15	
Visibility - 40.0 SM	ATC/Airspace		Runwa	ay Lth/Wid	- 2469/	60
Lowest Sky/Clouds - UNK/NR	SCATTERED Type of Flight P	lan - NONE	Runwa	ay Surface	- ASPHALT	
Lowest Ceiling - 6000 FT			Runwa	ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - NIGHT(DAR	K) 					
-Personnel Information						
Pilot-In-Command	Age - 56 Biennial Flight Review	Medical Certi	ficate - EXP Flight Time	(House)		
Certificate(s)/Rating(s) PRIVATE	Cuppopt - UNI	//ND Total	- 357	lact 2	4 Hrs -	3
SE LAND.SE SEA	Months Since - UN Aircraft Type - UN	C/NR Make/Mode	1- 282	Last 3	O Davs-	5
SE EARD, SE SEA	Aircraft Type - UN	K/NR Instrumen	t- 2	Last 9	O Days-	10
Instrument Rating(s) - NONE						
-Narrative						
	VIEWS THAT HE HIT TREES DUR	ING TAKEOFF AND TH	EN CONTINUED	HIS TWO HOU	R FLT TO	
PLT STATED DURING TWO TELEPHONE INTER						
PLT STATED DURING TWO TELEPHONE INTER THE HOMER ARPT. THE LEFT WING WAS DAMA		SIDES OF THE HORI	ZONTAL STABI	LIZER WERE C	RUSHED AN	D

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. OBJECT TREE(S)
- 2. AIRSPEED INADEQUATE PILOT IN COMMAND
- 3. CLIMB INADEQUATE PILOT IN COMMAND
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 5. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERA</li> </ul>	L AVIATION) Air	craft Damage	•		Injur	ries	
		STROYED		Fatal			None
Type of Operation -PERSONAL	Fir	_	Crew		1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		I GROUND			0	1	1
-Aircraft Information							
Make/Model - PIPER PA-12	Eng Make/Model				Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnir	ng System	- NO
Max Gross Wt - 1750	Engine Type		ING-CARBUR	ETOR			
No. of Seats - 3	Rated Power	- 180 HP					
-Environment/Operations Information	T. L. Lancas and L.			Admmond	Du. 6		
Weather Data Wx Briefing - NWS	Itinerary Last Departure F	oint		•	Proximity RPORT/STRI		
Method - ACFT RADIO	TALKEETNA.AK	omt		UFF AI	KPUKI/SIKII	_	
Completeness - WEATHER NOT PERTINENT				Airport D	2+2		
Basic Weather - VMC	TALKEETNA			A II poi C b	αια		
Wind Dir/Speed- 020/004 KTS	TALNEE THA			Runway	Ident -	- N/A	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid	.,	
Lowest Sky/Clouds - CLEAR	Type of Flight F	lan - NONE			•	- N/A	
Lowest Ceiling - NONE	Type of Clearand	e - 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 - 39		Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review			ht Time (H		4 11	
PRIVATE, COMMERCIAL, ATP	Current - YE Months Since - 1	:5 101	tal -			4 Hrs - Days- UN	2 K /ND
ME LAND, SE SEA	Aircraft Type - UN	Mar W/ND To	ke/Model- strument-		Last 90		35
• •	Aircraft Type - Ur		strument- Iti-Ena -	150	Last 9	J Days-	33
		Ma	iti-Eng -	150			
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT CRASHED DURING A FORCED LANDING FOLL	OWING A POWER LOSS, POS	T ACCIDENT F	IRE DESTRO	YED THE AC	FT. THE AC	FT ENGINE	
PARTIALLY DISASSEMBLED FOLLOWING THE ACCI							
BURETOR ICE. DURING THE PREFLIGHT THE PLT							

File No. - 2094 11/10/84 TALKEETNA, AK A/C Reg. No. N2520M Time (Lc1) - 1100 AST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM, LINE FITTING - LEAK OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 3. FUEL SYSTEM, CARBURETOR - ICE 4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) TERRAIN CONDITION - ROUGH/UNEVEN FIRE Occurrence #4 Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4 Factor(s) relating to this accident is/are finding(s) 1,2,3

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airce	raft Damage		Injur	ies	
.,,,,		STANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire		-		0	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-22		LYCOMING 0-320-A2B		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ıg System	- NO
Max Gross Wt - 1840	Ç ,	RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary	• . •		Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po FAIRBANKS,AK	int	UFF AI	KPUKI/SIKIP	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	MINCHUMINA.AK		An por c b	utu		
Wind Dir/Speed- 360/003 KTS			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla			Surface -		
Lowest Ceiling - 2500 FT	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg		ANDTNO			
Precipitation - NONE Condition of Light - DAYLIGHT		PRECAUTIONARY L	ANDING			
Personnel Information Pilot-In-Command	Age - 35	Medical Certific	ate - EXPIR	ED		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fli	ght Time (H	ours)		
NONE	Current - N/A	Total -	41	Last 24	Hrs -	. 2
	Months Since - N/A		41	Last 30	Days- U	NK/NR
	Aircraft Type - N/A	Instrument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE						
Narrative						
ACFT MADE A HARD LANDING ON A FROZEN LAKE						
TED IN FLT AND HE ALSO HAD A LOSS OF 15 M	MPH IN AIRSPEED. THINKING	G IT MIGHT BE AN ICI	NG PROBLEM.	THE PLT MA	DE THE	

File No. - 2095 11/11/84 MINCHUMINA, AK A/C Reg. No. N6821B Time (Lc1) - 1400 AST Occurrence #1 CARGO SHIFT Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. TIE DOWN/SECURITY OF CARGO - INADEQUATE - PILOT IN COMMAND 4. AIRCRAFT WEIGHT AND BALANCE - IMPROPER - PILOT IN COMMAND 5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----

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

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

<ul> <li>Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul>	AVIATION) Aircra	ift Damage		Injurie	es	
Type operating our try route none (delican		ANTIAL	Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Cr	ew O	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ss 0	0	0	2
Accident Occurred During -TAKEOFF					<b></b>	
-Aircraft Information						
Make/Model - CESSNA 172I	Eng Make/Model - L			Installed/Act		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warning	System	- YES
Max Gross Wt - 2150	Engine Type - F		URETOR			
No. of Seats - 4	Rated Power -	180 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		4 d m m m m m m m m m m m m m m m m m m			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ata		
Wind Dir/Speed- CALM	SAME AS ACC/INC		Punway	Ident - N	u / A	
Visibility - 160.0 SM	ATC/Airspace			Lth/Wid - N		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	n - NONE		Surface - N		
Lowest Ceiling - NONE	Type of Clearance			Status - N		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 58	Medical Certifi			/ERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (F		•	
PRIVATE	Current - YES	Medical Certifi Fl Total - Make/Model-	2000 2000	Last 24 l Last 30 [		3
SE LAND	Months Since - 20 Aircraft Type - C-172	make/Mode:- -Instrument	2000	Last 30 l		20 40
	Afficiant Type - C-172	2 Instrument	250	Last 50 t	Jays	40
Instrument Rating(s) - NONE						
-Narrative					<b></b>	
PLT REPORTED THAT THE ACFT HIT A WOODEN S	TON POST AND GROUND LOOPE	DURING TAKEOFF	THE ACET CAN	F TO REST AR	OUT 100	

Occurrence
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION IMPROPER PILOT IN COMMAND
- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. VISUAL LOOKOUT NOT MAINTAINED PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

----Probable Cause----

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

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENER</li> </ul>	RAL AVIATION) . Aircraf	t Damage		Inju	ries	
Type operating certificate noise (denti	SUBSTA		Fatal	•		n None
Type of Operation -PERSONAL	Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 180J	Eng Make/Model - CC					ed - YES/YE
Landing Gear - FLOAT	Number Engines - 1		S	tall Warni	ng Syste	em - YES
Max Gross Wt - 2950	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•		ON AIR	STRIP		
Method - N/A	YES BAY, AK					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		REFUGE		- N/A	
Wind Dir/Speed- 120/018 KTS Visibility - 10.0 SM	ATC/Airspace			Ident Lth/Wid		
Lowest Sky/Clouds - 1400 FT TH	TN PVN Type of Flight Dien	- NONE			- N/A - WATER	
Lowest Ceiling - 2500 FT OVI						- CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg		Runway	Status	WATER	CHOFF
Precipitation - NONE	Type Apcily Lindy	TOLL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 24	Medical Certifica	+o - EVDID	ED		
· Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - YES				4 Hrs -	2
SE LAND	Months Since - 19				O Days-	
	Aircraft Type - UNK/NF		30		O Days-	
	, , , , , , , , , , , , , , , , , , ,		0		raft -	0
17 19 19 19 19 19 19 19 19 19 19 19 19 19		_				
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT SANK AFTER A HARD LANDING ON WATER	THE PLT REPORTED THAT THE	ACET ROUNCED DURING	I AND THE A	ND THE WIN	D GOT	

File No. - 2090 11/19/84 KETCHIKAN, AK A/C Reg. No. N56BK Time (Lc1) - 1500 PST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - WATER, ROUGH 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - UNFAVORABLE WIND 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 5. FLARE - MISJUDGED - PILOT IN COMMAND 6. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND ----Probable Cause----

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

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

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

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Ai	rcraft Damage			Injur	ies	
	·	UBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9	Fi	re IONE	Crew		0	0	1
	1 N	IONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - PIPER PA-185-135		- LYCOMING 0-32			nstalled/Ad		
Landing Gear - TAILWHEEL-ALL FIXED					all Warning	g System	- YES
Max Gross Wt - 1760 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATING	-CARBURE	TUR			
No. or sedts - 2	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary FING Last Departure			Airport P	roximity PORT/STRIP		
Method - N/A	KODIAK,AK	Point		UFF AIR	PURI/SIRIP		•
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	KODIAK, AK				-		
Wind Dir/Speed- CALM	•					N/A	
Visibility - 15.0 SM	ATC/Airspace	•			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT				,	Surface -	•	
Lowest Ceiling - 3000 FT ( Obstructions to Vision- NONE	JVERCASI Type of Clearar Type Apch/Lndg			Runway	Status -	N/A	
Precipitation - SNOW	Type Apcil/ Lindy	- NONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Medical Ce			MEDICAL-NO	WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Age - 39 Biennial Flight Revie	₽W		it Time (Ho			_
COMMERCIAL	Current - Y	ES Total		1200	Last 24	Hrs - U	NK/NR
SE LAND, SE SEA	Months Since - 2 Aircraft Type - F	21 Make/M	odel-	900	Last 30	Days- U	NK/NR
	Aircraft Type - F	A-18 Instru	ment-	47	Last 90	Days-	55
Instrument Rating(s) - AIRPLAN	E						
Narrative							
WHEEL EQUIPPED ACFT BROKE THROUGH THE	TOE DURING A TAKEDEE FROM	Λ Δ FROZEN LAKE	THE INCR	EASED DRAG	SLOWED TH	E ACFT	
THE PLT WAS ABLE TO CLEAR SOME TREES							

File No. - 2091

11/25/84

KODIAK, AK

A/C Reg. No. N4083E

Time (Lc1) - 1530 AST

Phase of Operation

ON GROUND COLLISION WITH OBJECT

TAKEOFF - GROUND RUN

#### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ICY
- 4. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 5. OBJECT TREE(S)
- 6. GROUND LOOP/SWERVE UNCONTROLLED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.5.6

Factor(s) relating to this accident is/are finding(s) 2.3.4

File No 2092 12/0	6/84 NOME,AK	m/ \	C Reg. No. N489			me (Lc1) -		
-Basic Information Type Operating Certificate		(I Airc	raft Damage			Injur	ies	
Name of Carrier	-FOSTER AVIATION	SUB	STANTIAL		Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-NON SCHED, DOMEST	C,PASSENGER Fire		Crew	0	0	0	1
		NON	E	Pass	0	0	0	2
Accident Occurred During	-DESCENT							
-Aircraft Information								
Make/Model - CESSNA 185		Eng Make/Model -		1-520		nstalled/A		
Landing Gear - TAILWHEEL- Max Gross Wt - 3100	ALL FIXED	Number Engines -		FOTED	St	all Warnin	g System	- YES
No. of Seats - 4		Engine Type - Rated Power -	300 HP	IECTED				
NO. OF SeatS - 4		Rated Power -	300 HP					
-Environment/Operations Infor	mation							
Weather Data		Itinerary	_		Airport F			
Wx Briefing - FSS		Last Departure Po			OFF AIR	PORT/STRIP		
Method - UNK/NR		SAME AS ACC/INC			4 :	• -		
Completeness - FULL Basic Weather - VMC		Destination LOCAL			Airport Da	ta		
Wind Dir/Speed- 270/020	KTC	LUCAL			Runway	Ident -	N/A	
, -,	SM	ATC/Airspace					N/A	
	CLEAR	Type of Flight Pla	an - NONE			•	N/A	
		Type of Clearance			Runway		N/A	
Obstructions to Vision-		Type Apch/Lndg						
Precipitation -	SNOW	, , , ,						
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command	Age		Medical Cer				WAIVERS	/LIMIT
Centificate(s)/Rating(s)	Biei	nnial Flight Review			t Time (Ho			
COMMERCIAL		Current - YES	Total		6805	Last 24		2
SE LAND, SE SEA		Months Since - 1 Aircraft Type - C-1	Make/Mo		2000	Last 30		50
		Aircraft Type - C-1				Last 90	•	100
			Multi-E	.ng -	300	Rotorcr	aττ -	5
Instrument Rating(s)	- AIRPLANE							
ACFT CRASHED DURING TAKEOFF	IN GUSTY WIND CON	OTTIONS, THE ACET RE	PORTEDLY HIT A	SNOW DR	IFT DURING	TAKFOFF A	ND VEERE	)
THE ROAD BEING USED AS A RWY	14 TIAN COLA	7 1 1 2 1 4 3 1 1 1 E A 3 1 1 KE	, ON , LUL   111   A	2.10 M DK	T DON TING	A	,,o v	-

C Time (Lc1) - 1400 ADT 12/06/84 File No. - 2092 NOME.AK A/C Reg. No. N4895C Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - GUSTS 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 7. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

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

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

File No 2059 5/26/84 FAYETT	E,AL	A/C Reg	. No. N1836D	T	Time (Lc1)	- 1849 CD1	•
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft DESTROYE	•	Fatal	Inju Serious	uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Cre Pas		0	0	. 0
-Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 5	Eng Make/M Number Eng Engine Typ Rated Powe	gines - 1 De - REC]	INENTAL IO-520- P-FUEL INJECTED 85 HP	9	· ·	/Activated ing System	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Itinerary Last Depart BIRMINGH Destination			Airport UNK/NF Airport [			
Basic Weather - VMC Wind Dir/Speed- 040/008 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LOCAL ATC/Airspace Type of Fli Type of Cle Type Apch/L	earance -	NONE NONE NONE	Runwa) Runwa)	/ Ident / Lth/Wid / Surface / Status	- N/A - N/A - N/A - N/A	
	Age - 56	•	Medical Certific			NO WAIVERS	LIMIT
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Biennial Flight F Current	Review - YES	Fli Totai -	ight Time (f 330		24 Hrs -	1
SE LAND	Months Since Aircraft Type	- O	Make/Model- Instrument- Multi-Eng -	305	Last 3	30 Days- 90 Days-	7 12
Instrument Rating(s) - AIRPLANE							
-Narrative ACFT COLLIDED WITH THE GROUND IN A NEAR VEING CRUISE FLT. THIS ACFT & PLT FLEW EARLIE ER THE PLT ALLOWED IT TO ENTER AN UNCOMMAND WE, AH, NEED TO COME BACK." THE PLT HAD BE THE PLT/OWNER RETURNED TO THE ARPT, SAID FO O THE FLT THE PLT RADIOED THAT HIS AUTOPLT K TO SOMEONE WHO KNEW ABOUT THE BONANZA TO RD. NO SUCH SOUND WAS HEARD ON THE TAPES. A LT WHO HAD FLOWN THIS ACFT THE DAY BEFORE	ER IN THE DAY WITH DED SPIRAL. THE RA EEN SCHEDULED TO ( HE HAD READ ABOUT WAS "STUCK IT IS "SEE WHAT HE COUL AFTER THE ACCIDEN"	H AN INSTRUC ADIO TRANSCE GO TO LOUIS THE HSI SYS TAKING MAIN LD DO." IF T	CTOR WHO HAD TO RIPT OF THAT FL /ILLE BUT THE FL STEM AND WANTED N STRENGTH TO HO THE AUTOPLT DISC TABS WERE FOUND	RECOVER CONTAINED T CONTAINED T WAS CANCE TO RESET IT OLT IT." HE CONNECTS AN IN THE FULI	NTROL OF TH , "PROBLEMS ELED. LATEN T AND FLY. SAID HE WA AUDIBLE SO L NOSE DOWN	HE ACFT S WITH THE R THE SAME SHORTLY ANTED TO DUND IS	

File No. - 2059 5/26/84 FAYETTE.AL A/C Reg. No. N1836D Time (Lcl) - 1849 CDT ABRUPT MANEUVER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLIGHT CONTROL, ELEVATOR TAB SURFACE - DEPLOYED INADVERTENTLY 2. REMEDIAL ACTION - NOT UNDERSTOOD - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, PHYSICAL STRENGTH OVERLOAD - PILOT IN COMMAND 4. AUTOPILOT/FLIGHT DIRECTOR - ENGAGED 5. ELEVATOR TRIM - NOT CORRECTED - PILOT IN COMMAND 6. AUTOPILOT - NOT CORRECTED - PILOT IN COMMAND 7. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. THROTTLE/POWER CONTROL - NOT CORRECTED - PILOT IN COMMAND

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) 3,7,8

----Probable Cause----

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GI</li> </ul>		Aircraft Damage			Injuries				
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	TIONAL Fire	3STANTIAL ∋ NE	Crew Pass	Fatal O O	Serious O O	Minor 1 O	None O O		
-Aircraft Information Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2	Engine Type -			S	Installed/ tall Warni				
-Environment/Operations Information	Itinerary Last Departure Po OZARK,AL Destination SAME AS ACC/INC ATC/Airspace SCATTERED Type of Flight Pi	C lan - NONE		ON AIRI rport Da BLACKWI Runway Runway Runway	ata ELL Ident Lth/Wid	- 12 - 4700/ - MACADAM - DRY			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 18 Biennial Flight Review Current - N// Months Since - N// Aircraft Type - N//	A Total A Make/Mo	Flight - del-	- VALID Time (Ho 19 19 O	ours) Last 2 Last 3	IO WAIVERS 24 Hrs - U 30 Days- U 30 Days-	NK/NR NK/NR		
Instrument Rating(s) - NONE					·				

Time (Lcl) - 1700 CDT File No. - 2167 10/09/84 OZARK,AL A/C Reg. No. N5065Z Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) Finding(s) 1. TERRAIN CONDITION - DITCH 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 5. ROTATION - EXCESSIVE - PILOT IN COMMAND 6. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND 7. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2.4.5.6.7$ 

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

Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	DESTRO		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew		_	0	1
Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - ROBINSON R22	Eng Make/Mode1 - L			Installed/A		
Landing Gear - SKID	Number Engines -			tall Warnir	ig System	- NO
Max Gross Wt - 1350 No. of Seats - 2	Engine Type - Ri Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC	•	OFF AI	RPURI/SIRIP	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	ADGER AL		A II poi t b	4.4		
Wind Dir/Speed- CALM	no den yn e		Runway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	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	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 37	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Filigi	ht Time (H			u.c. / N.I.D.
PRIVATE SE LAND	Current - YES Months Since - 12	Total - Make/Model- U	550	Last 24	Hrs - UN	IK/NR
HELICOPTER	Aircraft Type - R-22	Make/Model- U	NK/NR	Last 30	Days- UN	IK/NR IK/ND
HELICOFTER	All'Chart Type - K-22	Tris tr dillerit -	U		aft -	
Instrument Rating(s) - NONE						
Narrative						
ACFT CRASHED INTO A RIVER WHILE ON FINAL	APPROACH TO LAND, THE PLT	REPORTED THAT HE AL	LOWED ENGI	NE RPM TO F	DROP AND	
THE SAME TIME APPLIED COLLECTIVE PITCH. TH						

File No. - 2163 10/12/84 HUEYTOWN, AL A/C Reg. No. N90218 Time (Lc1) - 2300 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 2. TERRAIN CONDITION - WATER, GLASSY 3. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Da SUBSTANTI	_	Injuries Fatal Serious Minor			
Type of Operation -PERSONAL		Fire	Crew	Fatal O	0	0	None 1
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1	NONE	Pass	0	0	0	1
-Aircraft Information							
Make/Model - BEECHCRAFT 95 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 4000 No. of Seats - 4	E Number Engine	e/Model - LYCOM: Engines - 2 Type - RECIP! ower - 180	ROCATING-CARBUR	S	Installed/A tall Warnin		
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE Method - N/A		arture Point E,VA	,	ON AIR	PORT		
Completeness - N/A	Destinati			Airport D			
Basic Weather - VMC Wind Dir/Speed- 100/005 KTS	SAME A	S ACC/INC		BIRMIN		36	
Visibility - 7.0 SM	ATC/Airspa	ce			Lth/Wid -		150
	SCATTERED Type of				Surface -		Γ
Lowest Ceiling - NONE		Clearance - V		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	. Type Apc	h/Lndg - Ti	RAFFIC PAITERN				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 78 Biennial Fligh	t Review		ht Time (H	ours)		
COMMERCIAL SE LAND,ME LAND		- YES ce - 6	Total - Make/Model-		Last 24 Last 30	Hrs - I	
SE LAND, ME LAND		ype - UNK/NR	Instrument-		Last 90		
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Multi-Eng -			,-	- · · · · <b>/</b> · · · · ·
Instrument Rating(s) - AIRPLAN	ΙΕ						
110, 1 0 0 1 7 0			ING THE NORMAL			_	

File No. - 2006 10/26/84 BIRMINGHAM,AL A/C Reg. No. N2773Y Time (Lc1) - 1500 EDT

Occurrence
Phase of Operation

HARD LANDING

LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 2. FLARE MISJUDGED PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 4. LANDING GEAR, TIRE BURST

----Probable Cause----

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

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

Type Operating Certifi	cate-NONE (GENERAL		t Damage		Injur		
Type of Operation	-PERSONAL	DESTRO		Fatal 1	Serious O	Minor O	None 0
Flight Conducted Under		Fire NONE	Crew Pass		0	0	0
Accident Occurred Duri		NONE	1233	Ū	V	J	Ū
Aircraft Information							
	PA-34-200T	Eng Make/Model - CO			Installed/Ad		
Landing Gear - TRICYC		Number Engines - 2		\$	itall Warning	g System	- YES
Max Gross Wt - 4570		Engine Type - RE					
No. of Seats - 7		Rated Power -	200 HP				
Environment/Operations I	nformation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		OFF A	RPORT/STRIP		
Method - IN P		ST. LOUIS,MO		A			
Completeness - FULL Basic Weather - VMC	•	Destination DALLAS.TX		Airport [	рата		
Wind Dir/Speed- 140/	/012 KTS	DALLAS, IX		Dunway	/ Ident -	N/A	
Visibility - 4		ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds -		Type of Flight Plan	- TFD		Surface -		
		ST Type of Clearance				N/A	
Obstructions to Visi			- NONE			,	
	- RAIN SHOWERS	, , , , , , , ,					
Condition of Light	- NIGHT(DARK)						
Personnel Information							
Dilat In Commend		ige - 39	Medical Certifica			IVERS/LIM	IT
Pilot-In-Command	y(s) E	Biennial Flight Review		ht Time (H	•		
Certificate(s)/Rating		Current - YES	Total -	261	Last 24		3
Certificate(s)/Rating PRIVATE				103	Last 30	Davs-	9
Certificate(s)/Rating		Months Since - 3	Make/Mode1-	-			_
Certificate(s)/Rating PRIVATE		Months Since - 3 Aircraft Type - PA-34	Instrument-	36	Last 90		9
Certificate(s)/Rating PRIVATE				-			9

File No. - 2053 3/03/84 HARRISON, AR A/C Reg. No. N5857F Time (Lc1) - 2032 CST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) WEATHER CONDITION - TURBULENCE (THUNDERSTORMS) PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 4. WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation CRUISE - NORMAL Finding(s) 5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. WING, SPAR - SEPARATION 9. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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  $is/are\ finding(s)\ 2,4,5,7,9$ Factor(s) relating to this accident is/are finding(s) 1,3,6.8

Basic Information	(OFNEDAL AVIATION)	Administration Democratic		•	T 1		
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSO	NAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF		ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDII							
Aircraft Information							
Make/Model - CESSNA 172		/Model - CONTINENTAL			Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2075		ngines - 1 vpe - RECIPROCATI			tall Warnir	ng System	- YES
No. of Seats - 4	Rated Po	,,	.NG-CARBURE				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - FSS	Last Depa	rture Point			RPORT/STŔI	•	
Method - UNK/NR	JONESBO	RO,AR					
Completeness - UNK/NR	Destinatio			Airport D	at <b>a</b>		
Basic Weather - IMC	WILLOW	SPRINGS,MO		_			
Wind Dir/Speed- UNK/NR Visibility - 5.0 SM	ATC /A imamo	_			Ident ·	- N/A	
Lowest Sky/Clouds - 1000					Surface		
Lowest Ceiling - 1800		learance - NONE				- N/A	
Obstructions to Vision- FOG		/Lndg - PRECAUT	TIONARY LAN			,	
Precipitation - RAIN							
Condition of Light - DAYLIG	HT 						
Personnel Information				·			
Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight	Medical Review	Certificate Fligh	e - VALID t Time (H		AIVERS/LIM	11
PRIVATE	Current	- YES Tota	al -	266	Last 2	4 Hrs -	3
SE LAND	Months Sinc	e - 2 Make pe - C-172 Inst	e/Mode1-	110	Last 30	Days-	16
	Aircraft Ty	pe - C-172 Inst	trument-	0	Last 90	Days-	38
Instrument Rating(s) - NONE							
Narrative	OFF ADDT DECAUTIONADY	LANDING THE DIT D	CETVED A W	v	O THAT FOR	CACTED	
ACFT COLLIDED WITH TREES DURING AN CEILINGS AND VISIBILITIES ALONG HI							
CETETIAGS WIND ATSIBILITIES WERING UT	J ROUIE. THE PLT ELECTE	O TO CONTINUE THE E	ANDING.	THE REL F	L CINCOUNTE	LD FUG.	

File No. - 2157 5/27/84 HARDY, AR A/C Reg. No. N6297E Time (Lc1) - 1600 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 4. WEATHER CONDITION - RAIN 5. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND 7. PREFLIGHT BRIEFING SERVICE - PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - HIGH VEGETATION PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 10. OBJECT - TREE(S) 11. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7,8,9,10

Basic Information								
Type Operating Certifica	te-AGRICU	TURAL AIRCR	AFT Aircraf SUBSTA	t Damage NTIAL	Fatal		uries Minor	None
Type of Operation Flight Conducted Under		APPLICATION		Cre	∍w O	0	1 0	0
Accident Occurred During	-LANDING	3						
Aircraft Information								
Make/Model - PIPER PA			Eng Make/Model - LY				Activated	
Landing Gear - TAILWHEE Max Gross Wt - 2900	L-ALL FIX	בט	Number Engines - 1 Engine Type - RE			stall warn	ing System	- 162
No. of Seats - 1			Rated Power -					
Environment/Operations Inf	ormation-							
Weather Data			tinerary		Airport	Proximity		
Wx Briefing - NO REC	ORD OF BR	IEFING	Last Departure Point		OFF A	RPORT/STR	ΙP	
Method - N/A			PARKER AG STRIP, AR					
Completeness - N/A			Destination		Airport I	Data		
Basic Weather - VMC Wind Dir/Speed- 180/00	E KTC		LOCAL		Dunwa	/ Ident	- N/A	
Visibility - 7.0		٨	TC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds -			Type of Flight Plan	- NONE		/ Surface		
Lowest Ceiling						/ Status		
Obstructions to Vision			Type Apch/Lndg		,			
Precipitation	- NONE							
Condition of Light	- DAYLIGH	T 						
Personnel Information						MEDIAN	NO HATVEDS	/: TMTT
Pilot-In-Command Certificate(s)/Rating(s	. )	Age -	26	Medical Certific	cate - VALII	J WEDICAL-	NU WAIVERS	/ LIMII
COMMERCIAL	s <i>)</i>	a.ieiii C	Current - VES	Total -	2565	last	24 Hrs -	5
SE LAND		Ň	Months Since - 12	Make/Model-	638	Last	30 Davs-	
01 1		<u> </u>	nial Flight Review Current - YES Months Since - 12 Circraft Type - C-172	Instrument-	12	Last	90 Days-	75
Instrument Rating(s	- NONE							
Narrative								
L LOSS OF PWR OCCURRED DUI	THE S	FCOND SWATH	PLIN PLT MADE ECOCED	LANDING IN A PIC	F FTFID CON	TATNING AP	RX	
7 INCHES OF WATER AT WHIC	CH TIME TH	E ACET NOSE	OVER PLT STATED WAT	ER WAS FOUND IN	THE CARBURE	TOR AFTER		
ACCIDENT. ACFT WAS FUELED								

CARLISLE, AR A/C Reg. No. N6704Z File No. - 2020 6/08/84 Time (Lc1) - 0615 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - CONTAMINATION 3. FLUID, FUEL - WATER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - SOFT 5. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Type Operating Certificate-ON-DEMA	ND AIR TAXI	Aircra	ft Damage			Inju	ries	
			ANTIAL		Fatal			None
Type of Operation -INSTRUC Flight Conducted Under -14 CFR	TIONAL	Fire		Crew	0	0		1
	91	NONE		Pass	0	0	0	0
Accident Occurred During -TAXI								
-Aircraft Information								
Make/Model - CESSNA 150J		Make/Model - C				nstalled/		
Landing Gear - TRICYCLE-FIXED		er Engines			S1	all Warnii	ng System	- YES
Max Gross Wt - 1600		ne Type - R		CARBURET	OR			
No. of Seats - 2	Rate	d Power -						
-Environment/Operations Information								
Weather Data	Itinera				Airport F			
Wx Briefing - FSS Method - TELEPHONE	Last	Departure Poir	t		ON AIRF	PORT		
Method - TELEPHONE	TNENT Dootin	DORADO, AR			: D-			
Completeness - WEATHER NOT PERT Basic Weather - VMC	INENT Destin LOC			А	irport Da	ita O DOWN TO!	ıiNI	
Wind Dir/Speed- 180/006 KTS	LOC	AL					- 18	
Visibility - 7.0 SM	ATC/Air	space				Lth/Wid		50
Lowest Sky/Clouds - 4000 FT			- NONE			Surface		
Lowest Ceiling - NONE	Type	of Clearance				Status		
Obstructions to Vision- NONE	Type	Apch/Lndg	- FULL STOP		_			
Precipitation - NONE		_						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 1		Medical Cer				D WAIVERS/	LIMIT
Certificate(s)/Rating(s)		ight Review			Time (Ho		4 11	
STUDENT	Current	- N/A	lotal	- 	13	Last 2	Hrs -	2 13
	Months	Since - N/A t Type - N/A	Make/Mo	oe:-	13	Last 3	Days-	13
	ATTCTAT	t Type - N/A	mstram	erit"	O	Last 5	J Days-	13
Instrument Rating(s) - NONE							,	
-Narrative								
ACFT COLLIDED WITH A DITCH WHILE TAX	IING AFTER LANDIN	G. THE PLT WAS	ATTEMPTING T	D MAKE A	. 180 DEGF	REE TURNO OI	N THE RWY.	

File No. - 2080

6/14/84

EL DORADO, AR

A/C Reg. No. N51128

Time (Lc1) - 1045 CDT

Occurrence
Phase of Operation

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAXI - FROM LANDING

### Finding(s)

- 1. TERRAIN CONDITION DITCH
- 2. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE PILOT IN COMMAND
- 4. DISTANCE MISJUDGED PILOT IN COMMAND
- 5. BRAKES(NORMAL) IMPROPER USE OF PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-AGRICULTURAL		t Damage		Inju		
T. T. C.	DESTRO		Fatal	•		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0	0	0
Accident Occurred During -DESCENT	NOINE	Pass		U	U	O
·Aircraft Information						
Make/Model - PIPER PA-22-108	Eng Make/Model - LY			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warni	ng Syste	m - NO
Max Gross Wt - 1650	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	108 HP				
Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				RPORT/STRI	Þ	
Method - N/A	WILMOT, AR		011 71	K, OKI, SIKI	•	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 360/010 KTS					- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 22	Medical Certifica	to - FYPID	FD		
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES	Total -	321	Last 2	4 Hrs -	UNK/NR
SE LAND	Months Since - 1 Aircraft Type - PA-22	Make/Model-	18	Last 3	O Days-	UNK/NR
	Aircraft Type - PA-22	Instrument-	0	Last 9	O Days-	19
Instrument Rating(s) - NONE						
-Narrative	FARMLAND AND DURING THE TH	185 01801F 1T 5500	ENDED TOU	DD 4 DD704		
NESSES STATED. ACFT WAS SEEN CIRCLING OVER	FARMLAND AND DURING THE TH			RD A BRICK BANK. THE		

File No. - 2007 9/28/84 WILMOT, AR A/C Reg. No. N4722Z Time (Lc1) - 1800 CDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. LOW PASS - INTENTIONAL - PILOT IN COMMAND 2. PULL-UP - DELAYED - PILOT IN COMMAND 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 4. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND 5. OBJECT - TREE(S) Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - GROUND ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GE	SUB	raft Damage STANTIAL	Fatal		Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	fire 1 NON		_	0	0	1
·Aircraft Information						
Make/Model - PIPER J5A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 3	Number Engines -	CÔNTINENTAL C-90 1 RECIPROCATING-CARBUR 90 HP	S	Installed/Ad tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	- Itinerary Last Departure Po SPRINGHILL,LA	int		Proximity RPORT/STRIP		
Completeness - FULL Basic Weather - VMC	Destination HAZEN,AR		Airport Da	ata		
Wind Dir/Speed- 340/006 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 900 FT Lowest Ceiling - 3000 FT Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT			Runway Runway	Lth/Wid - Surface -		
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 34 Biennial Flight Review	Mēdical Certifica Flig	te - VALID ht Time (H		WAIVERS/	LIMIT
PRIVATE	Current - YES			Last 24		12
SE LAND	Months Since - 3 Aircraft Type - C-		50 8 4	Last 30 Last 90	Days- Days-	53 80
Instrument Rating(s) - NONE						
-Narrative ACFT WAS BEING FERRIED X-COUNTRY IN I IT NEEDED 18 GALLONS OF FUEL. THE PL 17 MINUTES WITH DESTINATION IN SIGHT ACFT BY FAA AFTER THE ACCIDENT SHOWED IGHT FUEL GAGE AVAILABLE FOR THE PLTS E ARPTS IN THE LINE OF FLT WHERE AN ER	WAS PREDICTING A BURN OF 5- THE ACFT ENGINE QUIT. THE AC NO FUEL ABOARD THE ACFT. NO USE TO MONITOR FUEL USAGE. T	6 GALLONS OF FUEL PER FT WAS FORCED TO LAND DISCREPANCIES OF EQU THE ACFT TOTAL FUEL CA	HOUR. AFT OFF ARPT. IPMENT WER PACITY IS	ER A FLT OF AN INSPECT E FOUND. TH	2 HRS ION OF ERE WAS	3

11/19/84 STUTTGART, AR A/C Reg. No. N35786 Time (Lc1) - 1650 CST Occurrence:#1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 5. REFUELING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN 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) 2,3,4,5

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

Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Injur		
Toma of Onesation DEDCOMAL	SUBSTA		Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	0	0 0	0	1
Accident Occurred During -LANDING	NONE	rass	U	O	O	O
Aircraft Information						
Make/Model - GRUMMAN AMERICAN AA-5B	Eng Make/Mode1 - LY			nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			all Warnin	g System	- YES
Max Gross Wt - 2400 No. of Seats - 4	Engine Type - RE Rated Power -	180 HP	IUR			
	rated Power -					
Environment/Operations Information Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				PORT/STRIP		
Method - N/A	TAYLOR,AZ			,		
Completeness - N/A	Destination		Airport Da	nta		
Basic Weather - VMC	LAKE HAVASU CIT,AZ					
Wind Dir/Speed- CALM					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 Type Apch/Lndg		Runway	Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FURCED LANDING				
Condition of Light - NIGHT(DARK)						
Personnel Information Pilot-In-Command	Age - 39	Medical Certificat	to - VALTO	MEDICAL -NO	WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		WAIVERS/	CTMT 1
PRIVATE	· Current - YES	Total -		Last 24	Hrs -	4
SE LAND	Months Since - 12					20
<b>2</b> 2	Aircraft Type - UNK/NR	Make/Model- Instrument- UN	NK/NR	Last 90	Days-	48
	•	Multi-Eng - UN			aft - UN	K/NR
Instrument Rating(s) - NONE						
Narrative						
RUISE AT 8,500 FT MSL THE PROPELLER ASS'Y ED LANDING ROLLOUT THE ACFT STRUCK A TREE AND MOUNTING BOLT HOLE AREAS FOR CRACKS. ORMED ON 6-8-83. THE PROP WAS NOT RECOVER ALLURE DUE TO OVERSTRESS.	. AIRWORTHINESS DIRECTIVE 8	2-27-01 CALLED FOR FOUND. AN ANNUAL M	INSPECTION MAINT INSPI	N OF THE PR ECTION WAS	10P	

File No 20	38 2/05/84 LAKE HAVASU CIT,AZ	A/C Reg. No. N81317	Time (Lc1) - 2030 MST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNGRUISE - NORMAL	CTION	
<ol><li>MAINTENANCE, ANN</li></ol>	PLIANCE WITH AD - NOT PERFORMED - OTHER MA UAL INSPECTION - IMPROPER - OTHER MAINTENAL M/ACCESSORIES - SEPARATION	NCE PSNL	
Occurrence #2 Phase of Operation			
	FORCED LANDING DESCENT - EMERGENCY		
Finding(s) 4. LIGHT CONDITION	- DARK NIGHT		
Occurrence #4 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 5. OBJECT - TREE(S	· ·		
Probable Cause			
The National Transpo	ortation Safety Board determines that the P	robable Cause(s) of this accid	ent
Factor(s) relating t	o this accident is/are finding(s) 1,2		

File No 2154 3/07/84 MESA	, A Z	A/C Reg.	No. N56463	T ·	ime (Lcl)	- 1326 MS	Г 
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Da			Inju		
		SUBSTANTIA	\L	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	\L	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	. 0	0	0
Accident Occurred During -APPROACH							
-Aircraft Information							
Make/Model - MAULE M6235			NG 0-540-J1A5D		[nstalled/.		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				tall Warni	ng System	- YES
Max Gross Wt - 2500			OCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	23	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - TV WX	Last Departu			ON AIR	PORT		
Method - ACFT RADIO	SAME AS AC	CC/INC					
Completeness - WEATHER NOT PERTINENT				Airport Da	ata		
Basic Weather - VMC	SAME AS AC	CC/INC		FALCON			
Wind Dir/Speed- CALM				Runway		- 22	
Visibility - 35.0 SM	ATC/Airspace				Lth/Wid		100
Lowest Sky/Clouds - 12000 FT SCAT	TTERED Type of Flig				Surface		
Lowest Ceiling - 25000 FT BROK				Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lr	_	RAFFIC PATTERN				
Precipitation - NONE		GC	AROUND				
Condition of Light - DAYLIGHT						_~	
-Personnel Information							
Pilot-In-Command	Age - 54		dical Certifica			AIVERS/LI	ΛΙΤ
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	ht Time (Ho			
COMMERCIAL, CFI	Current Months Since	- YES	Total -			4 Hrs -	2
SE LAND	Months Since	- 4	Make/Model-	36		O Days-	10
	Aircraft Type	- UNK/NR	Instrument-	66	Last 9	O Days-	50
Instrument Rating(s) - AIRPLANE							
-Narrative							
ACFT DRAGGED A WING AND NOSED DOWN INTO							
ING AN ATTEMPTED GO-AROUND AFTER AN ALIGNM							
DER AND "FROZE" ON THE CONTROLS AS THE GO-	-AROUND WAS INITIATE	D. THE CFI	SAID HE WAS UNA		RECT" THE	SITUATION	V
TIME. BOTH THE CFI AND STUDENT WERE LOW ON							

File No 21	54 3/07/84	MESA,AZ		A/C Reg. No. N5646	3 Tir	me (Lc1) - 1326 MST	
Occurrence #1 Phase of Operation							
2. IMPROPER US 3. RUDDER - EXCESS 4. IMPROPER US 5. SUPERVISION - I		C OF RECENT EXP C OF RECENT TOTA IN COMMAND(CFI)	AL EXPERIENCE	PE OF AIRCRAFT - PI - DUAL STUDENT	LOT IN COMMAND(C	-I)	
Occurrence #2 Phase of Operation	DRAGGED WING, RO APPROACH - GO-AR	OUND (VFR)					
Occurrence #3 Phase of Operation			N	· •			
Finding(s) 7. LANDING GEAR,MA	IN GEAR - OVERLOAD						
Probable Cause							
The National Transpois/are finding(s) 2,		rd determines t	hat the Proba	able Cause(s) of thi	s accident		
Factor(s) relating t	o this accident is,	/are finding(s)	1,7				

-Basic Information										
Type Operating Certific	cate-NONE (GENERA	L AVIATION)	Aircraft					urie		
T	EEDDV		DESTROY		<b>.</b>	Fatal		5	Minor	None
Type of Operation Flight Conducted Under	-FERRY -14 CFR 91D		Fire ON GROU		Crew Pass	0	1		1	1
Accident Occurred Durin	ng -LANDING		UN GRUU	ND I	rass	U	U		'	U
Aircraft Information										
Make/Mode1 - DOUGLAS			/Model - P&W				Installed			
Landing Gear - TRICYCI			ngines - 4				tall Warr	ning	System	- NO
Max Gross Wt - 92200 No. of Seats - 5		Engine Ty	, ,	IPROCATING-CAL	KRUKE	UR				
NO. Of Seats - 5		Rated Pov	wer - 2 	100 HP						
Environment/Operations In Weather Data	nformation	Itinerary				Airport	Drovimi+	,		
Wx Briefing - FSS			rture Point			ON AIR		′		
Method - TELEI	PHONE	•	RSBURG, FL			OIA AIR				
Completeness - WEATI			•		1	Airport D	ata			
Basic Weather - VMC		CHANDLE				SAN MA				
Wind Dir/Speed- 240/						-	Ident			
Visibility - 15		mio, an opas					Lth/Wid			50
Lowest Sky/Clouds -		TERED Type of F					Surface			
	- 4000 FT OVER		learance -	IFR	EDNI	Runway	Status	- D	IRY	
Obstructions to Vision Precipitation	- NONE	Type Apch,	/Lnag -	TRAFFIC PATT	EKN					
Condition of Light				1022 3107						
Personnel Information	-									
Pilot-In-Command				Medical Certi				-NO W	/AIVERS/	LIMIT
Certificate(s)/Rating	(s)	Biennial Flight				t Time (H			_	_
ATP, CFI		Current		Total			Last			8
SE LAND, ME LAND		Months Since Aircraft Ty	e - 6	Make/Mode Instrumen			Last Last			58 190
		Aircraft Ty	pe - DC6	Multi-Eng			Last	90 0	ays-	150
	s) - AIRPLANE									

File No. - 2185 4/28/84 SAN MANUEL.AZ A/C Reg. No. N92860 Time (Lc1) - 1630 MST Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND 4. PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - FAILURE, PARTIAL 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 6. ANTI-ICE/DE-ICE SYSTEM.WINDSHIELD - INOPERATIVE 7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 8. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 9. PRECAUTIONARY LANDING - PREMATURE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL

10. JUDGEMENT - POOR - PILOT IN COMMAND

Finding(s)

12. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,9,11,12

11. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Ai	rcraft Damage			Inju	ries	
Type operating out this date	S NONE (GENERAL		UBSTANTIAL		Fatal	-		None
Type of Operation Flight Conducted Under	-PERSONAL	Fi	re	Crew	0	0	0	1
		N	ONE	Pass	0	0	0	3
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - CESSNA TU		Eng Make/Model		TS10-5200			Activated	
Landing Gear - TRICYCLE-I Max Gross Wt - 3600	KETRACTABLE	Number Engines Engine Type		THUESTED	5	tali warni	ng System	- 162
No. of Seats - 4		Rated Power		INGECTED				
No. of Seats		Nated Fower	205 116					
Environment/Operations Info	rmation	T. d. m. m. b. m			Ainmont	3 m m s s s s s s s s s s s s s s s s s		
Veather Data Wx Briefing - FSS		Itineråry Last Departure	Point		ON AIR	Proximity		
Method - UNK/NR		SAN DIEGO,CA	FOIIIC		ON AIR	OKI		
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		CATALINA, AZ			BRAVE			
Wind Dir/Speed- CALM							- 21	
Visibility - 10.0		ATC/Airspace					- 3200 -L	INK/NR
Lowest Sky/Clouds -		Type of Flight				Surface		
Lowest Ceiling - Obstructions to Vision-		AST Type of Clearan Type Apch/Lndg		DATTERN	Runway	Status	- WEI	
	NONE	Type Apch/Endg	- IRAFFIC	PATTERN				
Condition of Light -								
Personnel Information								
Pilot-In-Command		Age - 40	Medical	Certificat	e - VALID	MEDICAL-N	O WAIVERS	LIMIT
Certificate(s)/Rating(s)		Biennial Flight Revie			nt Time (H			
COMMERCIAL		Current - Y		1 -			4 Hrs -	3
SE LAND		Months Since - Aircraft Type - C	6 Make	Model-	103	Last 3	O Days-	19
		Aircraft Type - C	-152 Inst	e/Model- rument- :i-Eng -	496	Last 9	raft - UN	25 IV /NB
			MUIT	ii-Eng -	1402	ROTORO	rart - Ur	W/ INK
Instrument Rating(s)	~ AIRPLANE							
Narrative ACFT RAN INTO RUTS WASHED O	HT BY RECENT DA	TNS ON A PRIVATE ARRI	THE PLT DEDO	RTED THAT	HE CIRCLE	THE ARPT	דם נוחוג	
HAZARDS. HE CONCLUDED THAT								

File No. - 2184 7/14/84 CATALINA, AZ

A/C Reg. No. N3971G

Time (Lc1) - 1945 MST

ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

### Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION DITCH
- 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION ROUGH/UNEVEN
- PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 4. INFORMATION NOT OBTAINED PILOT IN COMMAND
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

					No. N3012	•	(,	- 1230 MST	
-Basic Information Type Operating Certifica	te-NONE (	GENERAL AVI	•	ircraft D			Inju		
Type of Operation	DEDCOM	A 1		SUBSTANTI		Fatal	Serious		None
Flight Conducted Under	-PERSON -14 CFR			ire NONE	Cre Pas		0 0	1	0
Accident Occurred During				NONE	ras	.s U	O	O	Ü
-Aircraft Information									
Make/Model - GLASFLUG	EL H 301	B LIBELLE	Eng Make/Mode				Installed/		
Landing Gear - HULL			Number Engine			5	itall Warnii	ng System <sup>.</sup>	- NO
Max Gross Wt - 719			<u> </u>	- N/A					
No. of Seats - 1			Rated Power	- N/A					
-Environment/Operations Inf	ormation-		P.4.J			<b>A</b> * *	D		
Weather Data Wx Briefing - FSS		•	[tinerary	Dadas		Airport ON AIR	Proximity		
Method - UNK/NF	•		Last Departure CAREFREE.AZ	Point		UN AIF	PURI		
Completeness - UNK/NF			Destination			Airport E	12+2		
Basic Weather - VMC	•		LOCAL			CAREF			
Wind Dir/Speed- 090/00	5 KTS							- 06	
Visibility - 50.0	) SM	,	ATC/Airspace				/ Lth/Wid	- 4000/	50
Lowest Sky/Clouds -	CLEAR		Type of Flight	Plan - N	ONE	Runway	Surface	- ASPHALT	
Lowest Ceiling	- NONE		Type of Cleara	nce - N	ONE	Runway	/ Status	- DRY	
Obstructions to Visior	- NONE		Type Apch/Lndg	- N	ONE				
	- NONE	_							
Condition of Light	- DAYLIGH	IT 							
-Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s	. )	Age	- 43 nial Flight Revi		dical Certific	ate - NU Mi ght Time (F			
PRIVATE	, ,		•	ew YES	Total -			4 Hrs -	1
NONE			Months Since -	. – -	Make/Model-	184		O Days- UN	
GLIDER			Aircraft Type -		Instrument-	0	Last 9		45
Instrument Rating(s)	- NONE								
·									
Narrative									
ACFT VEERED OFF THE RWY DU									
AERO TOW BEGAN NORMALLY. A									
THER 50 FT THEN THE RT WING									
ERED OFF THE RWY THE PLT REL T THE ACFT PARKED ABOUT 100		•	DENED THE SPOIL	ERS AND A	PALTED THE BEY	KES. BEFORE	: II STUPPE	D THE ACET	
	FI FRUM I	HF KWY							

File No. - 2182 8/08/84 CAREFREE, AZ A/C Reg. No. N3012 Time (Lc1) - 1230 MST Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 4. ABORT - INITIATED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 2189 9/01/84 ME	SA,AZ	A/C Reg.	No. N6233L	T	ime (Lc1) -	- 1940 MST	
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft D					
Time of Openstian DEDCOMAL		SUBSTANTI			Serious O	Minor O	. None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	1	Fire NONE	Cre Pas	and the second s	0		Ó
Accident Occurred During -LANDING		NONE	ras	35 0	O	U	Ū
Aircraft Information		·					
Make/Model - GRUMMAN AMERICAN AA			ING 0-235-C2C	ELT	Installed/	Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System	- YES
Max Gross Wt - 1465			ROCATING-CARBI	JRETOR			
No. of Seats - 2	Rated Pow	er - 11 	5 HP				
Environment/Operations Information					D		
Weather Data Wx Briefing - FSS	Itinerary Last Depar	tura Doint		Airport ON AIR	Proximity		
WX Briefing - F55 . Method - TELEPHONE	BANNING.			UN AIR	PURI		
Completeness - WEATHER NOT PERTIN				Airport D	a + a		
Basic Weather - VMC	MESA.AZ			FALCON			
Wind Dir/Speed- 130/015 KTS	MLJA, AZ					- 22L	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		NK/NR
Lowest Sky/Clouds - 6000 FT S			FR		Surface ·		
Lowest Ceiling - 15000 FT (				Runway	Status ·	- DRY	
Obstructions to Vision- NONE			RAFFIC PATTER	Ň			
Precipitation - NONE			O AROUND				
Condition of Light - NIGHT(DARK	()						
Personnel Information							
Pilot-In-Command			dical Certific			) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	F1	ight Time (H	ours)	4 11	
PRIVATE	Current	- YES	Total - Make/Model- Instrument-	187	Last 24	4 Hrs -	3
SE LAND	Months Since	- 10	Make/Model-	167	Last 30	Days-	6 14
	Aircraft Typ	e - AA1	Instrument-	2	Last 90	J Days-	14
Instrument Rating(s) - NONE							
	O THE 45 OF ME STAD	THE DIT SAID	A GUST OF WI	ND SWERVED T	HE ACET OF	THE RWY	
· · · · · · · · · · · · · ·							
ACFT WENT OFF THE RWY DURING A LANDING			SO HE CUT TH	F THROTTIF	THE ACET RO	OLLED INTO	
· · · · · · · · · · · · · ·			SO HE CUT TH	E THROTTLE.	THE ACFT RO	OLLED INTO	1

9/01/84 A/C Reg. No. N6233L Time (Lc1) - 1940 MST File No. - 2189 MESA,AZ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 7. GO-AROUND - INITIATED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 8. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

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

File No 2188 9/	/16/84 V	VADDELL,AZ	A/C Reg	A/C Reg. No. N46032			me (Lc1)	- 0900 MST	
Basic Information Type Operating Certificat	te-AGRICUL1	TURAL AIRCRA	FT Aircraft	Damage			Inju	ıries	
			DESTROYE			atal	Serious		None
		APPLICATION	Fire		rew	1	0	0	0
Flight Conducted Under Accident Occurred During	-MANEUVER	RING	ON GROUN	ID P	ass	0	0	O	U
Make/Model - WEATHERLY			Eng Make/Mode1 - P&W				•	'Activated	•
Landing Gear - TAILWHEEL	ALL FIXED	)	Number Engines - 1			St	all Warni	ng System	- NO
Max Gross Wt - 4000			Engine Type - RECI		BURETOR				
No. of Seats - 1			Rated Power - · 4	50 HP					
Environment/Operations Info	ormation							•	
Weather Data			inerary				roximity		
•	ORD OF BRIE	FING	Last Departure Point		C	OFF AIR	PORT/STR	P	
Method - N/A		_	EL MIRAGE,AZ						
Completeness - N/A		υ.	estination		Airp	ort Da	ita		
Basic Weather - VMC Wind Dir/Speed- 360/00	4 KTC		LOCAL				Ident	- N/A	
Visibility - 30.0		A T	C/Airspace				Lth/Wid		
Lowest Sky/Clouds -	LINK /ND:		Type of Flight Plan -	NONE			Surface		
			Type of Clearance -			,	Status		
Obstructions to Vision-				NONE	•	(arinay	Status	117.6	
Precipitation -			Type Apolly Elling	110112					
Condition of Light									
-Personnel Information									
Pilot-In-Command				<mark>l</mark> edical Certif				O WAIVERS/	LIMIT
Certificate(s)/Rating(s	)		al Flight Review		light T				
COMMERCIAL			rrent - YES	Total				24 Hrs -	9
SE LAND			nths Since - 2	Make/Mode1				BO Days-	110
HELICOPTER		Αi	rcraft Type - UNK/NR			9		0 Days- UN	
				Multi-Eng	- 53	3	Rotoro	raft -	25
<pre>Instrument Rating(s)</pre>	- AIRPLA	NE							
-Narrative									,
ACFT COLLIDED WITH A POWER	LINE DURI	NG A SPRAY O	PERATION. WITNESSES SA	ID THE ACFT F	LEW UND	ER A PC	WER LINE	AND AS	
PULLED UP COLLIDED WITH A L									
ARATED. THE ACFT NOSED OVER						. PART	OF THE RI	JDDER WAS	
ND $1/8$ OF A MILE FROM THE $M_{\ell}$									

File No. - 2188 9/16/84 WADDELL, AZ A/C Reg. No. N46032 Time (Lc1) - 0900 MST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. FLIGHT CONTROL, STABILATOR - SEPARATION 5. FLIGHT CONTROL, RUDDER - SEPARATION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. FUSELAGE - FIRE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4,5,6

Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal	Serious	Minor	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 - PIPER PA-28R-180		YCOMING IO-360-B1E		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S.	tall Warnin	g System	- YES
Max Gross Wt - 2500		ECIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	it	ON AIR	PORT		
Method - TELEPHONE	FAIR DAKS, CA		4.1 D			
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ata K FIELD		
Basic Weather - VMC Wind Dir/Speed- VARIABLE	FAIR DAKS,CA				18	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		40
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Ruilway	Status	DKI	
Precipitation - NONE	Type Apolly Elling	FULL STOP				
Condition of Light - DAYLIGHT		1022 313.				
 Personnel Information						
Pilot-In-Command	Age - 22				WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H			
PRIVATE	Current - YES	Total -		Last 24	Hrs -	2
SE LAND	Months Since - 2 Aircraft Type - PA-28	Make/Model-	113	Last 30	Days-	24
	Aircraft Type - PA-28	R Instrument-	1	Last 90	Days-	68
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONE  Narrative						
TOUCHED DOWN BEYOND THE THRESHOLD AT A NO		D THE FLAPS AND APP				

6/17/84 File No. - 2079 FAIR OAKS,CA A/C Reg. No. N4634J Time (Lc1) - 1700 PDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. MAINTENANCE - INADEQUATE -.2. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN 3. FLUID, HYDRAULIC - LEAK 4. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE 5. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND 7. LANDING GEAR - OVERLOAD ----Probable Cause----

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

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

### Brief of Accident

ATION) Aircraft SUBSTAN Fire NONE Eng Make/Mode1 - CON Number Engines - 1 Engine Type - REC	TIAL Crew Pass	Ŏ 	Injur Serious O O		None 1 0
Fire NONE  Eng Make/Model - CON Number Engines - 1 Engine Type - REC	Crew Pass 	0 0	0	0	1
NONE  Eng Make/Model - CON Number Engines - 1 Engine Type - REC	Pass	ŏ 	-	•	•
Eng Make/Model - CON Number Engines - 1 Engine Type - REC	TINENTAL A65		o 		0
Number Engines - 1 Engine Type - REC		FIT			
Number Engines - 1 Engine Type - REC		FIT			
Engine Type - REC			Installed/A		
			tall Warnin	ng System	- YES
Rated Power -	IPROCATING-CARBUR 65 HP	ETOR			
Itinorary		Airport	Provinity		
SACRAMENTO, CA		ON AIN	- GKT		
Destination	•	Airport Da	ata		
MARYSVILLE,CA					
					30
		Runway	Status -	· DRY	
Type Apch/Lndg -		•			
	PRECAUTIONARY LA				
				<b>_</b>	
				IVERS/LIM	/II
		•	•	4 11	4
					1 20
		-/	Last 30	Days-	33
Ainchaft type - C-172			Last 90	) Days-	33
	Destination MARYSVILLE,CA  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -  - 26 nial Flight Review Current - YES Months Since - 19 Aircraft Type - C-172	Last Departure Point SACRAMENTO, CA  Destination MARYSVILLE, CA  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP PRECAUTIONARY LA  - 26 Medical Certifica nial Flight Review Flig Current - YES Total - Months Since - 19 Make/Model- Aircraft Type - C-172 Instrument- Multi-Eng -  APPLYING CARBURETOR HEAT, THE PLT ELECTE	Last Departure Point SACRAMENTO,CA  Destination MARYSVILLE,CA  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg Type Apch/Lndg Type Apch/Lndg  - TRAFFIC PATTERN FULL STOP PRECAUTIONARY LANDIN  - 26 Medical Certificate - VALID Flight Time (House) Current - YES Months Since - 19 Aircraft Type - C-172 Instrument - 51 Multi-Eng - 11	Last Departure Point SACRAMENTO, CA  Destination MARYSVILLE, CA  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP PRECAUTIONARY LANDIN  - 26 Medical Certificate - VALID MEDICAL-WA nial Flight Review Flight Time (Hours) Current - YES Months Since - 19 Make/Model - 7 Aircraft Type - C-172 Instrument - 51 Multi-Eng - 11  APPLYING CARBURETOR HEAT, THE PLT ELECTED TO MAKE A PRECAUTION  Aircraft TOMAKE A PRECAUTION  AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT AIRPORT  AIRPORT ON AIRPORT ON AIRPORT ON AIRPORT  AIRPORT ON AIRPORT  AIRPOR  AIRPORT   Last Departure Point SACRAMENTO, CA  Destination MARYSVILLE, CA  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP PRECAUTIONARY LANDIN  - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Current - YES Months Since - 19 Make/Model - 7 Months Since - 19 Make/Model - 7 Months Circaft Type - C-172 Medical Certificate - To Make A PRECAUTIONARY Multi-Eng - 11  APPLYING CARBURETOR HEAT, THE PLT ELECTED TO MAKE A PRECAUTIONARY	

and services and the control of the Some parties are the control of the

ayar e prog**PAGE 112** e i parte de avise

File No. - 2045 7/06/84 MARYSVILLE,CA A/C Reg. No. N1419E Time (Lc1) - 1050 PDT

Docurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

- 1. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE INADVERTENT PILOT IN COMMAND
- 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND

----Probable Cause----

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

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

	AWLEY,CA A/C	Reg. No. N9951J	T	ime (Lc1) -	(Lc1) - 0330 PDT	
-Basic Information						
Type Operating Certificate-NONE (GEN	•	ft Damage		Injuri		
	DESTR	OYED	Fatal	Serious	Minor	None
Type of Operation -AERIAL API		Crew	0	1	0	0
Flight Conducted Under -14 CFR 13	7 ON GR	OUND Pass	0	0	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - CESSNA T188C	Eng Make/Model - C	ONTINENTAL TSIO-520-	T ELT	Installed/Ac	tivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		1		tall Warning		
Max Gross Wt - 2500	Engine Type - R		Ţ.	J	- 3	_
No. of Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		+		RPORT/STRIP		
Method - N/A	BRAWLEY, CA		OII AI	KI OKI / SIKII		
Completeness - N/A	Destination		Airport D	2+2		
Basic Weather - VMC	LOCAL		EMANUE			
Wind Dir/Speed- CALM	LOCAL				N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -		/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		/ 5
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		Kariway	Status		
Precipitation - NONE	Type Apony Enag	775772				
Condition of Light - NIGHT(BRIG	HT)	PRECAUTIONARY LAN	IDIN			
Personnel Information						
Pilot-In-Command	Age - 46	Medical Certificat	e - VALTD	MEDICAL-NO	WATVERS	/I TMTT
Certificate(s)/Rating(s)	Age - 46 Biennial Flight Review Current - UNK/N	Fligh	nt Time (H			,
COMMERCIAL	Current - UNK/N	IR Total -	7800	last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 18	Make/Model-	1000	Last 30	Davs-	20
HELICOPTER	Aircraft Type - D-18	Instrument-	700	Last 90	Davs-	100
	<b>,</b>	Instrument- Multi-Eng -	20	Rotorcra	ft - U	NK/NR

File No. - 2158 7/13/84 BRAWLEY,CA A/C Reg. No. N9951J Time (Lc1) - 0330 PDT

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

## Finding(s)

- 1. LIGHT CONDITION NIGHT
- 2. PROCEDURES/DIRECTIVES NOT FOLLOWED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, COMPLACENCY PILOT IN COMMAND
- 4. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED
- 5. LOWERING OF FLAPS IMPROPER PILOT IN COMMAND
- 6. RAISING OF FLAPS INADVERTENT PILOT IN COMMAND
- 7. LOAD JETTISON NOT ATTAINED PILOT IN COMMAND
- 8. PERFORMANCE DATA NOT UNDERSTOOD PILOT IN COMMAND
- 9. AIRSPEED NOT MAINTAINED PILOT IN COMMAND
- 10. STALL - 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) 2,5,9,10

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

Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft					uries	
Time of Openation	DEDCOMAL		SUBSTANT	IAL	0	Fatal O	Serious O	Minor O	None 1
•	-PERSONAL -14 CFR 91 -LANDING		Fire NONE		Crew Pass	0	0	0	4
Aircraft Information									
Make/Model - CESSNA 172			e/Model - LYC0	MING 0-320-	E2D			/Activated	
Landing Gear - TRICYCLE-FI	IXED		Engines - 1				tall Warn	ing System	n - YES
Max Gross Wt - 2300		Engine 1		PROCATING-C	ARBURE	TOR			
No. of Seats - 4		Rated Po	ower - '	150 HP					
Environment/Operations Inform	nation	*				<b>.</b>	D		
Weather Data	OF BRIEFING	Itinerary	arture Point				Proximity RPORT/STR		
Wx Briefing - NO RECORE Method - N/A	OF BRIEFING	Last Depa VAN NUV				OFF AI	KPUKI/51K	15	
Completeness - N/A		Destination	•			Airport D	ata		
Basic Weather - VMC		VAN NU'			•	111 601 6 0			
Wind Dir/Speed- CALM			,			Runway	Ident	- N/A	
Visibility - 25.0	SM	ATC/Airspac	ce			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds -	15000 FT SCATT	ERED Type of I				Runway	Surface	- N/A	
	NONE		Clearance -			Runway	Status	- N/A	
Obstructions to Vision-		Type Apci	h/Lndg -	FORCED LAND	ING				
Precipitation - N Condition of Light - D	NONE								
			_ ~ _ ~ _ ~						
Personnel Information						- 1/41.75	MEDICAL	NO WATVED	C / L TMTT
Pilot-In-Command Certificate(s)/Rating(s)		Age - 37 Biennial Fligh		Medical Cert		e - VALIU t Time (F		NU WAIVER:	2/ LIMII
PRIVATE				Total		52		24 Hrs -	1
SE LAND		Months Sin	- YES ce - 3	Make/Mod		3		30 Days-	2
·		Aircraft T	ype - C-150	Instrume		2		90 Days-	8
	3								
Instrument Rating(s)	- NONE								
Narrative	N OLTY STREET	ACTED A DARTIA	L DOWED LOCK	THE DOLLATE	DIT W	AC CADDVI	NO DACCEA	ICEDS AND	
ACFT MADE A FORCED LANDING OF REPORTEDLY NOT BRIEFED THEM									W
CONNECT IT. AFTER TAKEOFF THE									
CALLED THE TOWER. HE PUMPED									
GOING SLOW WITH BLACK SMOKE									
ID THAT THE CARBURETOR HAD FA									
THER SINCE THE SCREWS WERE S	TOTOPED IT WA	S ALSO FOLIND T	HAT THE SEAT !	RELTS WERE N	OT CES	SNA PRODU	JCTS AND 1	ΉE	

File No. - 2186 7/15/84 WOODLAND HILLS,CA A/C Reg. No. N20333 Time (Lc1) - 2013 PDT

Occurrence #1
Phase of Operation

LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

### Finding(s)

- 1. FUEL SYSTEM, CARBURETOR PREVIOUS DAMAGE
- 2. MAINTENANCE IMPROPER COMPANY MAINTENANCE PSNL
- 3. IMPROPER USE OF PROCEDURE, TOTAL PILOT IN COMMAND
- 4. FUEL SYSTEM, CARBURETOR FAILURE, PARTIAL
- 5. MAINTENANCE, ANNUAL INSPECTION IMPROPER COMPANY MAINTENANCE PSNL
- 6. PROCEDURES/DIRECTIVES NOT FOLLOWED COMPANY MAINTENANCE PSNL

Occurrence #2

FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

### Finding(s)

- 7. OBJECT FENCE
- 8. PASSENGER BRIEFING NOT PERFORMED PILOT IN COMMAND
- OBJECT UTILITY POLE(MARKED)
- 10. MISC EQPT/FURNISHINGS, SHOULDER HARNESS NOT ENGAGED

----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) 3,7,8,9,10

-Basic Information Type Operating Certificate-A	GRICULTURAL AIR	CRAFT Aircraf	t Damage		Injur	ies	
		SUBSTA		Fatal	Serious	Minor	None
	ERIAL APPLICATI		Cre	-	0	0	1
Flight Conducted Under -1 Accident Occurred During -T		NONE	Pas	:s 0	U	O	0
-Aircraft Information							
Make/Model - BELL 47G-5A		Eng Make/Mode1 - LY			Installed/A		
Landing Gear - SKID		Number Engines - 1			tall Warnin	ıg System	- NO
Max Gross Wt - 2850		Engine Type - RE		IRETUR			
No. of Seats - 3		Rated Power -	260 HP				
-Environment/Operations Informa	tion	This are a second			D.m		
Weather Data Wx Briefing - NO RECORD	OF BRIFFING	Itinerary		Airport ON AIR	Proximity		
Wx Briefing - NO RECORD Method - N/A	OF BRIEFING	Last Departure Point WINTERHAVEN, AZ		ON AIR	PURI		
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		Amporto			
Wind Dir/Speed- CALM		2332		Runway	Ident -	UNK/NR	
Visibility - 40.0 S	M	ATC/Airspace			Lth/Wid -	UNK/NR	
	.EAR	Type of Flight Plan	- NONE	Runway	Surface -	UNK/NR	
Lowest Ceiling - NO		Type of Clearance		Runway	Status -	UNK/NR	
Obstructions to Vision- NO		Type Apch/Lndg	- NONE				
Precipitation - NO							
Condition of Light - DA	.WN 						
-Personnel Information							
Pilot-In-Command		- 37	Medical Certific			) WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Bie	nnial Flight Review Current - YES	Total -	ight Time (H	ours) Last 24	l Une -	6
COMMERCIAL SE LAND			Make/Model-	650	1 20+ 20	Dave-	112
HELICOPTER		Months Since - 20 Aircraft Type - 47G5A	Instrument-		Last 90	Days Days-	183
TIEETOOT TER		All Clart Type 47d3A	Tris ci dilicite	000		aft -	
Instrument Rating(s) -	AIRPLANE						
				<del></del>			
ACFT COLLIDED WITH THE GROUND	DIIDING A TAPEDE	E ATTEMPT ACCORDING TO	THE DIT AFTED T	THE ACET WAS	IOADED WIT	H 60	
LONS OF PESTICIDE A TAKEOFF WAS							,
			HE PLT TRIED TO F				•

File No. - 2181 8/01/84 A/C Reg. No. N4099G WINTERHAVEN.CA Time (Lc1) - 0530 PDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 2. ROTOR RPM - INATTENTIVE - PILOT IN COMMAND 3. ABORT - ATTEMPTED - PILOT IN COMMAND 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 5. TERRAIN CONDITION - SOFT 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

Type Operating Certificate-NONE (GENERA		raft Damage		Injur		
Type of Operation -PERSONAL	SUB Fire	STANTIAL Cre	Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NON			ŏ	ŏ	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Mode1 - BEECH A36 Landing Gear - TRICYCLE-RETRACTABLE		CONTINENTAL IO-520B		Installed/ <i>l</i> tall Warnin		
Max Gross Wt - 3600	Number Engines - Engine Type -	RECIP-FUEL INJECTED		tali warnii	ig System	- 165
No. of Seats - 6	Rated Power -	280 HP				
Environment/Operations Information						
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po VAN NUYS,CA	oint	ON AIR	PORT		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		VAN NU			
Wind Dir/Speed- 100/005 KTS					- 19	
Visibility - 10.0 SM	ATC/Airspace	- NONE		Lth/Wid		75
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pl Type of Clearance			Surface Status	- ASPHALI - DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTERN		5 (4 (40	O.C.	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 38	Medical Certific	ato - VALID	MEDICAL -N	D WATVEDS	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		WAIVERS,	CIMII
PRIVATE	Current - YES			Last 2		2
SE SEA	Months Since - 20		240 41	Last 3	Days-	10
	Aircraft Type - A-3	6 Instrument-	41	- Last 90	Days-	20
Instrument Rating(s) - NONE						
Vonno+ivo						
Narrative ACFT LANDED "GEAR UP" DURING PRACTICE TAK	EGEES AND LANDINGS THE	DIT STATED THAT HE "	FORGOT" TO	EXTEND THE	LANDING	

File No. - 2183 8/03/84 VAN NUYS,CA A/C Reg. No. N2859W Time (Lc1) - 2000 PDT

Occurrence

GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

### Finding(s)

1. WHEELS UP LANDING - NOT CORRECTED - PILOT IN COMMAND

- 2. IMPROPER USE OF PROCEDURE, PRESSURE INDUCED BY OTHERS PILOT IN COMMAND
- 3. CHECKLIST NOT USED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND

#### ---- Probable Cause----

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

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

File No 2180 8/18/84 AUBUR	N,CA A/C Re	g. No. N733XQ	т	ime (Lc1)	- 1200 PDT	
Basic Information Type Operating Certificate-ON-DEMAND AI				Inju		
	SUBSTAN		Fatal			None
Type of Operation -INSTRUCTIONA		Crew	0	O	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	. 0	0
Aircraft Information	F:: Mala /M   1   1   1   1   1   1   1   1   1	MTNO 0 000		r/	<b>.</b>	VEC /VE
Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LYC			[nstalled// tall Warni		
Max Gross Wt - 2300	Number Engines - 1 Engine Type - REC			tali warnii	ng System	- YES
No. of Seats - 4	<b>O</b> ,,	PRUCATING-CARBURE	IUR			
100. 01 Seats 4	Rated Fower -					
Environment/Operations Information	T. 4. 4			S		
Weather Data Wx Briefing - NWS	Itinerary			Proximity RPORT/STRI	n	
Method - TELEPHONE	Last Departure Point SALINAS,CA		UFF ATI	KPUKI/SIKI	7	
Completeness - WEATHER NOT PERTINENT			Airport Da	a+a		
Basic Weather - VMC	GRASS VALLEY, CA		A II poi C Da	ata		
Wind Dir/Speed- CALM	drass valler, ca		Runway	Ident	- N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid	•	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance -				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		,		•	
Precipitation - NONE	,, , , , , , , , , , , , , , , , , , ,					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 63	Medical Certificat			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			
STUDENT	out to the	10 141			4 Hrs -	7
	Months Since - N/A			Last 3		11
	Aircraft Type - N/A	Instrument-	5	Last 9	O Days-	21
Instrument Rating(s) - NONE						
Narrative						
HE ACFT MADE A FORCED LANDING ON AN ABANDONE						
AID HE ENCOUNTERED HEAD WINDS AND LOWER THAN						
AGES INDICATED 1/8 FULL WHEN THE ENGINE QUIT						
JEL ABOARD AND THERE WERE NO LEAKS OR SIGNS	OF SPILLAGE. THE PLT STATED	THE ACFT WAS FULL	AT DEPART	JRE AND HE	HAD	
OWN ABOUT 4 HOURS BEFORE THE ENGINE QUIT.						

File No. - 2180 8/18/84 AUBURN, CA Time (Lc1) - 1200 PDT A/C Reg. No. N733XQ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND 5. FUEL SUPPLY - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

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

Basic Information								
Type Operating Certific	cate-AGRICULTU	JRAL AIRCRAFT	Aircraft Damage			Injur		
Type of Operation	-AEDTAL AF	DI ICATION	SUBSTANTIAL	Chair	Fatal	Serious O		None
Flight Conducted Under			Fire NONE	Crew Pass	0	0	0	1 0
Accident Occurred Duri		)	NONE	rass	O	U	U	U
-Aircraft Information								
Make/Mode1 - BELL 4	7G-5		del - LYCOMING VO			Installed/A		
Landing Gear - SKID		Number Engi				tall Warnin	g System	- NO
Max Gross Wt - 2850			- RECIPROCATI	ING-CARBURE	TOR			
No. of Seats - 3		Rated Power	- 260 HP					
Environment/Operations I	nformation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RI	ECORD OF BRIEF				OFF AI	RPORT/STRIP		
Method - N/A		SAME AS AC	C/INC		4.1 mm = m + D	- 4 -		
Completeness - N/A Basic Weather - VMC		Destination LOCAL			Airport D	ата		
Wind Dir/Speed- 225/	OOA KTS	LUCAL			Dunway	Ident -	N/A	
Visibility - 20		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -			ht Plan - NONE			Surface -		
Lowest Ceiling			rance - NONE		,	Status -	•	
Obstructions to Visio		Type Apch/Ln	dg - NONE			_	•	
Precipitation	- NONE	•						
Condition of Light	- DAYLIGHT							
-Personnel Information	-							
Pilot-In-Command		Age 42	Medical	Certificat	te - VALID	MEDÍCAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating	(s)	Biennial Flight Re	view	Fligh	nt Time (H	ours)		_
COMMERCIAL		Current	- YES Tota	al -	2616	Last 24	Hrs -	2
NONE HELICOPTER		Age - 42 Biennial Flight Re Current Months Since Aircraft Type	- 3 Make	e/Model-	2019	Last 30	Days- Ur	IK/NK
HELICOPTER		Aircraft Type	- 4/G-5 INS	trument-	O	Rotorcr	aft -	2616
	s) - NONE		•					

File No. - 2072

8/29/84

WATSONVILLE, CA

A/C Reg. No. N4096G

Time (Lc1) - 1130 PDT

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

- 1. OBJECT WIRE, TRANSMISSION
- 2. JUDGEMENT POOR PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. CLEARANCE NOT MAINTAINED PILOT IN COMMAND

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation

DESCENT - UNCONTROLLED

----Probable Cause----

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

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

File No 2073 8/2	9/84 EL CA	JON, CA A/C Re	eg. No. N18807	1	Гіме (Lc1) - 1	1010 PDT	
Basic Information							
Type Operating Certificate	-EXTERNAL LOAD		t Damage		Injurie	es	
		SUBSTAI	NTIAL	Fatal	Serious	Minor	None
	-TEST FLIGHT	Fire	Crew	0	0	0	2
Flight Conducted Under		NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						
Aircraft Information							
Make/Model - BELL 47G-2		Eng Make/Model - LY	COMING VO-435-A1B	ELT	Installed/Act	tivated -	NO -N/
Landing Gear - FLOAT		Number Engines - 1			Stall Warning	System -	NO .
Max Gross Wt - 2850			CIPROCATING-CARBUR				
No. of Seats - 3			260 HP				
Environment/Operations Infor	 mation						
Weather Data		Itinerary		Airport	Proximity		
	D OF BRIEFING			ON AIR			
Method - N/A	D OI BRIEFING	SAME AS ACC/INC		0.1			
Completeness - N/A		Destination		Airport [	na+a		
Basic Weather - VMC		LOCAL			SPIE FIELD		
Wind Dir/Speed- 270/005	KTC	LUCAL				JNK/NR	
		ATO /A :					
Visibility - 30.0		ATC/Airspace	NONE		y Lth/Wid - l		
Lowest Sky/Clouds -		Type of Flight Plan			y Surface - A		
	NONE	Type of Clearance		Runway	y Status - [	JKY	
Obstructions to Vision-		Type Apch/Lndg	- FULL STOP				
Precipitation -							
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		Age - 40	Medical Certifica	te - VALI	D MEDICAL-NO V	WAIVERS/L	LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review	Flig	ht Time (I	Hours)		
COMMERCIAL		Current - YES	Total -	5255	Last 24 H		
NONE		Months Since - 22	Make/Model-	4616	Last 30 I Last 90 I	Days- UN	
HELICOPTER		Months Since - 22 Aircraft Type - 47G-5	Instrument-	156	Last 90 [	Days-	167
		• •	Multi-Eng -		Rotorcraf		
, in <sup>3</sup> ≥ 2	****	of A		*			
Instrument Rating(s)	- NONE						
/injection							
Narrative		*			. ~		
HE HELICOPTER MADE A HARD LANDI	NG DURING A T	EST FLT THE PLT REPORTED T	HAT THE COLLECTIVE	WAS VERY	STIFE AND HE	WAS NOT	
BLE TO STOP THE DESCENT DURING							
HE CONTROL SYSTEM AND MOVEMENT					5100 4110.		
THE CONTROL STRICT MAD MOVEMENT	O. THE CONTRO	CO WAS SMOUTH WITHOUT BINDI	14.				

File No. - 2073 8/29/84 EL CAJON,CA A/C Reg. No. N18807 Time (Lcl) - 1010 PDT

Occurrence

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. ROTORCRAFT FLIGHT CONTROL, COLLECTIVE CONTROL UNDETERMINED
- 2. COLLECTIVE IMPROPER USE OF PILOT IN COMMAND
- 3. FLARE DELAYED PILOT IN COMMAND

----Probable Cause----

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

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

	9/17/84 LONG F	BEACH, CA 	A/C Reg. No.	A/C Reg. No. N7111U Time (Lc1			Time (Lc1) - 1550 PDT		
Basic Information Type Operating Certific	Cate-ON-DEMAND AT	D TAVI	Aircraft Damag			Injur	ios		
	-PERMIAN AVIA		SUBSTANTIAL	<b>5</b>	Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED DO	MESTIC PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under			NONE	Pass	ŏ	Ö	1	Ó	
Accident Occurred Duri								-	
Aircraft Information									
Make/Mode1 - BELL 20		Eng Make/M	lodel - ALLISON 2	50C2O		Installed/A			
Landing Gear - EMERGE		Number Eng	ines - 1		S	tall Warning	g System	- NO	
Max Gross Wt - 3200			e ~ TURBOSHAF						
No. of Seats - 5		Rated Powe	er - 317 HP						
Environment/Operations I	nformation								
Weather Data		Itinerary				Proximity			
	ECORD OF BRIEFING				ON AIR	PORT			
Method - N/A		SAN PEDRO	,CA						
Completeness - N/A		Destination			Airport D				
Basic Weather - VMC		SAME AS A	CC/INC		LONG B				
Wind Dir/Speed- 290/							UNK/NR		
Visibility - 14		ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds -			ght Plan - NONE			Surface -			
Lowest Ceiling	~ 15000 FT BROK		arance - NONE		Runway	Status -	DRY		
Obstructions to Visi		Type Apch/L	ndg - FORCE	D LANDING					
Precipitation									
Condition of Light	- DAYLIGHT								
Personnel Information	-								
Pilot-In-Command		Age - 46	Medica	1 Certifica <sup>e</sup>			WAIVERS	/LIMIT	
Certificate(s)/Rating	(s)	Biennial Flight R			nt Time (H	ours)			
		Current	- YES To	tal -		Last 24		4	
COMMERCIAL				. /	2502	Last 30			
SE LAND		Months Since	- 2 Ma	ke/Mode1-				0	
= '''		Months Since Aircraft Type		ke/Model- strument-					
SE LAND						Last 90 Rotorcr	Days-		

A/C Reg. No. N7111J Time (Lc1) - 1550 PDT File No. - 2179 9/17/84 LONG BEACH, CA

LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation LANDING - FLARE/TOUCHDOWN

### Finding(s)

1. TURBINE ASSEMBLY, TURBINE WHEEL - FATIGUE

- 2. MAINTENANCE, COMPLIANCE WITH AD NOT PERFORMED COMPANY MAINTENANCE PSNL
- 3. TURBINE ASSEMBLY, TURBINE WHEEL OVERTEMPERATURE
- 4. TURBINE ASSEMBLY, TURBINE WHEEL FAILURE, TOTAL

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

File No 2178 10/21/84 LEE V	INING,CA A/C Reg. No	o. N704EQ T	ime (Lc1) - 1300 PD	Ť
Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft Dama DESTROYED	ige Fatal	Injuries Serious Minor	None
Type of Openation -DERSONAL				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew O	1 0	0
Accident Occurred During -MANEUVERING	NONE	Pass O	1 0	0
Aircraft Information				
Make/Model - CESSNA 150M	Eng Make/Model - CONTINEN	ITAL 0-200-A ELT	Installed/Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	S	tall Warning System	- YES
Max Gross Wt - 1600	Engine Type - RECIPROC	CATING-CARBURETOR		
No. of Seats - 2	Rated Power - 100 H	IP .		
Environment/Operations Information				
Weather Data	Itinerary	Airport	Proximity	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AI	RPORT/STRIP	
Method - N/A	COLUMBIA, CA			
Completeness - N/A	Destination	Airport D	ata	
Basic Weather - VMC	LEE VINING.CA	·		
Wind Dir/Speed- 360/030 KTS	,	Runway	/ Ident - N/A	
Visibility - 25.0 SM	ATC/Airspace		Lth/Wid - N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE		Surface - N/A	
Lowest Ceiling - NONE	Type of Clearance - NONE		Status - N/A	
Obstructions to Vision- NONE	Type Apch/Lndg - NONE		.,	
Precipitation - NONE	rypo riporry zmag	•		
Condition of Light - DAWN				
Personnel Information				
Pilot-In-Command	Age - 48 Media	al Certificate - VALID	MEDICAL-NO WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (F	lours)	
COMMERCIAL	Current - YES 1	ota1 - 0	Last 24 Hrs -	2
SE LAND, ME LAND	Months Since - 2 M	Make/Model- 27	Last 30 Days-	14
·	Months Since - 2 M Aircraft Type - C-172 1	nstrument- UNK/NR	Last 90 Days-	21
er F	N	Multi-Eng - UNK/NR	Rotorcraft - U	NK/NR
Instrument Rating(s) - AIRPLANE				
		Total - O Make/Model - 27 Instrument - UNK/NR Multi-Eng - UNK/NR		
E ACFT CRASHED INTO A MOUNTAIN DURING A VFR D NOT CLEAR THE TOP OF THE RIDGE. THE PLT S DEGREES OF FLAPS AND STARTED A LEFT TURN. RGE ROCK. THE ACFT THEN CARTWHEELED AND CAN	AID THAT WHEN HE SAW THE ACFT WAS THE LEFT WING HIT THE SIDE OF THE IE TO A STOP RIGHT SIDE UP. THE AN	S NOT GOING TO CLEAR THE E RIDGE AND THE NOSE OF	HE RIDGE HE LOWERED THE ACFT HIT A OK STATES IN PART	)

File No. - 2178 10/21/84 LEE VINING, CA Time (Lc1) - 1300 PDT A/C Reg. No. N704EQ

Occurrence

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

# Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. OBJECT DOWNDRAFT
- 3. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 4. PROCEDURES/DIRECTIVES IMPROPER PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND 5.
- 6. LOWERING OF FLAPS IMPROPER PILOT IN COMMAND
- 7. PROPER ALTITUDE NOT OBTAINED PILOT IN COMMAND

----Probable Cause----

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

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

File No 2071 10/26/84	MONTAGUE, CA	A/C Reg. No.	N66342	Time	(Lc1) -	2330 PDT	
Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damag		atal Se	Injuri erious	es Minor	None
,,	SONAL CFR 91 DING	Fire NONE	Crew Pass	0	0	0	1
Aircraft Information Make/Model - BEECH C24R Landing Gear - TRICYCLE-RETRA Max Gross Wt - 2750 No. of Seats - 4		•	L INJECTED		:alled/Ac Warning		
Environment/Operations Informati Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEA Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGH	Itinerary Last Depar WILLOWS, Destination DUNSMUIR  ATC/Airspace R Type of F1 Type of C1 Type Apch/	,CA ight Plan - NONE earance - NONE Lndg - STRAI	Air	rport Prox OFF AIRPOR Port Data SISKIYOU ( Runway Ide Runway Lth Runway Sur Runway Sta	COUNTY ent - n/Wid -	* .	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 35 Biennial Flight Current Months Since Aircraft Typ	Review - YES To - 5 Marker UNK/NR In	otal - 12	ime (Hours 28 9 JR	;) Last 24	Hrs - Days- Days-	9 9 9 K/NR
Instrument Rating(s) - NO	NE .						
Narrative HE ACFT MADE A FORCED LANDING IN A HE LANDING GEAR IN TRANSIT LIGHT CO UID DRIPPING FROM THE BOTTOM OF TH TRANSIT LIGHT CAME ON BUT THE GEA TENSION SYSTEM BUT COULD NOT OPEN HERGENCY GEAR EXTENSION VALVE COVER THE RT GEAR ACTUATOR. THE HYDRAUL HE GEAR. THE "O" RING WAS UNSEATED	ME ON AT ABOUT 10 MINUTE I E RT WING DURING HIS PREFL R DOWN INDICATION DID NOT THE COVER. HE MADE A RADIO . WHILE CIRCLING THE ACFT IC RESERVIOR WAS ALMOST EM	NTERVALS DURING T. AT DESTINATION ACTIVATE. HE SAIN CALL IN AN ATTEN RAN OUT OF GAS. N PTY. THE PUMP WAS	THE FLT. HE SAID  THE LANDING GE  HE TRIED TO ACM  TO GET HELP  OST ACCIDENT EX  SUNABLE TO BUIL	O HE HAD NO EAR WOULD N CTIVATE THE ON HOW TO (AMINATION LD UP PRESS	OTICED A NOT EXTEN E EMERGEN OPEN THE SHOWED A SURE TO E	RED ID. THE ICY LEAK XTEND	

10/26/84 MONTAGUE.CA A/C Reg. No. N66342 Time (Lc1) - 2330 PDT File No. - 2071 Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, TOTAL 2. AIRCRAFT PREFLIGHT - NOT UNDERSTOOD - PILOT IN COMMAND 3. HYDRAULIC SYSTEM, SEAL - LEAK 4. EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND 5. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 6. FLUID, FUEL - EXHAUSTION 7. JUDGEMENT - POOR - PILOT IN COMMAND 8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. LANDING GEAR - IMPROPER 10. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND 11. LIGHT CONDITION - DITCH 12. OBJECT - ANIMAL(S) ----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,9,11,12

File No 2002 10/28/84 CASTR	OVILLE,CA A/C	Reg. No. N8404E		Time (Lcl)	- 0930 PST	
Basic Information						
Type Operating Certificate-AGRICULTURAL		ft Damage ANTIAL	Fatal		ries Minor	None
Type of Operation -AFRIAL APPLI			rew 0			1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE		ass 0	Ö	ŏ	ò
Accident Occurred During -LANDING		·		_	-	
Aircraft Information						
Make/Mode1 - BELL 47-G2	Eng Make/Model - L	YCOMING VO-435	EL	T Installed/		•
Landing Gear - SKID	Number Engines -	1	•	Stall Warni	ng System	- NO
Max Gross Wt - 2450	Engine Type - R		BURETOR			
No. of Seats - 3	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF	AIRPORT/STRI	P	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC Wind Dir/Speed- VARIABLE	LOCAL		D		31/4	
Visibility - 40.0 SM	ATC/Airspace			ay Ident ay Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		ay Surface		
Lowest Ceiling - NONE	Type of Clearance			ay Status		
Obstructions to Vision- NONE	Type Of Creat ance		Kariw	ay Status	147.4	
Precipitation - NONE	Type Apeny Ling	FORCED LANDIN	ıc			
Condition of Light - DAYLIGHT		TOROLD LANDIN	iu .			
Personnel Information						
Pilot-In-Command	Age - 51				AIVERS/LIM	11
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review Current - YES	Total	light Time	•	14 1150	•
SE LAND, ME LAND	Current - YES Months Since - 18	Total	- 450		24 Hrs - 80 Davs- UN	
HELICOPTER ,GYROPLANE	Aircraft Type - UNK/N	Make/Mode:	- 450 - 550	Last 9	O Days- UN	90
HELICOPTER , GTROPLANE	ATTCTATE Type - UNK/N	Multi-Eng			craft -	
		Marti Liig	2030	KOTOI	, ar c	0123
Instrument Rating(s) - AIRPLANE						
Narrative						
THE BEGINNING OF A SWATH RUN A TOTAL LOSS	OF DOWER OCCURRED PURING	THE HARD EODOED	LANDING TH	E MATH DOTOR	1	
ADES SEVERED THE TAIL BOOM. THE HELICOPTER				E MATH KOIDE	•	
ADES SEVENED THE TALL BOOM. THE HELICOPTER	IULL IANNS WERE FUUND EMP!	I ALLEK IDE AUUL	ULINI.			

File No. - 2002 10/28/84 CASTROVILLE,CA A/C Reg. No. N8404E Time (Lc1) - 0930 PST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

-Basic Information						
Type Operating Certificate-NONE (GENERA	•	-		Injur		
Type of Operation -PERSONAL	SUBSTANT Fire	Crew	Fatal , O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	Ö
Accident Occurred During -MANEUVERING	NONE	1 433		Ü	Ū	J
-Aircraft Information						
Make/Model - PIPER PA-28	Eng Make/Model - LYCO	MING 0-320-E2A		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines ~ 1			tall Warning	y System -	- YES
Max Gross Wt - 2050	Engine Type - RECI		ETOR			
No. of Seats - 2	Rated Power -	150 НР 			. <b></b>	
-Environment/Operations Information	TA to an and		<b>A</b> *	S		
Weather Data	her Data			Proximity RPORT/STRIP		
Method - N/A	DENVER,CO		OFF AT	RPURI/SIRIP		
Completeness - N/A	Destination		Airport Da	2+2		
Basic Weather - VMC	KALISPELL, MT		Allport be	ala		
Wind Dir/Speed- 270/015 KTS	RACISFECE, III		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 14500 FT SCAT		NONE		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 - 52 Biennial Flight Review	Medical Certifica			[VERS/LIM]	ΙT
Certificate(s)/Rating(s)	Current - YES		tht Time (Ho			•
COMMERCIAL SE LAND ME LAND	Current - YES	Total -	4025	Last 24	Hrs -	2 4 /ND
SE LAND, ME LAND	Months Since - 5 Aircraft Type - LA4200	Make/Model- Instrument- l	שוא / אום	Last 30	Days- UNI	1/ NK
	ATTCTATE Type - LA4200	Multi-Eng -	1900	Potonon	Days-	2 //ND
		Marti-Eng -	1900	KUTUFCF	art "Olyr	X/ INK
Instrument Rating(s) - AIRPLANE						
STATED, "DEPARTED ARAPAHOE, PLANNING ON S						
IDED PASS I WAS ENTERING WOULD BE TOO DIFF						
ITUDE & AIRSPEED LOST PRECLUDED A SAFE 180 CLEAR, PAVED AREA, BUT INSUFFICIENT ALTII					J	

File No. - 2001

7/09/84

EMPIRE,CO

A/C Reg. No. N9638W

Time (Lc1) - 0940 MDT

Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN

MANEUVERING - TURN TO REVERSE DIRECTION

#### Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 2. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 3. CLEARANCE NOT POSSIBLE PILOT IN COMMAND
- 4. REMEDIAL ACTION ATTEMPTED PILOT IN COMMAND
- 5. WEATHER CONDITION DOWNDRAFT
- 6. ALTITUDE NOT MAINTAINED PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.5.6

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

-Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	DESTROY		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	_		1	0
Accident Occurred During -LANDING	NONE	Pass	0	1	1	0
-Aircraft Information						
Make/Model - PIPER PA-22	Eng Make/Model - LYC					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	ıg System	- YES
Max Gross Wt - 1840	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	160 HP				
-Environment/Operations Information Weather Data	T t t manage.		Alumana I	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			RPORT/STRIP	)	
Method - N/A	SAME AS ACC/INC		O// AI	CI OKI/ SIKIF		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	ENGLEWOOD, CO		ROCKY			
Wind Dir/Speed- CALM	·		Runway	Ident -	08	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		80
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 48	Medical Certifica	+o - VALID	MEDICAL -NO	WATVEDS/	/I TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAITENS/	CIMI
PRIVATE	Current - YES	Total -			Hrs -	2
SE LAND	Months Since - 4	Make/Model-	180	Last 30	Days- UN	IK/NR
	Months Since - 4 Aircraft Type - UNK/NR	Instrument-	47	Last 90	Days-	92
		Multi-Eng -	263			
Instrument Rating(s) - NONE						
ORDING TO THE PLT. AT 150 TO 200 FT AGL TH	IF ACET WAS LINARIE TO CONTINU	F THE CLIMB OF MA	TNTATN ALT	DURING TH	IF	
CED LANDING ROLLOUT IN A CORN FIELD THE AC						

File No 20	33 10/07/84 ROCKY FORD,CO	A/C Reg. No. N8759D	Time (Lc1) - 1330 MDT
Occurrence #1 Phase of Operation	LOSS OF POWER TAKEOFF - INITIAL CLIMB		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation			
Finding(s) 2. TERRAIN CONDITI		<u> </u>	
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this accid	lent

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Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft D	amage		Ini	ıries	
Type operating certificate None (c	ACINERAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSONA		Fire	Crev		0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING	ì 						
Aircraft Information							
Make/Model - PIPER PA-34-220T			NENTAL TSIO-360				
Landing Gear - TRICYCLE-RETRACTAE		gines - 2		\$	itall Warni	ng Syste	m - YES
Max Gross Wt - 4750	· · · · · · · · · · · · · · · · · · ·		-FUEL INJECTED				
No. of Seats - 6	Rated Power	er – 22	O HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - ACFT RADIO	Last Depar			ON AIF	PURI		
Method - ACFT RADIO Completeness - WEATHER NOT PERI	CREEDE, CO			Airport [	\a_+a		
Basic Weather - VMC	INENT Destination LOCAL			MINERA			
Wind Dir/Speed- 240/015 KTS	LUCAL				/ Ident	- 25	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		60
Lowest Sky/Clouds - 12500 FT			ONF		Surface		
Lowest Ceiling - NONE		earance - N			Status	- WET	•
Obstructions to Vision- NONE		Lndg - F					
Precipitation - NONE	. 71						
Condition of Light - DAYLIGHT	-						
Personnel Information							
Pilot-In-Command	Age - 66	Me	dical Certifica			O WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (H			
PRIVATE	Current Months Since	- YES	Total ~			24 Hrs -	
SE LAND, ME LAND	Months Since	- 4	Make/Mode1-			30 Days-	•
	Aircraft Typ	e - UNK/NR			Last 9	0 Days-	60
			Multi-Eng -	571			
Instrument Rating(s) - NONE							
Narrative							
ORDING TO THE PLT, JUST PRIOR TO LAND	DING. AT ABOUT 5 FT AGL	. THE GEAR WA	RNING HORN SOU	NDED AND TH	HE RIGHT MA	IN GEAR	
N AND LOCKED LIGHT FLICKERED. THE LAN							;
· · · · · · · · · · · · · · · · · · ·	HT DOWNLOCK FROZEN BY						

CREEDE,CO A/C Reg. No. N8011J Time (Lc1) - 1100 MDT File No. - 2032 10/16/84

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

#### Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FROZEN

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. UNSAFE/HAZARDOUS CONDITION WARNING DISREGARDED PILOT IN COMMAND
- 4. GO-AROUND NOT PERFORMED PILOT IN COMMAND

----Probable Cause----

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

Basic Information			•					
Type Operating Certificate	-ON-DEMAND AI	R TAXI	Aircraft Dama			Inju		
Name of Carrier Type of Operation Flight Conducted Under	-INTENSIVE AI	R CARE	SUBSTANTIAL		Fatal	-		None
Type of Uperation	-NUN SCHED, DUI	MESTIC, PASSENGER	Fire NONE	Crew		0	0	1
Accident Occurred During	-14 CFR 135		NUNE	Pass Othe	_	0	0	1
	-1AVI			otne				
Aircraft Information								
Make/Model - PIPER PA-			lode1 - LYCOMINO	3 TSIO-360-E		Installed/		
Landing Gear - TRICYCLE-F	RETRACTABLE				S	tall Warni	ng Syst <b>em</b> ·	- YES
Max Gross Wt - 4570			e - RECIP-FL					
No. of Seats - 6		Rated Powe	er - 200 h	1P 				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Depart	ture Point		ON AIR	PORT		
Method - UNK/NR		SIDNEY, NE	•					
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		DENVER, CO	)		STAPLE	TON		
Wind Dir/Speed- 170/010	KTS .				Runway	Ident	- UNK/NR	
Visibility - 60.0	SM	ATC/Airspace			Runway	Lth/Wid	- UNK/NR	
Lowest Sky/Clouds -	CLEAR	Type of F11	ight Plan - VFR		Runway	Surface	- CONCRETE	
Lowest Ceiling -	NONE	Type of Cle	earance - UNK,	/NR		Status		
Obstructions to Vision-	NONE	Type Apch/L	ndg - UNK,	/NR	-			
Precipitation -	NONE							
Condition of Light -	NIGHT(DARK)							
Personnel Information								
Pilot-In-Command		Age - 33 Biennial Flight F	Medio	cal Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	ΙT
Certificate(s)/Rating(s)		Biennial Flight F	Review	Flig	ht Time (F	lours)		
ATP		Current	- YES	Γota1 - ັ	2425	Last 2	4 Hrs -	3
SE LAND, ME LAND		Months Since	- YES - 1	Make/Model-	120	Last 3	O Days- UN	K/NR
		Aircraft Type	e - UNK/NR	Instrument-	194	Last 9	O Days-	125
				Multi-Eng -			•	
				J				
Instrument Rating(s)	- AIRPLANE							
	T WAS TAVITAGE	TO DARK WHEN A CM	NII TOUCK WAS S	EEN ADDDOACHT	NO EDOM TH	IE DICUT		
CORDING TO THE PILOT, THE ACF OUT 50 FT AWAY. AFTER REALIZI								
D APPLIED THE BRAKES. THE TRU								
RX 200 YDS AWAY AND PROCEEDED	ACKUSS. THE D	KINEK OF A SECOND	TRUCK RECALLED	SEEING THE S	SEINECH MITH	I TI.2 IVXI	ANU	
VIGATION LIGHTS ON.								

File No. - 2031 11/05/84

DENVER, CO

A/C Reg. No. N47347

Time (Lc1) - 1858 MST

Occurrence

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

### Finding(s)

- 1. VISUAL LOOKOUT NOT MAINTAINED DRIVER OF VEHICLE
- 2. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 3. CLEARANCE NOT MAINTAINED DRIVER OF VEHICLE
- 4. OBJECT VEHICLE
- 5. REMEDIAL ACTION DELAYED 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

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

File No 2196 12/13/84 CORTEZ,	CO A/C Re	g. No. N980DW	Т-	ime (Lc1) -	1005 MST	
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0	0	0	1 6
Aircraft Information Make/Mode1 - GULFSTREAM AEROCOMMANDER Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 10325 No. of Seats - 7	Number Engines - 2 Engine Type - TUR			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point CORTEZ,CO		ON AIR			
Completeness - WEATHER NOT PERTINENT Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT OBSCUR Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	Destination SALT LAKE CITY,UT  ATC/Airspace Type of Flight Plan - ED Type of Clearance - Type Apch/Lndg -	IFR	Runway Runway		ASPHALT	
Personnel Information	PF	M-44-1 0-4464-4-	VAL TO	MEDICAL NO	WATVERS /	
	iennial Flight Peview	Medical Certificate Flight	- VALID		WAIVERS/	LIMII
ATP SE LAND, ME LAND	Current - YES  Months Since - 13  Aircraft Type - UNK/NR	Total - 8 Make/Model-	800 276	Last 24	Hrs - UN Days- UN Days- aft - UN	k /ND
Instrument Rating(s) - AIRPLANE						
Narrative HE ACCIDENT ACFT WAS THE FIRST TO USE THE RWY LT THAT OPERATES AT THE ARPT SAID ABOUT 2-3 IN HE ACCIDENT ACFT SAID HE BACK-TAXIED ON THE RW HE OTHER WAS IN THE SLUSH FOR TAKEOFF. AT ABOUT COORDING TO THE PLT. THE POWER WAS NORMAL SO SOURRECTIVE ACTION COULD TAKE EFFECT THE ACFT COULD TAKE BY THE ACFT IMMERACKS DEPARTED THE CENTER OF THE RWY FOR QUITE	ICHES OF SNOW HAD ACCUMULAT IY FOR TAKEOFF. HE BELIEVES IT 80 KTS IAS DURING TAKEOF ILUSH DRAG WAS ASSUMED TO B ILLIDED WITH A SNOW BANK. A IDIATELY AFTER THE ACCIDENT	ED ON THE RWY SINCE ONE OF THE TIRES G F ROLL THE ACFT SUD E THE CAUSE. THE PL COMMERCIAL ACFT OP . HE SAID IT APPEAR	IT WAS OT IN A DENLY VEIT SAID TO ERATOR A	CLEARED. TH TAXI-MADE R ERED TO THE HAT BEFORE T THE ARPT	E PLT OF UT AND RIGHT	

File No. - 2196 12/13/84 CORTEZ,CO A/C Reg. No. N980DW Time (Lc1) - 1005 MST

Occurrence #1
Phase of Operation

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 1. ATRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, INATTENTIVE PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND
- 5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND
- 6. REMEDIAL ACTION DELAYED PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN

### Finding(s)

7. TERRAIN CONDITION - SNOWBANK

8. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.4.6

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

File No 2195 12/15/84 BOULD	ER,CO A/C Reg	g. No. N79349	T	ime (Lc1)	- 1300 MST	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTANT		Fatal O O	Inju Serious O O	ries Minor O O	None 2 0
Aircraft Information Make/Model - MOONEY M2OE Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2575 No. of Seats - 4	<b>9</b> , ,	DMING IO-360 IP-FUEL INJECTED 200 HP			Activated ng System	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	OFF AI Airport D BOULDE Runway Runway Runway	R MUNI Ident Lth/Wid Surface	- 08 - 4200/	75 RY
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 8	Medical Certifica Fligl Total - Make/Model- Instrument- Multi-Eng -	ht Time (H	ours) Last 2 Last 3	IO WAIVERS/ 4 Hrs - O Days- UN O Days-	1
Instrument Rating(s) - NONE						
Narrative HE ACFT MADE AN OFF-ARPT FORCED LANDING AFTE ECEIVING INSTRUCTION HAD FLOWN THIS ACFT FOR RIEFING THE ACFT WAS RESTARTED. DURING THE E CTION BEFORE FURTHER RUN-UP AND CHECK. ENGIN OMETIME PRIOR TO TAKEOFF THE RIGHT TANK WAS OOK OVER AND CHECKED MOST OF THE CONTROLS WI OWER BEFORE THE CFI CUT THE THROTTLE FOR THE	AN EARLIER SESSION OF TRAIN: NGINE RUN-UP THE ENGINE RAN I E HAD BEEN STARTED ON THE LEI SELECTED. AT ABOUT 350 FT AGI TH NO MENTION OF THE TANK SEI	ING DURING THE MOI ROUGH AND THE MIX FT TANK WHICH WAS _ AFTER TAKEOFF TI	RNING. AFT TURE WAS L USED FOR HE ENGINE	ER A BREAK EANED FOR THE PREVIC LOST POWER	AND REMEDIAL US FLT.	

File No. - 2195 12/15/84 BOULDER,CO A/C Reg. No. N79349 Time (Lc1) - 1300 MST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ies	
Type operating our trivials mane (actions	A 12A 120 11)	DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	4	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - PIPER PA-28R-201		/Model - LYCOMING IO	-360-C1C6		[nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1		5.	tall Warnin	g System	- YES
Max Gross Wt - 2750		ype - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Po	wer - 200 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depa			OFF AT	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS Destination	ACC/INC		Airport Da	. + -		
Basic Weather - VMC	PLAINVI			A Inpoint Da	ala		
Wind Dir/Speed- 010/005 KTS	PLAINVI	LLE,CI		Punway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspac	<b>a</b>			Lth/Wid -		
Lowest Sky/Clouds - 900 FT		light Plan - NONE			Surface -		
Lowest Ceiling - 900 FT BROKE						N/A	
Obstructions to Vision- FOG	Type Apch					,	
Precipitation - RAIN	-, ,	•					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 28				MEDICAL-NO	WAIVERS/	LIMIT
	Biennial Flight			nt Time (H			
STUDENT	Current	- N/A Tota	.1 -	109	Last 24	Hrs -	2
	Months Sinc	e - N/A Make	/Mode1-	46	Last 30 Last 90	Days-	15
	Aircraft Ty	e - N/A Make pe - N/A Inst	rument-	3	Last 90	Days-	57
Instrument Rating(s) - NONE							
-Narrative							
ACFT CRASHED IN A STEEP RIGHT DESCENDING							
HEDULED TO FLY THAT DAY BUT THE INSTRUCTOR ( BO. AFTER TAKEOFF THE ACFT DISAPPEARED INTO							-
	THE OVERGACE TH	A DIOLIT TURN CUODI	IV AFTED	THE ACET	DECCENDED F	DOM THE	

4/14/84 Time (Lc1) - 1240 EST File No. - 2054 BURLINGTON, CT A/C Reg. No. N9487C Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft D SUBSTANTI		Injuries Fatal Serious Minor			
Type of Operation -EXEC Flight Conducted Under -14 C Accident Occurred During -LAND		Fire NONE	Crew Pass	0	0	0	None 1 4
Aircraft Information							
Make/Model - BELL 206B		ke/Model - ALLIS	ON 250-C20B		[nstalled/A		
Landing Gear - SKID		Engines - 1		S	tall Warnin	g System	~ NO
Max Gross Wt - 3200		Type - TURBO					
No. of Seats - 5	Rated	Power - 31	7 HP				
Environment/Operations Informatio			9				
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		parture Point		OFF AI	RPORT/STRIP		
Method - N/A		OVILLE, MA		4 d m m m m d . D.	- 4 -		
Completeness - N/A Basic Weather - VMC	Destinat SOMER			Airport Da	ata		
Wind Dir/Speed- UNK/NR	SUMER	(5,0)		Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airsp	ace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		Flight Plan - N	IONF		Surface -		
Lowest Ceiling -	-,	Clearance - N				N/A	
Obstructions to Vision- HAZE		ch/Lnda - F				•	
Precipitation - NONE	,						
Condition of Light - NIGHT	(DARK)						
Personnel Information							
Pilot-In-Command	Age - 62		edical Certifica			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flig	•	Flig	ght_Time (H	ours)		_
ATP	Current	- YES	Total - ` Make/Model-	9753	Last 24	Hrs -	5 NIX / NID
ME LAND, SE SEA		ince - 9	Make/Model-				
HELICOPTER	Aircraft	Type - UNK/NR	Instrument-			aft -	
			Multi-Eng -	9191	ROTOPEN	art -	562
Instrument Rating(s) - AIR	PLANE						
Narrative							
Narrative ACFT MADE A HARD TOUCHDOWN WITH T	HE DEET SIDE LOW ONE	SIDE OF THE BOTO	D CAME DEE AND	THE OTHER	HIT THE ENG	TNF	
	BOARD THE ACFT. THE PLI						

File No. - 2085 7/03/84 SOMERS,CT A/C Reg. No. N5003X Time (Lc1) - 2220 EDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, SKID ASSEMBLY OVERLOAD
- 2. AIRSPEED MISJUDGED PILOT IN COMMAND
- 3. LIGHT CONDITION NIGHT
- 4. PROPER DESCENT RATE EXCESSIVE PILOT IN COMMAND

----Probable Cause----

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

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

File No 2003 4/22/84	PANACEA, FL	A/C Reg. No. N1734J Time (Lcl) - 1943				
-Basic Information Type Operating Certificate-NONE (Continuous Continuous	L F 91	ircraft Damage DESTROYED ire NONE	Fa <sup>.</sup> Crew Pass	tal Seriou	-	None O O
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 2	Number Engine	1 - LYCOMING 0-320 s - 1 - RECIPROCATING- - 150 HP		ELT Installe Stall War	ed/Activated ning System	
-Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRI Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 200/011 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 600 FI Lowest Ceiling - 600 FI Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DUSK	Itinerary EFING Last Departure PANACEA,FL Destination FT.LAUDERDAL ATC/Airspace	E,FL Plan - NONE nce - NONE	Ol Airpo Ri Ri Ri	port Proximit FF AIRPORT/ST ort Data unway Ident unway Lth/Wic unway Surface unway Status	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 52 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew	Fliaht Ti	VALID MEDICAL me (Hours) Last Last		
Instrument Rating(s) - NONE						
Narrative FT CRASHED IN WATER SHORTLY AFTER TAKE A HIGH RATE OF DESCENT. WITNESSES ALS O FT MSL, VISIBILITY WAS LESS THAN 1/2 THE WRECKAGE REVEALED NO EVIDENCE TO	SO STATED THAT AT THE TIME 2 MILE AND THE WIND WAS FRO	OF THE ACCIDENT, T M THE SOUTH GUSTIN	HE CEILING ' G TO 25 KNO	WAS ABOUT 50 TS. EXAMINATI	TO ON	

File No. - 2003 4/22/84 PANACEA, FL A/C Reg. No. N1734J Time (Lc1) - 1943 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DUSK 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - GUSTS 4. WEATHER CONDITION - FOG 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 8. TERRAIN CONDITION - WATER, ROUGH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 5

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

File No 2140 7/05/84 ST	. AUGUSTINE,FL	A/C Reg.	. No. N9722A	Time (Lc1) - 1625 EDT			
Type Operating Certificate-NONE (GEN  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft [ SUBSTANT] Fire NONE				uries Minor O O	None O O
Aircraft Information  Make/Model - PETER A. YARGER SKYB Landing Gear - TAILWHEEL-ALL FIXED  Max Gross Wt - 1650  No. of Seats - 2		gines - 1 pe - RECIF	MING 0-320 PROCATING-CARB	URETOR	Stall Warn	/Activated ing System	- NO
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 110/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar SAME AS Destination VIDALIA, ATC/Airspace CATTERED Type of F1	ACC/INC GA ight Plan - N earance - N		Airport ON AIF Airport [ ST. Al Runway Runway Runway	Proximity RPORT Data JGUSTINE / Ident / Lth/Wid	- 13 - 700/ - ASPHALT - DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP NONE HELICOPTER	Age - 37 Biennial Flight Current Months Since Aircraft Typ	Review - YES - 6	edical Certifi Fl Total - Make/Model- Instrument- Multi-Eng -	ight Time (F 3801 6 575	dours) Last : Last :	WAIVERS/LIN 24 Hrs - 30 Days- UN 90 Days-	4
Instrument Rating(s) - AIRPLANE	:						
Narrative URING A TURN AFTER TAKEOFF THE PLT REPORT HE ACFT WAS AT ABOUT 300 FT AGL WHEN IT S ROUND IMPACT. AFTER THE ACCIDENT THE PLT ANTED TO TAKEOFF EVEN THOUGH THE WEATHER RONT SEAT DISAPPEARED FROM HIS VIEW AS THE EAPPEARED. POST CRASH INSPECTION OF THE A N THE BAGGAGE OF THE PASSENGER; DEXEDRINE HE DOCTOR PASSENGER FOR AIR SICKNESS BUT ND INSOMNIA.	TALLED. THE PILOT WH REPORTED THAT HIS PA WAS NOT GOOD ALONG T HE ACFT REACHED 300 F ACFT REVEALED NO MALF E 5MG, TRANSDERM-SCOP	O WAS IN THE SSENGER WAS : HEIR ROUTE OF T. AFTER THE UNCTIONS OF TA'S, AND COM	BACK SEAT WAS IN A "HIGHLY E F FLT. THE PLT CONTROL STICK THE CONTROLS O MPAZINE 5 MG.	UNABLE TO F XCITED STATE ALSO SAID THE EPISODE THE R ENGINE. THE THESE WERE S	RECOVER BE E" BEFORE THE PASSEN E PASSENGE HREE DRUGS SELF PERSCI	FORE TAKEOFF AND GER IN THE RS HEAD WERE FOUND RIBED BY	

File No. - 2140 7/05/84 ST. AUGUSTINE, FL A/C Reg. No. N9722A Time (Lc1) - 1625 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. CONTROL INTERFERENCE - PERFORMED - PASSENGER IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, ANXIETY/APPRENHENSION - OTHER PERSONNEL 5. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT (DRUGS) - OTHER PERSONNEL 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

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

is/are finding(s) 1,3

Type Operating Certificate-AGRICULTU				Injur		
Type of Operation -FERRY	SUBSTAN <sup>*</sup> Fire	IIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		Pass		0	Ö	Ö
Accident Occurred During -TAKEOFF	,,,,,,,	, 455	· ·	•		
Aircraft Information						
Make/Model - CESSNA 188	Eng Make/Mode1 - CON	TINENTAL IO-520		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnii	ng System	- UNK/N
Max Gross Wt - 4200 No. of Seats - 1	Engine Type - REC					
No. of Seats - 1	Rated Power - :	300 HP				
Environment/Operations Information Weather Data	Itinerary		Ainmont	Proximity		
Wx Briefing			ON AIR			
Method - N/A	SAME AS ACC/INC		ON AIR	OKI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	NEWBERRY, FL					
Wind Dir/Speed- 170/008 KTS					- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -			Surface		
Lowest Ceiling - 2500 FT E		NONE NONE	Runway	Status	- WET	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	NUNE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - UNK/NR I	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H			
COMMERCIAL		Total -	9400	Last 2	4 Hrs - UN	K/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- U	NK/NR	Last 3	O Days- UN	IK/NR
	Aircraft Type - UNK/NR	Instrument- U	NK/NK	Last 9	o bays- on	IK/ INK
		Multi-Eng - U	NK/NR	Rotorc	raft - UN	IK/NR

File No. - 2160

7/24/84

BUNNELL, FL

A/C Reg. No. N4892R

Time (Lc1) - 1400 EDT

Occurrence

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

### Finding(s)

1. TERRAIN CONDITION - WET

- 2.5. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 4. JUDGEMENT POOR 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

-Basic Information Type Operating Certificate-NONE (GENE)	RAL AVIATION) Air	craft Damage		Iniu	ıries	
,,,, , ,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,	· ·	BSTANTIAL	Fatal	•		None
Type of Operation -PERSONAL	Fir	е	Crew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NO	NE	Pass 0	0	0	0
-Aircraft Information						
Make/Model - AERO COMMANDER 520	Eng Make/Model		135-C2 EL	Γ Installed∕		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			Stall Warni	ng Syste	m - YES
Max Gross Wt - 5500		- RECIPROCATING	G-CARBURETOR			
No. of Seats - 7	Rated Power	- 260 HP				
-Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFI	•	oint	ON A	IRPORT		
Method - N/A	INDIANTOWN,FL					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	STUART, FL		STUAL			
Wind Dir/Speed- 070/004 KTS				ay Ident	- 20	
Visibility - 15.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - 2000 FT SC				ay Surface		T
Lowest Ceiling - 30000 FT BR				ay Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-				
Precipitation - NONE		FULL STOP	•			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 54		ertificate - EXP			
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time	•		_
PRIVATE	Current - YE			Last 2		
SE LAND, ME LAND	Months Since - 23		Mode1- 32		30 Days-	• .
	Aircraft Type - UN			Last 9	90 Days-	UNK/NR
		Multi-	Eng - 600			
Instrument Rating(s) - NONE						
Makatina						
Narrative	TUDE FUD OF THE DWY DUDIE	O TAMEDEE THE	ACET TIRES WERE	ODOCCI V LINE	\FB	
E ACFT COLLIDED WITH A FENCE AT THE DEPAR LATED AND THE TURF RWY WAS WET AND SOFT.						
TIRE RWY LENGTH. AFTER THE COLLISION THE						
RE FIRE FIGHTING EQUIP WAS AVAILABLE. HE	D WITTH THE OIL COOLED CO.		TED DEADUADD 110			
RE FIRE FIGHTING EQUIP WAS AVAILABLE. HE CHANIC REVEALED THAT THE RT ENG WAS SEIZE GINE. THE TIRE PRESSURES WERE: NOSE-5 PSI						IC

File No. - 2070 8/14/84 STUART, FL A/C Reg. No. N7834 Time (Lc1) - 1953 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TERRAIN CONDITION - WET 2. TERRAIN CONDITION - SOFT 3. LANDING GEAR, TIRE - PRESSURE TOO LOW 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND 5. JUDGEMENT - IMPROPER - PILOT IN COMMAND 6. CLEARANCE - NOT OBTAINED - PILOT IN COMMAND 7. OBJECT - FENCE Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage	<u> </u>		Injur	ies	
Type specialing series read works (assuming	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SUBSTANTIAL		Fata1			None
Type of Operation -PERSONAL		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Make/Model - CHAMPION 7FC	Eng Make/M	odel - CONTINENTA	AL C-90	ELT	[nstalled/A	ctivated	- NO -N/
Landing Gear - TRICYCLE-FIXED		ines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1500 No. of Seats - 2	Engine Type Rated Powe	e - RECIPROCA r - 90 HP	TING-CARBURET	UR			
-Environment/Operations Information Weather Data	Itinerary			Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart			•	RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination SAME AS A	•	A	irport D	ata		
Wind Dir/Speed- CALM		,			Ident -		
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 30000 FT THIN Lowest Ceiling - NONE	OVC Type of Flig	ght Plan - NONE arance - NONE			Surface - Status -		
Obstructions to Vision- NONE		ndg - FORCEI	LANDING .	Kuliway	Status	IV/ A	
Precipitation - NONE	· <b>)</b> [= - · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
	Age - 56 Biennial Flight R		l Certificate	- NO MEI			
NONE	Current	- N/A To	tal - UNK	/NR	Last 24	Hrs - U	NK/NR
	Months Since	- N/A Mai	ke/Model- UNK	/NR	Last 30	Days- U	NK/NR
	Aircraft Type	- N/A In:	tal - UNK ke/Model- UNK strument- UNK lti-Eng - UNK	/NR	Last 90	Days- U	NK/NR
		Mu	lti-Eng - UNK	/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - NONE	•						
-Narrative							
ACFT COLLIDED WITH A POWER LINE AND THE GREEN PASSENGER SAID THAT THE PLT ATTRIBUTED THE OMOBILE FUEL. ATTEMPTS TO CONTACT THE PLT F	POWER LOSS TO WA	TER IN THE FUEL.	THE ACFT WAS	BEING O	PERATED ON		
UMODILE FOEL. ATTEMPTS TO CONTACT THE PLIF OMOTIBLE GAS AND HAD DRAINED 8 CUPS OF WATER WATER WHEN OBSERVED DURING PRE-FLT BY THE F	R DURING PRE-FLT.	THE CARBURETOR	"SETTLEMENT B	ULB" STI	LL CONTAINE	D BEADS	

File No. - 2168 9/01/84 FORT DRUM.FL A/C Reg. No. N7580E Time (Lc1) - 1620 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 4. OBJECT - WIRE, TRANSMISSION IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3 Factor(s) relating to this accident is/are finding(s) 1.4

File No 2166 9/03/84 VER	D BEACH,FL A/C F	Reg. No. N5609F	T i	me (Lc1) -	1818 EDT	
Basic Information Type Operating Certificate-NONE (GENER		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE			0	0	1
-Aircraft Information Make/Model - ALON A2 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1450 No. of Seats - 2	Eng Make/Model - Co Number Engines - Engine Type - Ri Rated Power -	1 ECIPROCATING-CARBUR	St	nstalled/A all Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFII Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary NG Last Departure Poin <sup>®</sup> VERO BEACH,FL Destination LOCAL	t	Airport P OFF AIR Airport Da	PORT/STRIP		
Wind Dir/Speed- 100/009 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 6000 FT SC/ Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace	- NONE	Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 24 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/NI	Medical Certifica Flig Total -	ht Time (Ho	urs)	•	
Instrument Rating(s) - AIRPLANE	Aircraft Type - UNK/NI	R Instrument-	87	Last 90	Days-	16
	ASH INSPECTION OF THE ENGINE	REVEALED THAT THE	GASKET ON T	ST ALL ENG	INE POWER ANSFER	

File No 216	6 9/03/84 	VERO BEACH,FL	A/C Reg. No. N5609F	. Time (Lc1) - 1818 EDT	<b></b>
Occurrence #1 Phase of Operation	LOSS OF POWER(TO- CLIMB - TO CRUIS	TAL) - MECH FAILURE/MAI E	LFUNCTION		
Finding(s) 1. FUEL SYSTEM,PUMP			. N		<b></b>
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	NCY			
Occurrence #3	ON GROUND COLLIS	ION WITH OBJECT			

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

File No 2171 10/13/84 MIL	ES CITY,FL A/C F	Reg. No. N8336B	1	ime (Lc1) -	1730 EDT	
-Basic Information Type Operating Certificate-NONE (GENE		ft Damage		Injur		
T		ANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crev	-	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	. 0	0	1	O
-Aircraft Information						
Make/Model - CESSNA 172	Eng Make/Model - CO		ELT	Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warning	g System	- YES
Max Gross Wt - 2075		ECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information	<b>*</b> • • • • • • • • • • • • • • • • • • •	•	<b>A</b> **** - *	D		
Weather Data	Itinerary	<b>.</b>		Proximity		
Wx Briefing - NO RECORD OF BRIEFI Method - N/A		τ	ON AIF	RPURI		
Completeness - N/A	MILES CITY,FL Destination		Airport [	12+2		
Basic Weather - VMC	HOMESTEAD, FL			A RANCH		
Wind Dir/Speed- 220/005 KTS	HOMESTEAD, TE				14	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		75
	CATTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1 i	ght Time (I	Hours)		/
ATP	Current - YES	Total - Make/Model-	12400	Last 24	Hrs - UN	
SE LAND	Months Since - 6			Last 30	Days- UN	K/NR 400
HELICOPTER	Aircraft Type - 727	Instrument- Multi-Eng -		Last 90	Days- aft -	500
		Murti-Eng -	8300	ROTOLCI	art	300
Instrument Rating(s) - AIRPLANE						
ACFT COLLIDED WITH HEAVY BRUSH AND THE	GROUND DURING A TAKEOFF FROM	A WET SOD RWY THE	PIT REPOI	RTED THAT TH	F RWY HAD	
	13 YEAR OLD SON HAD TRIED TO					
N FURROWED BY WILD HOGS AND HE AND HIS :					3	
	NG TO THE PLT. ACCORDING TO A	MILINE22 INE LAVEOL	I WAS DEGI			
N FURROWED BY WILD HOGS AND HE AND HIS F EMPTED USING SOFT FLD TECHNIQUE ACCORDIN ERMEDIATE POINT ON THE RWY RATHER THAN					RWY	
EMPTED USING SOFT FLD TECHNIQUE ACCORDIN					RWY	

File No. - 2171 10/13/84

MILES CITY, FL

A/C Reg. No. N8336B

Time (Lc1) - 1730 EDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. OBJECT TREE(S)
- 2. AIRSPEED NOT ATTAINED PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH VEGETATION
- 4. ALL AVAILABLE RUNWAY NOT USED PILOT IN COMMAND
- 5. JUDGEMENT POOR PILOT IN COMMAND
- 6. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND

----Probable Cause----

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

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

Eng Make/Model - LYC Number Engines - 1 Engine Type - REC	Crew Pass	0 0 ELT Insta Stall	Injuries rious Minor 0 0 0 0	
Fire NONE  Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -  tinerary Last Departure Point HOLLYWOOD,FL	Crew Pass OMING 0-235-C1 IPROCATING-CARBURE	O O ELT Insta Stall FOR Airport Prox	0 0 0 0	1 1 
NONE  Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -  tinerary Last Departure Point HOLLYWOOD,FL	Pass OMING 0-235-C1 IPROCATING-CARBURE	ELT Insta Stall FOR Airport Prox	0 0 alled/Activated Warning System	- UNK/NR
Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power - tinerary Last Departure Point HOLLYWOOD,FL	OMING 0-235-C1	ELT Insta Stall FOR Airport Prox	alled/Activated Warning System	- UNK/NR
Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power - 	OMING 0-235-C1 IPROCATING-CARBURE	ELT Insta Stall FOR Airport Prox	Warning System	
Number Engines - 1 Engine Type - REC Rated Power tinerary Last Departure Point HOLLYWOOD,FL	IPROCATING-CARBURE	Stall FOR Airport Prox	Warning System	
Engine Type - REC Rated Power - 		TOR  Airport Prox		- NO
Rated Power -  tinerary Last Departure Point HOLLYWOOD,FL		Airport Prox	imity	
tinerary Last Departure Point HOLLYWOOD,FL	115 HP		imity	
Last Departure Point HOLLYWOOD,FL			imity	
Last Departure Point HOLLYWOOD,FL			imit∨	
HOLLYWOOD, FL				
		UN AIRSIRI	•	
Destination				
		Airport Data		
LOCAL			FLT CNTR FLT	
70/11				18114 /815
	NONE			
	NUNE			JRF
		Runway Sta	tus - Suri	
Type Apcn/Lndg	FURCED LANDING			
28	Medical Certificate	- VALID MED	TCAL-WATVERS/LT	ATT
vial Flight Review	Fligh			
Current - YES	Total -	260	, Last 24 Hrs - Ul	NK/NR
Ionths Since - 18	Make/Model- UN	<td>Last 30 Davs- U</td> <td>NK/NR</td>	Last 30 Davs- U	NK/NR
ircraft Type - UNK/NR	Instrument-	0 1	Last 90 Days-	38
	Type of Clearance - Type Apch/Lndg -  - 28 hial Flight Review Current - YES Months Since - 18	Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING  - 28 Medical Certificate Tial Flight Review Flight	TC/Airspace Runway Lth, Type of Flight Plan - NONE Runway Sur- Type of Clearance - NONE Runway Star Type Apch/Lndg - FORCED LANDING  - 28 Medical Certificate - VALID MEDical Flight Review Flight Time (Hours	Type of Flight Plan - NONE Runway Surface - GRASS/TU Type of Clearance - NONE Runway Status - SOFT Type Apch/Lndg - FORCED LANDING

File No. - 2176 11/04/84 DAVIE, FL A/C Reg. No. N4110Y Time (Lc1) - 1530 EST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1,3,4

Basic Information Type Operating Certificate-NONE (0	GENERAL AVIATION)	Aircraft Da	mage		Injur	tes	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANTIA		Fatal	Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - DROMADER PZL-M18			LISZ ASZ-621R-M				
Landing Gear - TAILWHEEL-ALL FIXE		ngines - 1			tall Warnir	ng System	- UNK/NF
Max Gross Wt - UNK/NR			OCATING-CARBURE	TOR			
No. of Seats - 1	Rated Po	wer - 9863	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI		rture Point		ON AIR	PORT		
Method - N/A	OPA LOC						
Completeness - N/A Basic Weather - VMC	Destinatio			Airport D OPA-LO			
Wind Dir/Speed- 130/012 KTS	PURT AU	PRINCE			-	- 09	
Visibility - 2000.0 SM	ATC/Airspac	-			Lth/Wid -		200
Lowest Sky/Clouds - 2000 F1			R		Surface -		200
Lowest Ceiling - BROKEN		learance - VF				DRY	
Obstructions to Vision- NONE		/Lndg - No				-	
Precipitation - NONE	• • • • • • • • • • • • • • • • • • • •						
Condition of Light - DAYLIGHT	Ī						
-Personnel Information							
Pilot-In-Command	Age - 32		lical Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H	ours)	•	_
COMMERCIAL	Current	- UNK/NR	Total -	4600	Last 24 Last 30	Hrs - U	NK/NR
SE LAND		e - UNK/NR	Make/Mode1-	60	Last 30	Days- U	NK/NR
•	Aircraft Ty	pe - UNK/NR	Instrument-	0	Last 90	Days- U	NK/NR
Instrument Rating(s) - NONE							
-narrative PLT SAID THAT THE ACFT WENT INTO AN	LINCOMMANDED LINCONTROL	TED ARRIEDT LEET	TIIDN AETED TAV	ENEE THE	ACET COLL		
GROUND AND SLID OFF THE NORTH SIDE (							

File No. - 2169 11/28/84 OPA LOCKA.FL Time (Lc1) - 0900 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. MANEUVER - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,3

Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION)	Aircraft	Damage		Injur	ies	
.,,,, .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,	SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	•	Fire	Cr	ew O	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pa	ss O	0	0	1
Accident Occurred During -LANDING	~~~~~~~~~~~~						
Aircraft Information							
Make/Model - CESSNA 150F			INENTAL 0-200-	A ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1	DD00477N0 04DD		itall Warnin	g System	- YES
Max Gross Wt - 1600	<b>.</b>	, .	PROCATING-CARB	URETUR			
No. of Seats - 2	Rated Pov	wer - 1 	00 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		rture Point		ON AIF	RPORT		
Method - N/A Completeness - N/A	FORT MYI Destinatio			Airport [	\a.t.a		
Basic Weather - VMC	LOCAL	11		PAGE F			
Wind Dir/Speed- CALM	LUCAL					05	
Visibility - 10.0 SM	ATC/Airspace				/ Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		light Plan -	NONE		Surface -		100
Lowest Ceilina - NONE		learance -				DRY	
Obstructions to Vision- NONE	Type Apch,	/Lndg -	TOUCH AND GO	•			
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 48		ledical Certifi			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight			ight Time (			
PRIVATE	Current	- YES	Total -				26
SELAND	Months Since		Make/Model-			Days- UN	•
	Aircraft Ty	pe - UNK/NR			Last 90	Days-	149
			Multi-Eng -	3384			
Instrument Rating(s) - AIRPLANE							
Narrative							
PLT WAS PRACTICING TOUCH AND GO LANDINGS.							
WITH A SIDE ANGLE. THE PLT SAID THE ACFT							
PROPER CONTROL SO HE PULLED OFF THE POWER	TO LAND. AS THE	ACFT CONTACT	ED THE GROUND	THE NOSE WHI	EL COLLAPSE	D AND	

File No. - 2162

12/09/84

FORT MYERS.FL

A/C Reg. No. N8600S

Time (Lc1) - 1450 EST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

- IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT PILOT IN COMMAND
- 3. RECOVERY FROM BOUNCED LANDING IMPROPER PILOT IN COMMAND
- 4. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 5. GO-AROUND NOT PERFORMED PILOT IN COMMAND
- 6. TOUCH-AND-GO LANDING ATTEMPTED PILOT IN COMMAND

Occurrence #2

GEAR COLLAPSED

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 7. LANDING GEAR, MAIN GEAR SEPARATION
- 8. LANDING GEAR, NOSE GEAR BUCKLED

----Probable Cause----

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

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

File No 2126 7/20/84	ST.SIMONS IS.,GA	A/C Reg. No	. N8553N	Т	ime (Lc1) -	1245 EDT	
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Dama	ge	<b></b>	Injur		
Time of Openstian DEDCON	<b>A.</b> 1	SUBSTANTIAL	0	Fatal O	Serious 1	Minor O	None 0
Type of Operation -PERSON Flight Conducted Under -14 CFR		Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDIN		NONE	rass	U	U	O	J
·Aircraft Information							
Make/Model - PIPER PA-28-235		Model - LYCOMING	0-540-A4D5		Installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g System -	- YES
Max Gross Wt - 2900	Engine Ty		ATING-CARBURE	ror			
No. of Seats - 4	Rated Pow	er - 235 H 	P 				
-Environment/Operations Information-				Ainmani	Dnavimit		
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary IEFING Last Depar	tuna Daint			Proximity RPORT/STRIP		
Method - N/A	BRUNSWIC	K,GA			•		
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	ST.SIMON	S IS.,GA			M MCKINNON	N1 / A	
Wind Dir/Speed- 110/009 KTS Visibility - 7.0 SM	ATC/Airspace				Ident - Lth/Wid -	N/A	
	T SCATTERED Type of F1				Surface -		
Lowest Ceiling - 3000 F		earance - NONE				N/A	
Obstructions to Vision- NONE		Lndg - FORC		,		,	
Precipitation - NONE	. 31	<b>5</b>					
Condition of Light - DAYLIGH	<b>IT</b>						
-Personnel Information							•
Pilot-In-Command			al Certificate			IVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		l la a	
COMMERCIAL SE LAND,ME LAND	Current Months Since		otal - :  ake/Model-	2107 30	Last 24	Days- UN	1 / ND
GLIDER			•	- •	Last 90	•	60
GEIDER	Afficialt Typ	e ony nr 1	ris ci dilleri c	O	Last 90	Days	00
Instrument Rating(s) - NONE							
Managatia							
-Narrative	O AFTER A ROWER LOSS ON	ETNAL ADOLL THE	DIT DEDODTED	TO FCC 0	N A 2 MTIE	ETNIAL	
ACFT CRASHED DURING A FORCED LANDIN THEN REPORTED THE POWER LOSS AND SA							
SIGNAL. THE ACFT WAS FOUND 3/4 OF A							
	IT AT DEPARTURE AND THE	ACET HAD FLOWN	APRX 20 MINS	WITH AN F	N ROUTE STO	P. THE	
ITION. THIS TANK HAD ONLY 5 GALS IN WING TANKS CONTAINED THE SAME AMT OF					N ROUTE STO	P. THE	

Time (Lc1) - 1245 EDT File No. - 2126 7/20/84 ST.SIMONS IS.,GA A/C Reg. No. N8553N LOSS OF POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3 Factor(s) relating to this accident is/are finding(s) 1

Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Injur	nies.	
Type operating certificate Mont (GENERAL	SUBSTA		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 -DESCENT						
Aircraft Information						
Make/Model - CESSNA T210L	Eng Make/Model - CO					
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3400	Number Engines - 1 Engine Type - RE		S	tall Warnir	ng System	- YES
No. of Seats - 6	Rated Power -					
Environment/Operations Information Weather Data	Itipanany		Ainmont	Dnovimitu		
Wx Briefing - FSS	Itinerary Last Departure Point			Proximity RPORT/STRIF	<b>.</b>	
Method - TELEPHONE	WHITE PLAINS.NY		OFF AI	KPUKI/SIKII		
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	ATLANTA, GA		LETOUR			
Wind Dir/Speed- 190/008 KTS			Runway	Ident -	- N/A	
Visibility - 3.000 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- IFR	Runway	Surface ·	- N/A	
Lowest Ceiling - 200 FT BROK			Runway	Status -	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE		FORCED LANDING				
Condition of Light - NIGHT(DARK)						
Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		4 11	_
PRIVATE SE LAND	Current - YES	Total - Make/Model-	1139	Last 24	4 Hrs -	5 !!/ /ND
SE LAND	Months Since - 10 Aircraft Type - UNK/NR				Days- UN	1K/NK 25
	ATTOTALL Type - DINK/INC	Tris ti dillett	101	Last st	Juays	25
Instrument Rating(s) - AIRPLANE						
Nationalism						
Narrative	4 4/2 MILES NODILL OF THE A	DDT ACTED DEDOCTIV	IC AN ENGTH	E EATLURE :	DUE	
MADE A FORCED LANDING IN A GROVE OF TREES UEL EXHAUSTION. PLT STATED ADEQUATE FUEL						
MADE TO AVOID VARIOUS THUNDERSTORMS. ACCO						

File No. - 2008 7/27/84 TOCCOA,GA A/C Reg. No. N30237 Time (Lc1) - 0055 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR) Finding(s) 1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION 5. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY 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) 3,5

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

-Basic Information						
Type Operating Certificate-NONE (GENER		Damage		Injur		
Type of Operation -INSTRUCTION	NONE	0	Fatal O	Serious O	Minor O	None 2
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91	NAL Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDING			_	· ·	Ū	O
-Aircraft Information						
Make/Model - CESSNA R182	Eng Make/Model - LYCO	MING 0-540-J3C5D	ELT 1	nstalled/Ad	tivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		Si	all Warning	y System	- YES
Max Gross Wt - 3100	Engine Type - RECI	PROCATING-CARBURE	TOR			
No. of Seats - 4	Rated Power - 2	35 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFIN	•		OFF AIR	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		4.1			
Completeness - N/A Basic Weather - VMC	Destination		Airport Da	ita D.B. RUSSELI		
Wind Dir/Speed- UNK/NR	CARROLLTON, GA				- 18	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -	NONE		Surface -		150
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	WFT	
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	514145	SOFT	
Precipitation - NONE	Type Apolly Elling	. 01.025 27.1152114				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		edical Certificat			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho			
	Current - UNK/NR	Total -	760	Last 24	Hrs - U	NK/NR
COMMERCIAL, CFI			12			
	Months Since - UNK/NR	make/model-		Last 30	Days- U	NK/NK
COMMERCIAL, CFI	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- Instrument-	65	Last 90	Days- U	NK/NR NK/NR
COMMERCIAL, CFI		make/model- Instrument-	65	Last 90	Days- U	NK/NR

File No. - 2146 8/05/84 ROME, GA A/C Reg. No. N9080C Time (Lc1) - 0830 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT 4. FUEL SYSTEM, CAP - LEAK 5. MAINTENANCE, COMPLIANCE WITH AD - DELAYED - COMPANY/OPERATOR MGMT Occurrence #2 FORCED LANDING Phase of Operation **DESCENT - EMERGENCY** Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD 7. TERRAIN CONDITION - SOFT 8. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra	ft Damage		Injur	ies	
	DESTR		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CLIMB	NONE	Pass Othe		0	0	0
Accident occurred burning -CLIMB		o the				
Aircraft Information						
Make/Model - CESSNA 150		ONTINENTAL 0-200	ELT	Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- NO
Max Gross Wt - 1600		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - IN PERSON	SAME AS ACC/INC					
Completeness - FULL	Destination		Airport [		_	
Basic Weather - VMC	DAYTONA BEACH,FL			STA MUNICIPA	_	
Wind Dir/Speed- 180/005 KTS	.=- /				17	450
Visibility - 6.0 SM	ATC/Airspace	NONE		Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 10000 FT BROKE	Type of Flight Plan  N Type of Clearance			/ Surface - / Status -		
Lowest Ceiling - 10000 FT BROKE Obstructions to Vision- FOG	Type Of Creatance Type Apch/Lndg		Kuliway	Jialus	DKI	
Precipitation - NONE	Type Apcily Ellag	NONE				
Condition of Light - NIGHT(DARK)			•			
Personnel Information Pilot-In-Command	Age - 27	Medical Certifica	te - VALTE	MEDICAL-NO	WATVERS/	LIMIT
	Biennial Flight Review		ht Time (F			
PRIVATE	Current - YES	Total -			Hrs -	0
SE LAND	Months Since - 2 Aircraft Type - C-150	Make/Model-		Last 30		K/NR
	Aircraft Type - C-150	Instrument-	1	Last 90	Days-	55
Instrument Rating(s) - NONE						
Narrative						
TWO ACFT COLLIDED ABOUT A MILE EAST OF THE	ARPT ON THE DOWNWIND LEG	OF THE TRAFFIC PAT	TERN. ONE	OF THE ACFT	, N25853,	
ED VALDOSTA RADIO AND REPORTED LEFT DOWNWI	ND FOR RWY 17 VALDOSTA A	DVISED THAT ANOTHER	ACFT HAD	JUST DEPART	ED RWY 17	

File No. - 2115 8/25/84 VALDOSTA,GA A/C Reg. No. N8270F Time (Lc1) - 0909 EDT

Occurrence MIDAIR COLLISION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

	Damage		Injur		
DESTROY		Fatal	Serious	Minor	None
Fire NONE	Crew Pass	2 0	0	0	0
	Other	2	0	0	Ö
Eng Make/Mode1 - LYC	OMING 0-235	ELT			
			Stall Warnir	ng System	- YES
		JR.			
Rated Power -	110 HP			:	
Thimpson		<b>.</b>	Dunistati		
				,	
		UFF A	IKPURI/SIKIP	•	
	۸	irport	Data		
	^			ΔΙ	
5/mil A5 A66/11/6					
ATC/Airspace					150
	NONE	Runwa	y Surface -	ASPHALT	
		Runwa	y Status -	- DRY	
Type Apch/Lndg -	TRAFFIC PATTERN				
Age55				AIVERS/LIM	IT
	Flight	lime (	Hours)		I. AID
•					•
Aircraft Type - UNK/NR	Instrument- UNK	/ INK /ND	Last 30	Days- UN	K/NK K/ND
ATTOTAL Type DNK/NK	Multi-Eng - UNK			raft - UN	
	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -  Itinerary Last Departure Point BROOKVILLE,FL Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plan - N Type of Clearance - Type Apch/Lndg -  Age - 55 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR	Eng Make/Model - LYCOMING 0-235 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETO Rated Power - 110 HP  Itinerary Last Departure Point BROOKVILLE,FL Destination A SAME AS ACC/INC  ATC/Airspace Type of Flight Plan - NONE N Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN  Age - 55 Medical Certificate Biennial Flight Review Flight Current - UNK/NR Total - 15	Eng Make/Model - LYCOMING 0-235 ELT Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Itinerary Airport Last Departure Point OFF A BROOKVILLE,FL Destination Airport SAME AS ACC/INC VALDO Runwa ATC/Airspace Runwa Type of Flight Plan - NONE Runwa Type of Clearance - NONE Runwa Type Apch/Lndg - TRAFFIC PATTERN  Age - 55 Medical Certificate - VALI Biennial Flight Review Flight Time ( Current - UNK/NR Total - 1300	Eng Make/Model - LYCOMING 0-235 ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Itinerary	Eng Make/Model - LYCOMING 0-235 ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Itinerary Airport Proximity OFF AIRPORT/STRIP BROOKVILLE,FL Destination Airport Data SAME AS ACC/INC VALDOSTAL MUNICIPAL Runway Ident - 17 ATC/Airspace Runway Ident - 17 Runway Lth/Wid - 6302/Type of Flight Plan - NONE Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN  Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Flight Time (Hours) Current - UNK/NR Total - 1300 Last 24 Hrs - UN Months Since - UNK/NR Make/Model - UNK/NR Last 30 Days - UN

File No. - 2115 8/25/84 VALDOSTA,GA A/C Reg. No. N25853 Time (Lc1) - 0909 EDT

Occurrence
Phase of Operation

MIDAIR COLLISION

Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

File No 2009 9/01/84 AUST	ELL,GA A/C R	eg. No. N2484S		ime (Lc1) -	1950 EDT	
Basic Information						
Type Operating Certificate-NONE (GENER		t Damage		Injur		
+ 6	DESTRO		Fatal	Serious	Minor	None
Type of Operation -BALLOON RAC		Crew	_	. 0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	. IN FLI	GHT Pass	0	0	2	0
Aircraft Information						
Make/Model - HEAD BALLOONS AX7-77	Eng Make/Mode1 - N/	A	ELT	Installed/A	ctivated	- NO -N/
Landing Gear ~ N/A	Number Engines - N/	A	5	tall Warnin	g System	- NO
Max Gross Wt - 1400	Engine Type - N/	Α			•	
No. of Seats - UNK/NR	Rated Power - N/	A				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Départure Point		•	RPORT/STRIP		
Method - UNK/NR	ATLANTA, GA					
Completeness - WEATHER NOT PERTINEN			Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 105/003 KTS			Runway	/ Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			N/A	
Lowest Ceiling - NONE	Type of Clearance			/ Status -	,	
Obstructions to Vision- HAZE	• •	- STRAIGHT-IN			,	
Precipitation - NONE	. , po po ,	PRECAUTIONARY LA	NDING			
Condition of Light - DAYLIGHT		THEOROTIONALL EA				
Pilot-In-Command	Age - 36	Medical Certifica	te - VALTE	MEDICAL-NO	WATVERS/	TIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F			
PRIVATE	Current - YES	Total -	340	Last 24	Hrs -	2
SE LAND	Months Since - 3	_	17	Last 30		2
FREE BALLOON	Aircraft Type - AX7-77		55	Last 90		13
THE EXCESSION	All of all Crype Axi //	Multi-Eng -	25	2401 00	Dayo	
Instrument Rating(s) - NONE						
Instrument kating(s) - NONENarrative HILE FLYING AT A LOW ALT LOOKING FOR A SUIT	ARI E I ANDING AREA THE DIT NO	TICED DOWED I TNES	AT A HIGH			,
ELIED HEAT TO THE ENVELOPE TO TRY AND CLIM E WIRES. PLT THEN ADVISED PAX SHE WOULD HA LVE IN ORDER TO LAND SHORT OF THE WIRES. O	B ABOVE THE WIRES, BUT DID N VE TO "DUMP IT" AND BEGAN TO	OT IMMEDIATELY REA PULL THE CORD TO	LIZE THE POPEN THE	HEIGHT OF ENVELOPE DEF	LATION	
E BURNER TO ADD HEAT TO THE ENVELOPE AT AB SKET CONTACTED THE WIRES AT AN ALT OF APRX	OUT THE SAME TIME. THE BASKE	T UPRIGHTS AND THE	CABLES IN	MEDIATELY A	BOVE THE	

File No. - 2009 9/01/84 AUSTELL, GA

A/C Reg. No. N2484S

Time (Lc1) - 1950 EDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

#### Finding(s)

- 1. CLEARANCE MISJUDGED PILOT IN COMMAND
- '2. IN-FLIGHT PLANNING/DECISION DELAYED PILOT IN COMMAND
- 3. EMERGENCY PROCEDURE DELAYED PILOT IN COMMAND
- 4. CONTROL INTERFERENCE ATTEMPTED PASSENGER
- 5. THROTTLE/POWER CONTROL IMPROPER USE OF PASSENGER

----Probable Cause----

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

File No 2177 9/24/84 ATLAN	ITA,GA	A/C Reg.	No. N9193Y	т	ime (Lc1) -	1609 ED	Г
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -PEE DEE AIR Type of Operation -SCHEDULED,DO Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	EXPRESS, INC MESTIC,PASSENGER	Aircraft D SUBSTANTI Fire NONE		_	Injur Serious 1 5		None O O
Aircraft Information Make/Model - PIPER PA-31T3 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 9050 No. of Seats - 11	Eng Make/Mo Number Engi Engine Type Rated Power	nes ~ 2 - TURBO			Installed/£ tall Warnir		
Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 150/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departument FLORENCE, Some Destination SAME AS ACCAIRSPACE BKN Type of Flight Type of Clear Type Apch/Lr	C/INC  ht Plan - I rance - I dg - I		ON AIR Airport D HARTSF Runway Runway Runway	ata IELD AIRPOF	- 08 - 10000/ - CONCRETI	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Age - 34 Biennial Flight Re Current Months Since Aircraft Type	view - YES - 4	Total - Make/Model-	ht Time (H 3309 439 99		Hrs - Days-	/LIMIT 1 87 245
Instrument Rating(s) - AIRPLANE							
Narrative THE NORMAL FUEL LOAD FOR THE FLT WAS 1500 LBS CREW ACCEPTED THE LOWER INDCTD (950 LB) FUEL FUEL "SEEMED TO DISSIPATE FASTER." WITH AN IN CAPT'S RESPONSE WAS TO ASK ATC FOR THE ANTICI REQUESTED, BUT WAS ONLY AVAILABLE FOR A DECLA 1608:39, THE CREW DECLARED AN EMERGENCY, THEN DEF RWY 8. AN EXAM REVEALED FUEL SENSORS HAD BE THE GAGES INDCTD ABOUT 180 LBS MORE THAN THE ENTIRE FUEL SYS WAS MADE ON 7/8/84 USING THE	LOAD. THE FLT WAS UDCTN OF 150 LBS ON PATED LENGTH OF THE RED EMERGENCY. THE REPORT HE ACFT WAS BEEN IMPROPERLY INSTAPRX 763 LBS THAT WAS	NEVENTFUL L DWNWND, THE DWNWND LEC APCH WAS CO OUT OF FUE ALLED (INTE AS ACTUALLY	INTIL AN INDCTN COPLT RCMDD DE CHEWAS TOLD 2 DITT WITH NORMAL CL. IT CRASH LAN CRCHANGED BTN TH ABDARD AT TKOF	OF 250 LBS CLARING AN O MI. PRIO HNDLG FOR DED ON ROU E INBRD & . A SPCL 5	PER SIDE, EMERGENCY RITY HNDLG APRX 10 M GH TERRAIN OUTBRD TANK	THEN THE THE WAS IN. AT SHORT (S). THUS I OF THE	₹

File No. - 2177 9/24/84 ATLANTA, GA A/C Reg. No. N9193Y Time (Lc1) - 1609 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. FUEL SYSTEM - INCORRECT 2. MAINTENANCE, INSTALLATION - IMPROPER -3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -PROCEDURE INADEQUATE - MANUFACTURER 6. FLUID.FUEL - LOW LEVEL 7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 8. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 9. FLUID, FUEL - EXHAUSTION 10. FUEL SUPPLY - INADEQUATE -Occurrence #2 FORCED LANDING Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 11. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9 Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,11

asic Information							
Type Operating Certificate-N	ONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuri Serious		None
Type of Operation -P	ERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -1		NONE	Pass	ŏ	ŏ	ŏ	Ö
Accident Occurred During -L	ANDING						
ircraft Information							
Make/Model - CESSNA 172M		ke/Model - LYCOMING (			nstalled/Ad		
Landing Gear - TRICYCLE-FIX Max Gross Wt - 2300	EU Number	Engines - 1 Type - RECIPROCAT	TIMO - CARRIDETO		all Warning	g System	- YES
No. of Seats - 4	_ 10	Power - 150 HP	ING-CARBURE IC	IK			
 nvironment/Operations Informa	tion						
oathon Data	Ttimonom		A	irport F	roximity		
Wx Briefing - FSS	Last De	parture Point		ON AIRF	ORT		
Method - UNK/NR	SAME	AS ACC/INC					
Completeness - UNK/NR	Destinat		Αi	rport Da		20111171	
Basic Weather - VMC Wind Dir/Speed- 160/004 KT		AS ACC/INC			SPALDING (   Ident		
Visibility - 5.0 S		ace			Lth/Wid -		75
Lowest Sky/Clouds - 4					Surface -		, 5
Lowest Ceiling - 9		Clearance - NONE			Status -		
Obstructions to Vision- FO		ch/Lndg - TOUCH	AND GO				
Precipitation - NO	NE						
Condition of Light - DA	YLIGHT						
ersonnel Information Pilot-In-Command	Age - 36	Medica	l Certificate	- VALID	MEDICAL-WA	[VERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flig	ht Review	Flight	Time (Ho	ours)		
STUDENT		- N/A To	ta1 -	65	Last 24	Hrs -	0
		nce - N/A Mal	tal - ke/Model- strument-	8	Last 30	Days-	0
	Aircraft	Type - N/A Ins	strument-	1	Last 90	Days-	1
Instrument Rating(s) -	NONE						
CFT RAN OFF THE SIDE OF THE R	WY DURING LANDING. THE PL	T PLANNED TO DO TOUCH	AND GO LANDI	NGS. ON	THE 1ST LAN	NDING THE	
VEERED TO THE RIGHT AND ROLLE	D OFF THE RWY. THE PLT AD						
	IN A C-172.						

File No. - 2076 10/24/84 GRIFFIN, GA A/C Reg. No. N92388 Time (Lc1) - 1010 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ROLL Finding(s) 1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

File No 2042 10/28/84 C	UMMING, GA A/C Re	g. No. N91365	Τi	me (Lc1) -	1739 EST	
Basic Information		_				
Type Operating Certificate-NONE (GE			_	Injur		
	SUBSTAN			Serious	Minor	None
Type.of Operation -PERSONAL		Crew	0	0	0	1
Flight Conducted Under -14 CFR 9	1 NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-38-112	Eng Make/Model - LYC	OMING 0-235-L2C	ELT I	nstalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		St	all Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - REC	IPROCATING-CARBURE	TOR		-	
No. of Seats - 2	Rated Power -	112 HP				
Environment/Operations Information	_					
Weather Data	Itinerary		Airport F	roximity		
Wx Briefing - FSS	Last Departure Point			PORT/STŔIP	1	
Method - TELEPHONE	GAINSVILLE, GA			,		
Completeness - PARTIAL, LMTD BY P			Airport Da	1+2		
Basic Weather - VMC	DALTON, GA		FIELD	· Ca		
Wind Dir/Speed- 180/006 KTS	DALTON, GA		Runway	Ident -	N/A	
	470/41					
Visibility - 11.0 SM	ATC/Airspace			Lth/Wid -		
	SCATTERED Type of Flight Plan			Surface -		
Lowest Ceiling - 3000 FT			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	STRAIGHT-IN				
Precipitation - NONE		PRECAUTIONARY LAN	NDING			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 25	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (Ho		· ·	
PRIVATE	Current - YES	Total -	206	Last 24	Hrs -	6
SE LAND	Months Since - 2	Make/Model-	104		Days- UN	_
JE LAND	Aircraft Type - UNK/NR	Instrument-	57	Last 90		8
	ATTCTATT Type - UNK/NR			Last 90	Days-	0
		Multi-Eng -	25			
Instrument Rating(s) - AIRPLAN	IE .					
Narrative						
ESPITE A FSS FORECAST OF THUNDERSTORM AC	TIVITY FOR THE NEXT 24 HOURS THE	PLT DEPARTED IN (	ORDER TO EV	ALUATE WX		
ITUATION FOR HIMSELF. CONDITIONS WERE AS					\D	
EPARTED. DUE TO THE MOVEMENT OF THE STOR						
ERFORM A PRECAUTIONARY LANDING IN AN UNI	MDDOVED ETEID WHICH ADDEADED CMC	WITH WHEN HE HAD OV	VEDELOWN T	THE TEDE	PATN	
ROVED TO BE ROUGHER THAN ANTICIPATED CAL			TENT COMIN 1	. IIIL ILKE	MAIN	
OVED TO BE ROUGHER THAN ANTICIPATED CAL	STING THE MCLT TO MOSE DOWN DOKIL	IG THE KULLUUT.				

File No. - 2042 10/28/84 CUMMING, GA A/C Reg. No. N91365 Time (Lc1) - 1739 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. JUDGEMENT - IMPROPER - PILOT IN COMMAND 2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - THUNDERSTORM Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 7. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

Type Operating Certificate-NONE (GENERA		rcraft Damage			Injur		
Time of Openation DEDCOMAL		INOR	0	Fatal	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		re ONE	Crew Pass	0	0	0	1
Accident Occurred During -STANDING	14	UNE	Other	-	1	ŏ	Ö
Aircraft Information							
Make/Mode1 - HUGHES 369HS		- ALLISON 250C20			[nstalled/A		
Landing Gear - SKID	Number Engines				tall Warnin	g System	- NO
Max Gross Wt - 2400		- RECIPROCATING-	CARBURE1	TOR			
No. of Seats - 4	Rated Power	- 450 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AIR	RPORT/STRIP		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination		,	Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 190/005 KTS	LOCAL			D	Talama	N/A	
Visibility - 10.0 SM	ATC/Airspace						
Lowest Sky/Clouds - CLEAR	Type of Flight	Diam - NONE			Lth/Wid - Surface -	N/A N/A	
Lowest Ceiling - NONE	Type of Clearan					N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	status -	N/ A	
Precipitation - NONE	Type Apch/Endg	- NONE					
Condition of Light - DAYLIGHT							
Condition of Light - DATEIGHT							
Personnel Information							
Pilot-In-Command	Age - 42	Medical Cer				WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (Ho			
PRIVATE	Current - Y	ES Total	2	5360	Last 24		1
SE LAND, ME LAND	Months Since - 1	8 Make/Mo	ode!-	210	Last 30 Last 90	Days- U	NK/NR
HELICOPTER	Aircraft Type - 5						
		Multi-E	ng -	700	Rotorcr	aft -	860
Instrument Rating(s) - AIRPLANE							
Narrative							
DEPLANING PASSENGER WALKED INTO THE ROTATIN					IE ACET BY	T	

File No. - 2074 11/09/84 HOGANSVILLE,GA A/C Reg. No. N505WW Time (Lc1) - 1530 EST

Occurrence
Phase of Operation

PROPELLER/ROTOR CONTACT

Phase of Operation STANDING - ENGINE(S) OPERATING

### Finding(s)

- 1. OBJECT OTHER PERSON
- 2. PASSENGER BRIEFING INADEQUATE PILOT IN COMMAND
- 3. SUPERVISION INADEQUATE PILOT IN COMMAND
- 4. PASSENGER BRIEFING NOT UNDERSTOOD PASSENGER
- 5. CREW/GROUP COORDINATION POOR PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3.4.5

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

File No 2047 5/12/84 TAU,	MANU'A,HI 	A/C Reg.	No. N28SP	N28SP Time (Lc1) -			T 
-Basic Information Type Operating Certificate-AIR CARRIER		Aircraft Da				uries	
Name of Carrier -SOUTH PACIFI Type of Operation -SCHEDULED,IN		SUBSTANTIA Fire	AL Crev	Fatal , O	Serious O	Minor O	None 2
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	TL, FASSENGER	NONE	Pass	-	ő	ŏ	18
-Aircraft Information							
Make/Model - DE HAVILLAND DHC 6-300		lode1 - P&W P	T6A-27			/Activated	
Landing Gear - TRICYCLE-FIXED	Number Eng		200	\$	tall Warn	ing System	- YES
Max Gross Wt - 12500 No. of Seats - 21	Engine Typ Rated Powe		O HP				
-Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - COMPANY Method - IN PERSON	Last Depart PAGO PAGO			ON AIR	PURI		
Completeness - FULL	Destination	1		Airport [	)ata		
Basic Weather - VMC	SAME AS A	CC/INC		TAU	, a ta		
Wind Dir/Speed- 120/012 KTS				Runway	/ Ident	- 18	
Visibility - 30.0 SM	ATC/Airspace					- 2200 -	
Lowest Sky/Clouds - CLEAR		ght Plan - No				- ASPHALT	
Lowest Ceiling - 2300 FT BROW Obstructions to Vision- NONE	EN Type of Cle Type Apch/L	arance - N	UNE RAFFIC PATTERN	Runway	Status	- DRY	
Precipitation - NONE	Type Apcn/L		ULL STOP				
Condition of Light - DAYLIGHT							
-Personnel Information						NO 114 TVEDO	/
Pilot-In-Command Certificate(s)/Rating(s)	Age - 27 Biennial Flight F		dical Certifica	ate - VALIL ght Time (F		NO WAIVERS	/ LIMI I
COMMERCIAL, ATP	Current	- YES	Total -			24 Hrs -	6
SE LAND, ME LAND	Months Since		Make/Model-			30 Days-	100
	Aircraft Type	e - DHC6300	Instrument- Multi-Eng -		Last	90 Days-	350
Instrument Rating(s) - AIRPLANE							
-Narrative	·						
-narrative ORDING TO THE PILOT, UPON ARRIVAL IN THE \	ICINITY OF THE ARE	T IT WAS DET	ERMINED THAT T	HE WINDSOCK	INDICATE	D	
THEASTERLY WINDS AT 15 TO 20 KTS. THIS, PL	US LIGHT TO MODERA	TE TURBULENC	E ENCOUNTERED	IN THE TRAI	FIC PATTE	RN LED	
CREW TO FLY A SLIGHTLY FASTER THAN NORMAL							!
ENCOUNTERED CAUSING A DECREASE IN AIRSPE	D AND AN EXCESSIVE	RATE OF DES	CENT. POWER WAS	S ADDED BUT	THE ACFT	LANDED	
D IN A WINGS LEVEL ATTITUDE.							

File No. - 2047 5/12/84 TAU, MANU'A,HI A/C Reg. No. N28SP Time (Lc1) - 1235 BST

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS

2. WEATHER CONDITION - WINDSHEAR

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

4. PROPER DESCENT RATE - EXCEEDED - 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

Basic Information							
Type Operating Certificate	e-NONE (GENERAL		aft Damage	F-4-1	Injur		Nama
Type of Operation	-PERSONAI	Fire	ROYED Cr	Fatal ew O		Minor O	None O
Flight Conducted Under	-14 CFR 91	NONE		iss 0	Ó	ŏ	ŏ
Accident Occurred During	-MANEUVERING						
Aircraft Information							
Make/Model - PIPER PA-			LYCOMING 0-320-E2A				
Landing Gear - TRICYCLE-I Max Gross Wt - 2150	FIXED	Number Engines -	1 RECIPROCATING-CARB		itall Warnin	g System	- UNK/N
No. of Seats - 4		Rated Power -		BURETUR			
Environment/Operations Info	 rmation						
Weather Data		Itinerary			Proximity		
Wx Briefing - UNK/NR		Last Departure Poi	nt	OFF AI	RPORT/STRIP		
Method - UNK/NR		MOKULEIA, HI					
Completeness - UNK/NR		Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 005/020	VTC	KAHULUI,HI		Dunway	Ident -	NI / A	
Visibility - 20.0		ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds -	2300 FT SCATT		n - VFR		Surface -		
Lowest Ceiling -	NONE	Type of Clearance			Status -		
Obstructions to Vision-		Type Apch/Lndg	- NONE				
Precipitation -							
Condition of Light -	DAYLIGHT						
Personnel Information Pilot-In-Command		Age - UNK/NR	Medical Certifi	cate - UNK/N	IR		
<pre>Certificate(s)/Rating(s)</pre>		Age - UNK/NR Biennial Flight Review	FI	ight Time (F	lours)		
PRIVATE		Current - YES	Total -	UNK/NR	Last 24	Hrs - UN	K/NR
SE LAND		Biennial Flight Review Current - YES Months Since - O Aircraft Type - PA-2	Make/Model-	UNK/NR UNK/NR UNK/NR	Last 30	Days- UN	K/NR
		Aircraft Type - PA-2	8 Instrument	· UNK/NR · UNK/NR	Last 90	Days- UN aft - UN	K/NR K/ND
			Marti-Eng -	UINK/ INK	ROTOLCI	art - ON	N/ INK
Instrument Rating(s)	- NONE						
Narrative							
ACFT COLLIDED WITH RISING T	ERRAIN DURING A	PLEASURE FLT AROUND HAW	AII. THE PLT TURNE	D FROM THE	HORLINE IN	AND TO	
		OO FT TO CLEAR THE 2000					
AT A WATER ALL. HE STARTED							

8/30/84 WAILUKU MAUI, HI A/C Reg. No. N835FC Time (Lc1) - 1340 HST File No. - 2156

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CLIMB

### Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION PILOT IN COMMAND
- 5. CLEARANCE NOT OBTAINED PILOT IN COMMAND

----Probable Cause----

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

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

	A A/C R	eg. No. N2364D	Т	ime (Lc1) -	0915 CDT	
Basic Information Type Operating Certificate-ON-DEMAND AIR  Type of Operation -PERSONAL	TAXI Aircraf DESTRO Fire	t Damage YED Cr	Fatal ew 1	Injur Serious O		None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pa	ss O	0	0	. 0
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnir		
Environment/Operations Information Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	•	
Method - N/A Completeness - N/A Basic Weather - VMC	IOWA CITY,IA Destination LOCAL		Airport D	ata		
Wind Dir/Speed- 180/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance		Runway Runway	Lth/Wid - Surface -	- N/A - N/A - N/A - N/A	
	ge - 48 iennial Flight Review	Medical Certifi	cate - VALID		) WAIVERS/	'LIMIT
COMMERCIAL, CFI SE LAND, ME LAND	Current - YES Months Since - 3 Aircraft Type - PA-39	Total - Make/Model-	1770 UNK/NR UNK/NR	Last 24 Last 30 Last 90	Days-	4 4 44 IK/NR
Instrument Rating(s) - AIRPLANE						

5/31/84 A/C Reg. No. N2364D Time (Lc1) - 0915 CDT File No. - 2055 HILLS, IA

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

### Finding(s)

- 1. AEROBATICS PERFORMED PILOT IN COMMAND
- 2. ALTITUDE INADEQUATE PILOT IN COMMAND
- 3. CLEARANCE ATTEMPTED PILOT IN COMMAND
- 4. STALL UNCONTROLLED PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

Type Operating Certificate-EX	TERNAL LOAD	Aircraft	Damage		Injur	ies	
T		NONE	_	Fatai	Serious	Minor	None
Type of Operation -OTI Flight Conducted Under -14	HER WORK USE	Fire	Cre Pa:		0 0	1 0	1
Accident Occurred During -CR		NONE		ner 1	0	0	ŏ
Aircraft Information							
Make/Model - SIKORSKY S58J		Eng Make/Model - WRIC	GHT 1820-84C		Installed/A		
Landing Gear - TAILWHEEL-ALL Max Gross Wt - 12700	FIXED	Number Engines - 1	DDOCATING CADD		tall Warnin	g System	- NU
No. of Seats - 2		Engine Type - RECI Rated Power - 12	PROCATING-CARB 200 HP	JRETUR			
Environment/Operations Informat							
Weather Data		Itinerary			Proximity		
Wx Briefing - NO RECORD O Method - N/A	F BRIEFING	Last Departure Point		UFF A1	RPORT/STRIP		
Completeness - N/A		STORM LAKE,IA Destination		Airport D	12+2		
Basic Weather - VMC		LOCAL		Allport	ata		
Wind Dir/Speed- 235/008 KTS		200/12		Runway	/ Ident -	N/A	
Visibility - 15.0 SM		ATC/Airspace			Lth/Wid -	N/A	
		Type of Flight Plan -			Surface -		
Lowest Ceiling - NON		Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NON		Type Apch/Lndg -	UNK/NR				
Precipitation - NON Condition of Light - DAY							
Personnel Information							
Pilot-In-Command	Age	- 46	Medical Certifi	cate - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Bien	nial Flight Review	F1	ight Time (F	lours)		
COMMERCIAL			Total -	6490	Last 24	Hrs -	. 5
SE LAND, ME LAND		Months Since - 8	Make/Mode1-	. 1830	Last 30	Days- UN	IK/NR
HELICOPTER		Aircraft Type - UNK/NR	Make/Model- Instrument- Multi-Eng -	440	Last 90	Days-	170
			Muiti-Eng -	613	ROTORCE	атт -	5421 .
Instrument Rating(s) - A	IRPLANE						
Narrative							
SSENGER WAS BEING TRANSPORTED F	ROM A BOAT TO S	HORE. THE PLT LOWERED A	WHEEL STRUT TO	THE BOAT FO	R THE BOARD	ING AND	
		AYING, "OK I'M READY LE	T/C OO # TUE DI	T ACCUMED TO	IAT HE WAS T	NCTDE	

File No. - 2089

11/28/84

STORM LAKE, IA

A/C Reg. No. N62243

Time (Lc1) - 1535 CST

Occurrence
Phase of Operation

MISCELLANEOUS/OTHER

CRUISE - NORMAL

### Finding(s)

1. PROCEDURES/DIRECTIVES - IMPROPER - PASSENGER

- 2. JUDGEMENT POOR PASSENGER
- 3. COMMUNICATIONS NOT UNDERSTOOD PILOT IN COMMAND
- 4. CREW/GROUP COORDINATION POOR OTHER CREW MEMBER
- 5. CREW/GROUP COORDINATION INADEQUATE PILOT IN COMMAND

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

<sup>----</sup>Probable Cause----

File No 2043 7/08/84 CRAIG	MONT,ID 	A/C Reg. No. N9		Time (Lc1) - 1600 MDT				
Type Operating Certificate-NONE (GENERA	•	ircraft Damage			Injur		N	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	F.	SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Serious O O	Minor O O	None 1 3	
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Mode Number Engine: Engine Type Rated Power	I - CONTINENTAL 5 - 1 - RECIPROCATIN - 230 HP		St	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/002 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 15000 FT SCAT Lowest Ceiling - 25000 FT OVER Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	COEUR A'LENE Destination BOISE,ID  ATC/Airspace TERED Type of Flight	,ID Plan - NONE nce - NONE		Runway Runway	PORT  ata  DNT  Ident -  Lth/Wid -  Surface -		50	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 43 Biennial Flight Revie Current - 1 Months Since - 4 Aircraft Type - 1	ew NO Total 4O Make/ UNK/NR Instr	Fligh   - Model- rument-	t Time (Ho	MEDICAL-WA burs) Last 24 Last 30 Last 90	Hrs - Days- UN	_	
Instrument Rating(s) - NONE								
-Narrative ORDING TO THE PLT, DURING LANDING THE BRAK THE RWY AFTER ROLLING INTO A SHALLOW DITCH MECHANICAL MALFUNCTION OR LEAKAGE OF FLUID	ES FAILED AND THE ACF	T CAME TO A STOP MINED THE RIGHT	WHEEL BRA	KE SYSTEM	AND FOUND			

File No 204	13 7/08/84 	CRAIGMONT, ID	A/C Reg. No. N9592T	Time (Lc1) - 1600 MDT	
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROLL				
Finding(s) 1. LANDING GEAR,NOP	RMAL BRAKE SYSTEM				
Occurrence #2 Phase of Operation	ON GROUND COLLIS	ION WITH TERRAIN			
Finding(s) 2. TERRAIN CONDITION	ON - DITCH			<u> </u>	
Probable Cause				**	
The National Transporis/are finding(s) 1	rtation Safety Boa	ard determines that the	e Probable Cause(s) of this ac	cident	

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

File No 2175 11/30/84 F	OCATELLO, ID A/C	A/C Reg. No. N37279 Time (Lc1) - 0951 MST				4ST	
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -REGIONAL Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1 Accident Occurred During -LANDING	EXPRESS SUBS D,DOMESTIC,CARGO Fire 35 NONE		. 0			None 0 0	
Aircraft Information Make/Model - CESSNA 310R Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 5200 No. of Seats - 2	Eng Make/Model - E Number Engines -	CONTINENTAL TSIO-520 2 RECIP-FUEL INJECTED	B ELT :	Installed/Ac tall Warning			
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 160/019 KTS Visibility - 3.000 SM Lowest Sky/Clouds - 600 FT Lowest Ceiling - 600 FT Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departure Poi TWIN FALLS,ID Destination POCATELLO,ID  ATC/Airspace Type of Flight Pla	.n - IFR - IFR	ON AIRF Airport Da POCATEI Runway Runway Runway		AL 21 9056/ ASPHALT	150	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 41 Biennial Flight Review Current - YES Months Since - UNK/ Aircraft Type - 340	Total - NR Make/Model-	ht Time (Ho 3372 158 274	ours)	Hrs - Days- UN	4 IK/NR	
Instrument Rating(s) - AIRPLAM	FTER PASSING THROUGH ICING CO RTED YAWING AND THE ACFT ENGI VAS LANDED ABOUT 700 FT SHORT	NE INSTRUMENTS WERE OF THE RWY IN SAGEBR	FLUCUATING USH WHICH (	. THE PLT TH COLLAPSED TH	HOUGHT HE		

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

<pre>-Basic Information Type Operating Certificate-NONE (G</pre>	ENERAL AVIATION)	Aircraft Da	mage	Injuries				
3	,	SUBSTANTIA		Fata1			None	
Type of Operation -PERSONA	L	Fire	Crew	0	0		1	
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - HALFPAP VARIEZE			N UNKNOWN		nstalled/A			
Landing Gear - TRICYCLE-FIXED					all Warnin	g System <sup>.</sup>	- UNK/NR	
Max Gross Wt - UNK/NR		rpe - RECIPR rer - UNK/NR	OCATING-CARBURET	OR				
No. of Seats - 2	Rated Pov	er - UNK/NR						
-Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRI				ON AIRS	LKIP			
Method - N/A Completeness - N/A	QUINCY,1 Destination			dirport Da	+-			
Basic Weather - VMC	LOCAL	1	Α	SIEGFRI				
Wind Dir/Speed- 330/006 KTS	EOCAL					20		
Visibility - 20.0 SM	ATC/Airspace	<u>,</u>			Lth/Wid -			
Lowest Sky/Clouds - 4000 FT			NE		Surface -		₹F	
Lowest Ceiling - NONE	Type of C	earance - NO	NE			DRY		
Obstructions to Vision- NONE	Type Apch/	'Lndg - FU	LL STOP					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 67 Biennial Flight	Med	ical Certificate					
<pre>Certificate(s)/Rating(s)     PRIVATE</pre>	Current		Flight Total - UNA	CIIME (HC	Last 24	Une - IINI	Z/ND	
SE LAND		- NU - UNK/NR		(/NR	Last 24	Davs- IIN	K/NR	
SE LAND	Aircraft Tyr		Make/Model- UNF Instrument- UNF	(/NR	Last 90	Days UN	K/NR	
	All of all city	, c	Multi-Eng - UN			aft - UNI		
Instrument Rating(s) - NONE								
-Narrative ACFT EXPERIENCED A COLLAPSE OF THE M	ATN LANDING GEAD AFTER	A HADD I ANDTA	C THE DIT DEDOL	TED INIT	TALLY THAT	HE MADE A		
ACLI ENFERTENCED A COLLARGE OF THE M			LAPSED. THE PLT					

File No 214	9 6/18/84 QUINCY,IL	A/C Reg. No	o. N8477T	Time (Lc1) - 1	930 CDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN				a.
Finding(s) 1. FLARE - IMPROPER	R - PILOT IN COMMAND				
Occurrence #2 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL				
Finding(s) 2. LANDING GEAR,MA	IN GEAR - OVERLOAD				
Probable Cause				· · · · · · · · · · · · · · · · · · ·	
The National Transports/are finding(s) 1	rtation Safety Board determines that	t the Probable Cause(s)	of this accident		
Factor(s) relating to	this accident is/are finding(s) 2				

File No 2129 8/	17/84 LA SALL	E,IL A/C R	eg. No. N2841T	T	ime (Lc1)	- 1830 (	CDT
-Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju Serious	ries Mino	n None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Crew Pass	-	0	0	-
-Aircraft Information Make/Model - PIPER PA-2 Landing Gear - TRICYCLE-F Max Gross Wt - 2900 No. of Seats - 4		Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/ tall Warni	ng Syste	em - YES
Lowest Sky/Clouds -	SM 20000 FT 20000 FT OVERCA NONE NONE	Itinerary Last Departure Point CHICAGO,IL Destination MOLINE,IL  ATC/Airspace Type of Flight Plan ST Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRI ata Ident Lth/Wid Surface	P - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		ge - 41 iennial Flight Review	Medical Certifica	te - VALID ht Time (H		O WAIVE	RS/LIMIT
PRIVATE SE LAND	ь	Current - YES Months Since - 5 Aircraft Type - UNK/NR	Total - Make/Model-	250 192	•		UNK/NR
Instrument Rating(s)							
-Narrative ACFT MADE A FORCED LANDING GH AT START-UP. AFTER LEANING THE EGT WENT UP TO 1379 DEGI REASED. THE PLT REDUCED POWEL DED. INESTIGATION SHOWED THAT CYLINDERS WERE TORQUED TO 35 7 HOURS. THE LAST OVERHAUL W	G AND A RUN-UP I REES. THE MIXTUR R BUT #1 CYLINDE T THE CRANKCASE FOOT LBS. THE R	T SMOOTHED OUT. TWENTY MI E WAS ENRICHED AND THE EG R BLEW OFF AND PENETRATED HALVES WERE NOT FASTENED EQUIRED PRESSURE IS 55 FO	NUTES AFTER TAKEOF T DROPPED TO 1349 THE COWLING. THE TOGETHER SECURELY. OT LBS. THIS ENGIN	F THE ENGI DEGREES BU PILOT SHUT THE HOLD	NE STARTED T THE VIBR THE ENGIN DOWN NUTS	VIBRAT ATION E DOWN A ON #3 A	AND ND

File No. - 2129 8/17/84 LA SALLE, IL A/C Reg. No. N2841T Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CRANKCASE - UNDERTORQUED
3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL

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  $is/are\ finding(s)\ 2.3$ 

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE</li> </ul>	(GENERAL AVIATION)	Aircraft Damage	5		Injuri	20	
Type operating certificate none	(GENERAL AVIATION)	SUBSTANTIAL		atal Se	erious	es Minor	None
Type of Operation -PERS	ONAL	Fire	Crew	0	0	1	0
	FR 91	NONE	Pass	0	0	0	0
Accident Occurred During -CRUI	SE						
-Aircraft Information							
Make/Model - CESSNA 150F		e/Model - CONTINTEN	TAL 0-200-A		talled/Ac		
Landing Gear - TRICYCLE-FIXED		Engines - 1			l Warning	System -	- YES
Max Gross Wt - 1600 No. of Seats - 2		Type - RECIPROCATION - 100 HP	I ING-CARBURE I OF	₹			
NO. Of Seats	Rateu F	ower - 100 AP					
-Environment/Operations Information							
Weather Data	Itinerary		A	irport Pro	•		
Wx Briefing - NO RECORD OF Method - N/A		parture Point S ACC/INC		OFF AIRPO	RI/SIRIP		
Completeness - N/A	Destinati		Λii	port Data			
Basic Weather - VMC	LOCAL	011	A11	WESTFIELD			
Wind Dir/Speed- 170/004 KTS				Runway Ide		18	
Visibility - 6.0 SM	ATC/Airspa	ice		Runway Lti			
Lowest Sky/Clouds - 8000				Runway Sui			₹F
	FT OVERCAST Type of			Runway Sta	atus 🐧 - I	DRY	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apo	:h/Lndg - STRAI FULL					
Condition of Light - DUSK		FULL	5106				
-Personnel Information		· · · · · ·		\\\\\ +0 ME		VEDO /1 ***	
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 70 Biennial Fligh		1 Certificate	- VALID MEI Fime (Hour:		VERS/LIM	LI
COMMERCIAL	Current		tal - 300		Last 24 i	Hrs -	0
SE LAND					Last 30		_
				Ō	Last 90		20
		Mu	lti-Eng -	10			
Instrument Rating(s) - NON	JE						
-Narrative	IDINO LANDINO TUE E -	ATE HE HERING HT	. F. TOO / 611 117	OUNDED =:::		TO 0741	
ACFT COLLIDED WITH A POWERLINE DU	TRING LANDING. THE PLT S THE WIRES. HAD NEVER KNO			GUNNED TH	E ENGINE	IU STAY	

9/10/84 File No. - 2111 WESTFIELD, IN A/C Reg. No. N6761F Time (Lc1) - 1900 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE - NORMAL Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. JUDGEMENT - POOR - PILOT IN COMMAND 5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 2,3,4,5$ 

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

File No 2109 9/21/84 VALPA	RAISU, IN A	A/C Reg. No. N57SP			Time (Lc1) - 1015 CDT				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Ain	craft Damage			Ini	uries			
Type operating certificate-none (General		BSTANTIAL		Fatal	Serious		None		
Type of Operation -PERSONAL	Fir		Crew	0	0		0		
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0		
Accident Occurred During -LANDING									
Aircraft Information			•						
Make/Model - STEEN SKYBOLT		- FRANKLIN GA-35							
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warr	ing System	- NO		
Max Gross Wt - 1200	Engine Type Rated Power	- RECIPROCATING-	CARBURI	TUR					
No. of Seats - 1	Rated Power	- 1/5 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport					
Wx Briefing - NO RECORD OF BRIEFING				ON AIRI	PORT				
Method - N/A	SAME AS ACC/IN	iC .		4 D					
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/IN	ıc		Airport Da					
Wind Dir/Speed- 100/012 KTS	SAME AS ACC/ IN				Ident	- 09			
Visibility - 12.0 SM	ATC/Airspace					- 6000/	150		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE				- ASPHALT			
Lowest Ceiling - NONE	Type of Clearanc					- DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 60	Medical Cer							
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (H			_		
COMMERCIAL	· · -	S Total				24 Hrs -	1		
SE LAND	Months Since - 21				Last	30 Days- U 90 Days-	NK/NR 19		
	Aircraft Type - UN	ik/NR Instrum Multi-E			Last	90 Days-	19		
Instrument Rating(s) - AIRPLANE									
-									
-Narrative ACFT DRAGGED A WING AND FLIPPED OVER AFTE AROUND IN AN UNCONTROLLED SITUATION, THE A		ANDING AND LOST	CONTRO	. THE PLT	ATTEMPTE	D A			

File No. - 2109 9/21/84 VALPARAISO, IN A/C Reg. No. N57SP Time (Lc1) - 1015 CDT 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 Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 5. ABORTED LANDING - UNCONTROLLED - PILOT IN COMMAND

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

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

Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage	9	Injuries				
Type of Operation -PERSONAL	•	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None 0	
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	Ó	0	
Accident Occurred During -LANDING	•	NOIVE			-		Ü	
-Aircraft Information		•						
Make/Mode1 - BREWER CORSAIR		/Mode1 - LYCOMING (			nstalled/A			
Landing Gear - TAILWHEEL-ALL RETRAG Max Gross Wt - UNK/NR		ngines - 1 ype - RECIPROCA	TING CARRUPET		all Warning	g System	- NU	
No. of Seats - 1		ype - RECIPRUCA wer - 112 HP		UK				
-Environment/Operations Information Weather Data	- Itinerary			Airmort F	roximity			
Wx Briefing - TV WX		rture Point		ON AIRE				
Method - TV/RADIO		ACC/INC		• • • • • • • • • • • • • • • • • • • •				
Completeness - WEATHER NOT PERTI			A	irport Da	ata			
Basic Weather - VMC	SAME AS	ACC/INC		SMITH F	IELD			
Wind Dir/Speed- 350/005 KTS						31		
Visibility - 10.0 SM	ATC/Airspac				Lth/Wid -		100	
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of C	learance - NONE /Lndg - FULL	CTOD	Runway	Status -	DRY		
Precipitation - NONE	Type Apch	/Lnag - FULL	3108					
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 59	Madiaa	1 Certificate	- VALTD	MEDICAL -WA	TVEDS/LIM	тт	
Certificate(s)/Rating(s)	Biennial Flight	- ·		+ 1		•	11	
COMMERCIAL	Current	- YES To	Flight tal - 8 ke/Model- UNK strument- UNK	000	last 24	Hrs -	1	
SE LAND	Months Sinc	e ~ 5 Ma	ke/Model- UNK	/NR	Last 30	Davs- UN		
G2 2		pe - UNK/NR In	strument- UNK	/NR	Last 90	Days-	85	
	•	Mu	Iti-Eng - UNK	/NR -	Rotorcr	aft - UN	K/NR	
Instrument Rating(s) - AIRPLAN	E							
-Narrative								
ER TOUCHDOWN AND AN INITIAL ROLLOUT OF	ADDY 400 ET THE AC	ET REGAN VEEDING T	O THE PIGHT	THE ACET	DEPARTED			

File No. - 2128 10/03/84 FT. WAYNE, IN A/C Reg. No. N3152P Time (Lc1) - 1815 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 4

Basic Information						
Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	F-+		uries Minor	None
· Type of Operation -BUSI	INFSS	Fire		al Serious O O	MINOR	1
Flight Conducted Under -14 C		NONE		0 0	ŏ	Ö
Accident Occurred During -TAXI						
Aircraft Information					,	
Make/Model - CESSNA 172P		odel - LYCOMING 0-320-	D2J	ELT Installed		
Landing Gear - TRICYCLE-FIXED			4 DD. ID. TOD	Stall Warn	ing System	- YES
Max Gross Wt - 2400 No. of Seats - 4	Engine Type Rated Power	P RECIPROCATING-C P 160 HP				
Environment/Operations Information						
Weather Data	Itinerary			ort Proximity		
Wx Briefing - FSS	Last Departu		ON	AIRPORT		
Method - TELEPHONE		5	<b>4</b>	5		
Completeness - PARTIAL,LMTD Basic Weather - VMC	BY PILOT Destination CLARKSVILI	E TAI		rt Data D-CONTINENT		
Wind Dir/Speed- 190/026 KTS	CLARKSVILI	LE, IN		nway Ident	- 19	
Visibility - 10.0 SM	ATC/Airspace			nway Lth/Wid		150
Lowest Sky/Clouds - 3500		oht Plan - NONE		inway Surface		
Lowest Ceiling - NONE		arance - VFR			- DRY	
Obstructions to Vision- NONE		ndg - NONE		•		
Precipitation - NONE						
Condition of Light - DAYL	[GHT					
Personnel Information	Age - 33	Madical Cont	ificata - V	'ALID MEDICAL-	NO WATVEDS	/  TMTT
Dilat-In-Command	Age - 33		Flight Tim		WAIVERS	/ LIMI
Pilot-In-Command Cartificate(s)/Pating(s)	Riennial Flight De	2V 1 QW			24 Hrs - U	NK/NR
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Re Current			Last		
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Current	- YES Total		Last Last	30 Davs-	17
<pre>Certificate(s)/Rating(s)</pre>		- YES Total - 6 Make/Mod		Last	30 Days-	17 25
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Current Months Since	- YES Total - 6 Make/Mod - C-182 Instrume	- 398 el- 100	Last Last	30 Days-	
<pre>Certificate(s)/Rating(s)     COMMERCIAL</pre>	Current Months Since Aircraft Type	- YES Total - 6 Make/Mod - C-182 Instrume	- 398 el- 100 nt- 82	Last Last	30 Days- 90 Days-	25
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND  Instrument Rating(s) - AIF	Current Months Since Aircraft Type	- YES Total - 6 Make/Mod - C-182 Instrume	- 398 el- 100 nt- 82	Last Last	30 Days- 90 Days-	25
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Current Months Since Aircraft Type	- YES Total - 6 Make/Mod - C-182 Instrume Multi-En	- 398 e1- 100 nt- 82 g - 18	Last Last Rotor	30 Days- 90 Days- craft -	25
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND  Instrument Rating(s) - AIF Narrative	Current Months Since Aircraft Type  RPLANE TO THE RWY IN HIGH WINDS. THE	- YES Total - 6 Make/Mod - C-182 Instrume Multi-En	- 398 e1- 100 nt- 82 g - 18	Last Last Rotor	30 Days- 90 Days- craft - 	25

File No. - 2067 6/07/84 WICHITA,KS A/C Reg. No. N93FR

Time (Lc1) - 1315 CDT

Occurrence

NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

### Finding(s)

- 1. WEATHER CONDITION HIGH WIND
- 2. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 3. WEATHER OBSERVATION DISREGARDED PILOT IN COMMAND
- 4. JUDGEMENT POOR 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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft	: Damage		Injur	ies	
	DESTROY		Fatal			None
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	CATION Fire	Cre			0	0
Flight Conducted Under -14 CFR 137	NONE .	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - CESSNA A188B	Eng Make/Model - COM			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 4200	Engine Type - REC					
No. of Seats - 1	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- CALM		-			09	=-
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 65	Medical Certific			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			_
COMMERCIAL, ATP	Current - NO	Total - Make/Model-	11534	Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 28	Make/Model-	1000	Last 30 Last 90	Days- UN	
	Aircraft Type - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	30
Instrument Rating(s) - NONE						
Narrative						
ACFT COLLIDED WITH A TALL CROP DURING AN						
NOTHER ROAD AFTER ABOUT 2600 FT OF RUN AN						
PLT. THE PLT HAD TRIED THESE TWO DIFFEREN	IT ROADS BECAUSE THE ONE HE I	HAD BEEN USING WA	S USED BY H	IS CO-WORKE	R AND A	

File No. - 2063

8/12/84 PLAINS,KS

A/C Reg. No. N4906Q

Time (Lc1) - 0830 CDT

ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

#### Finding(s)

- 1. TERRAIN CONDITION CROP
- 2. TERRAIN CONDITION HIGH VEGETATION
- 3. CLEARANCE NOT OBTAINED PILOT IN COMMAND
- 4. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. GROUND LOOP/SWERVE NOT CORRECTED PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

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

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

File No 2075 6/23/84 GILBE	RTSVILLE,KY A/C Reg	j. No. N90414	т	ime (Lc1) -	2010 CDT	
Basic Information Type Operating Certificate-NONE (GENERA				Injur		
	SUBSTANT		Fatai			None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	0	0	0	0 .
Aircraft Information						
Make/Model - SIKORSKY S-55B	Eng Make/Model - WRIC	HT R-1300-3D	ELT	Installed/A	ctivated	- UNK/NR
Landing Gear - UNK/NR	Number Engines - 1			tall Warnin		
Max Gross Wt - 7200	Engine Type - RECI	PROCATING-CARBURE	TOR			
No. of Seats - 9	Rated Power - UNK	'NR				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		41			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL		D	T -1	A1 / A	
Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		Runway	Status	IV/ A	
Precipitation - NONE	Type Aperly Endg	ORGED EANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	ledical Certifica	to - VALTO	MEDICAL -NO	WATVEDS /	TMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H		WAIVERS/	- I MI I
COMMERCIAL	Current - UNK/NR			Last 24	Hre -	0
NONE	Months Since - UNK/NR				Days- UN	-
HELICOPTER	Aircraft Type - UNK/NR			Last 90	,	26
	ATT GEORGE TYPE SHITY HAVE	2710 07 00770	220		aft -	
Instrument Rating(s) - HELICOPTER	•					
Narrative						
THE ACFT WAS USED FOR PUBLIC RIDES AT AN AMUS						
PARKING SPACE THE ENGINE QUIT AT 100 FT AGL.						
TANK. WHEN THE ENGINE COUGHED HE LANDED, SWIT						
SHOWED THE AFT FUEL TANK WAS EMPTY WHILE THE			BEEN CUT	FOR WRECKA	GE	
REMOVAL BUT THERE WAS FUEL IN THE LINE BETWEE	EN THE CARBURETOR AND THE FUEL	. PUMP.				

File No 20	75 6/23/84	GILBERTSVILLE,KY	A/C Reg. No. N90414	Time (Lc1) - 2010 CDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED				·
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH TERRAIN		
Occurrence #4 Phase of Operation	LANDING			
Probable Cause				

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

File No 2190 8/12/84 RUSSE	LVILLE,KY . A/	C Reg. No. N507FJ	т	ime (Lc1) -	0834 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL		craft Damage STROYED	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire		0	1 0	0	0
Aircraft Information Make/Model - FRED WILLIAMS KR-2 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1050 No. of Seats - 2	Number Engines -	- VOLKS WAGON 2180CC - 1 - RECIPROCATING-CARBUR - 85 HP	S	Installed/Aditall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- 100/007 KTS Visibility - 4.000 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary  Last Departure Po SAME AS ACC/ING Destination SAME AS ACC/ING  ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	Ian - NONE - NONE	OFF AI Airport D Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 56 Biennial Flight Review Current - N/A Months Since - N/A	A Total -	ht Time (H 78 10	lours) Last 24 Last 30	Hrs - Days-	1 1 2 5
Instrument Rating(s) - NONE						
Narrative HE ONLY WITNESS THE PLTS WIFE, SAID THAT THE HE PLT WAS SERIOUSLY INJURED AND DOES NOT RE SY THE PLT. THE ENGINE WAS A NEW VW MODEL 218 ITTLE BECAUSE OF IMPACT AND FIRE DAMAGE. THE MARKINGS.	CALL ANYTHING ABOUT THE O WITH 12-15 HOURS OF OR	ACCIDENT. THE ACFT WA PERATING TIME. INSPECT	S A HOME B	BUILT WHICH WRECKAGE S	WAS BUILT HOWED	

File No. - 2190 8/12/84 RUSSELLVILLE, KY A/C Reg. No. N507FJ Time (Lc1) - 0834 CDT LOSS OF POWER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. UNDETERMINED Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 2. UNDETERMINED Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. TERRAIN CONDITION - CROP 4. FUSELAGE - FIRE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

Type Operating Certificate-NONE (GENERA	•	ft Damage	F	Injur		
Type of Operation -PERSONAL	SUBSI Fire	ANTIAL Crev	Fatal v O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	•	- 0	ő	4
Accident Occurred During -DESCENT	HONE		, ,		Ū	•
Aircraft Information						
Make/Model - CESSNA 150L		ONTINENTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System -	YES
Max Gross Wt - 1600		ECIPROCATING-CARBU	RETOR			
No. of Seats - 2	Rated Power -	100 HP				
Environment/Operations Information	<b>7.1</b> 1			B		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poir	<u>.</u>		Proximity RPORT/STRIP		
Method - N/A	FORT KNOX,KY	τ	UFF AI	KPUKI/SIKIP		
Completeness - N/A	Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL		VINE G			
Wind Dir/Speed- 200/004 KTS					30	
Visibility - 6.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar	- NONE		Surface -		₹F
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- GO AROUND	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certifica			IVERS/LIM	ΙΤ
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H	•		_
<del>-</del>						0
			_			•
HELICOPTER	ATTCTATE Type - UNK/F	rnstrument-	299		•	2270
COMMERCIAL SE LAND HELICOPTER	Current - YES Months Since - 18 Aircraft Type - UNK/N	Total - Make/Model-	3687 224	Last 24 Last 30 Last 90	Days- UN Days-	2
Instrument Rating(s) - AIRPLANE,HE	LICUPTER				<b></b>	
Narrative						
ING LANDING ROLL ON AN 1800 FT SOD AIRSTRI	P, NOSE WHEEL BEGAN TO SHI	MMY AND THE PLT IN	ITIATED AN	ABORTED LAN	IDING.	
ADDED FULL POWER AND RAISED FLAPS TO 10 D						

File No 2005 9/18/84 VINE GROVE,KY	A/C Reg. N	o. N5447Q	Time (Lc1) - 1100 EDT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB			
Finding(s)  1. LANDING GEAR,NOSE GEAR - VIBRATION  2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND  3. ABORTED LANDING - PERFORMED - PILOT IN COMMAND  4. OBJECT - WIRE,TRANSMISSION(MARKED)  5. PULL-UP - EXCESSIVE - PILOT IN COMMAND  6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND			
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED			
inding(s) 7. TERRAIN CONDITION - GROUND			
Occurrence #3 NOSE OVER Phase of Operation OTHER			
Probable Cause			
The National Transportation Safety Board determines that is/are finding(s) 2,5	t the Probable Cause(s	) of this accident	
Eschon(s) nolating to this appliant is/ano finding(s) 2			

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

File No 2141 9/21/84 HENDE	ERSON, KY A/C Re	g. No. N38765	т	ime (Lc1)	- 1245 CDT	
Basic Information Type Operating Certificate-NONE (GENERA				Inju		
	SUBSTAN	TIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	О	0	0	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28R-201T	Eng Make/Model - CON	FINENTAL TSIO-360-			Activated ·	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warni	ng Sy <mark>stem</mark> ·	- YES
Max Gross Wt - 2150		P-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				. <b></b>
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	P	
Method - N/A	EFFINGHAM,IL					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 180/004 KTS					- N/A	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			•	- N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg -	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information			40	_		
Pilot-In-Command	3	Medical Certificat				
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H		4 (3	
COMMERCIAL	Current - YES	Total -	552		4 Hrs -	1 (/ND
SE LAND	Months Since - 1 Aircraft Type - PA-28R	Make/Model- Instrument-	60		O Days- UNI O Davs-	2 2
	Aircraft Type - PA-28K	Instrument-	113	Last 9	O Days-	2
Instrument Rating(s) - AIRPLANE						
Narrative						
HE ACFT WAS DAMAGED IN AN OFF ARPT FORCED LA						
LT SAID SHE CHECKED THE OIL QUANTITY AT 7 1,						
NE HOUR OF FLT TIME. THE PLT MADE A LANDING CCIDENT INVESTIGATION SHOWED THAT THE "PUSH						
AYING LOOSE IN THE COWLING. THE ACFT WAS ON			HE CKANKO	ASE MUUSIN	G AND	
ATING LOUSE IN THE COWLING. THE ACET WAS UNI	LI SIV HOOKS OUT OF AN ANNUAL	INSPECTION.				

9/21/84 A/C Reg. No. N38765 File No. - 2141 HENDERSON, KY Time (Lc1) - 1245 CDT Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, OIL - STARVATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. LUBRICATING SYSTEM, OIL TANK - IMPROPER 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 Phase of Operation FORCED LANDING DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - CROP 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3,6

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

Aircraft Dam DESTROYED Fire UNK/NR	age Crew Pass	Fatal 1 1	Inju Serious O O	uries Minor O O	None O O
Fire UNK/NR		1	0	0	0
UNK/NR		•	-	-	-
				Ŭ	•
Make/Model - LYCOMIN					
Make/Model - LYCOMIN					
	G 0-320-H2AD	ELT I	nstalled/	'Activate	d - YES-UNK/N
er Engines - 1			all Warni	ing Syste	em - YES
ne Type - RECIPRO	CATING-CARBURETO	)R			
ed Power - 150	HP				
ıry	Į.		roximity		
		UNK/NR			
:/NR					
	<b>A</b> ·	irport Da	ta		
C/NR					
	_				
		Runway	Status	- N/A	
Apch/Lndg - UNK	/NR				
			WEDTON A	10 144 71/55	00 / 1MTT
				MO MAINER	(2) LIMII
ight Review	Filght	Time (Ho	ours)	24 11	LINIZ /ND
- YES	lotal	102	Last	24 Hrs -	UNK/NR
51nce - 1	Make/Model-	14	Last	O Days-	UNK/NK
t Type - C-172	Tris traillerit-	3	Last	oo bays-	UNK/ NK
E PLT WAS INFORMED THE AND BEEN INFORMED O	AT THE ACFT WAS N EACH OCCASION	NOT NEED THAT VER	DED AND HE R FLT WAS	E DID NOT NOT	
	ine Type - RECIPRO ed Power - 150  Departure Point  K/NR  Tation  K/NR  Tspace  Of Flight Plan - NON  Apch/Lndg - UNK  Departure Point  Medilight Review  t - YES  Since - 1  ft Type - C-172  FA X-COUNTRY. THE PLE E PLT WAS INFORMED THE E AND BEEN INFORMED O	ine Type - RECIPROCATING-CARBURETG ed Power - 150 HP  ary Departure Point K/NR nation Ar K/NR rspace of Flight Plan - NONE of Clearance - NONE Apch/Lndg - UNK/NR  Are Since - 1 Make/Model- ft Type - C-172 Instrument-  F A X-COUNTRY. THE PLT HAD CALLED THE E PLT WAS INFORMED THAT THE ACFT WAS E AND BEEN INFORMED ON EACH OCCASION	ine Type - RECIPROCATING-CARBURETOR and Power - 150 HP  Departure Point UNK/NR (/NR nation Airport Da (/NR rspace Runway of Flight Plan - NONE Runway Apch/Lndg - UNK/NR  Medical Certificate - VALID Hight Review Flight Time (Hotel) t - YES Total - 102 Since - 1 Make/Model - 14 Ft Type - C-172 Instrument - 3  F A X-COUNTRY. THE PLT HAD CALLED THE OPERATO E PLT WAS INFORMED THAT THE ACFT WAS NOT NEED E AND BEEN INFORMED ON EACH OCCASION THAT VER	ine Type - RECIPROCATING-CARBURETOR ed Power - 150 HP  ary	ine Type - RECIPROCATING-CARBURETOR and Power - 150 HP  Tary Airport Proximity  Departure Point UNK/NR  (/NR Thation Airport Data  (/NR Thation Airport Data  (/NR Thation Runway Ident - N/A Thation Runway Lth/Wid - N/A  Of Flight Plan - NONE Runway Surface - N/A  Of Clearance - NONE Runway Status - N/A  Apch/Lndg - UNK/NR  Thation Airport Proximity  Runway Ident - N/A  Runway Status - N/A  Runway Status - N/A  Apch/Lndg - UNK/NR  Thation Airport Proximity  Runway Ident - N/A  Runway Status - N/A  Apch/Lndg - NONE Runway Status - N/A  Thation Airport Proximity  Runway Ident - N/A  Runway Status - N/A  Apch/Lndg - NONE Runway Status - N/A  Thation Airport Proximity  Airport Proximity  UNK/NR  Runway Ident - N/A  Runway Status - N/A  Apch/Lndg - UNK/NR  Thation Airport Data  Runway Ident - N/A  Runway Status - N/A  Apch/Lndg - NONE Runway Status - N/A  Apch/Lndg - UNK/NR  Thation Airport Proximity  Airport Proximity  INK/NR  Airport Proximity  INK/NR  Runway Ident - N/A  Runway Status - N/A  Apch/Lndg - UNK/NR  Thation Airport Proximity  INK/NR  AIrport Proximi

File No. - 2100 7/19/84 NANTUCKET,MA A/C Reg. No. N4950G Time (Lc1) - UNK/NR

Occurrence MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND

----Probable Cause----

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

File No 2086 7/21/84 BEVER	LY,MA A/C	Reg. No. N15963	T	ime (Lc1) -	1202 EDT	
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ft Damage ANTIAL Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Mode1 - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2050 No. of Seats - 2	Number Engines - Engine Type - R	YCOMING 0-320-E2A 1 ECIPROCATING-CARBURI 150 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- 270/020 KTS Visibility - 7.0 SM Lowest Sky/Clouds - Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin PORTLAND,ME Destination BEVERLY,MA  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	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 25 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Fligl Total - Make/Model- Instrument-	nt Time (H 51 51	ours) Last 24 Last 30	4 Hrs - Days- UN	0
Instrument Rating(s) - NONE						
Narrative HE ACFT MADE A FORCED LANDING AFTER THE ENGIND INDICATED 1/4 FULL. THE PLT SAID HE SWITC CCOMPLISHED THE EMERGENCY CHECKLIST BUT THE MERGENCY LANDING. THE TOWER WAS CALLED AGAIN	HED FUEL TANKS BUT THE ENGINE CONTINUED TO RUN RO	INE DID NOT IMPROVE DUGH. THE PLT CALLED	ITS PERFO BEVERLY T	RMANCE. THE	E PLT THEN	

File No 20	86 7/21/84 BEVERLY,MA	A/C Reg. No. N15963	Time (Lcl) - 1202 EDT
Occurrence #1 Phase of Operation	LOSS OF POWER(TOTAL) - NON-MECHANICAL CRUISE		
Finding(s) 1. UNDETERMINED			
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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		ANTIAL	Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BELLANCA 7EC	Eng Make/Model - C	ONTINENTAL C90-12F	ELT	Installed/A	ctivated	- YES/N
Landing Gear - FLOAT	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 1450		ECIPROCATING-CARBUR	ETOR			
No. of Seats - UNK/NR	Rated Power -	90 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP		
Method - N/A	ISLAND POND, ME					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	PRESQUE ISLE, ME		_	<b>.</b>		
Wind Dir/Speed- CALM	ATO /A I				N/A	
Visibility - 15.0 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	
Precipitation - NONE	Type Apch/ Lhug	FORCED LANDING				
Condition of Light - DUSK		FURCED LANDING				
Personnel Information Pilot-In-Command	Age - 33	Medical Certifica	+- VAL TD	MEDICAL NO	WATVEDO	/1 TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		WAIVERS	/ LIMII
COMMERCIAL	Current - YES	Total -		Last 24	Hre -	2
SE LAND.SE SEA	Months Since - 3	Make/Model-		Last 30		_
JE ENID, JE JEN	Aircraft Type - UNK/N	R Instrument-	80	Last 90	Days -	46
		Multi-Eng -	22		J ,	
Instrument Rating(s) - AIRPLANE						
Narrative						
IT 30 MIN INTO THE FLT THE PLT NOTICED A H	TOUED THAN NORMAL ENGINE O	TI TEMP SHOPTIV TH	EDEAFTED T	HE ENOTHE I	OCT DWD	

File No 20	40 10/15/84	MACHIAS, ME	A/C Reg.	No. N4308C	Time (Lc1) - 18	30 EDT
Occurrence #1 Phase of Operation						
Finding(s) 1. LUBRICATING SYS 2. FLUID,OIL - OVE						
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation						
Finding(s) 3. TERRAIN CONDITI	ON - ROUGH/UNEVEN					
Probable Cause						
The National Transpo is/are finding(s) i	rtation Safety Boa	rd determines that	t the Probable Cause	e(s) of this acc	ident	

Basic Information Type Operating Certificate-NONE (GEN	EDAL AVIATION)	Aircraft Da	maga		Injur	105	
Type operating certificate-none (GEN		SUBSTANTIA	L	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - ERCOUPE 415		e/Model - CONTIN					
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1400		Engines - 1 Type - RECIPR			tall Warnir	ng System	- YES
No. of Seats - 2	Rated P	- 1					
Environment/Operations Information							
Veather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF				ON AIR	STRIP		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati			Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 150/008 KTS	SAME A	S ACC/INC		RLA	Ident -	- 09	
Visibility - 15.0 SM	ATC/Airspa	Ce			Lth/Wid		50
Lowest Sky/Clouds - 3000 FT S			NE		Surface		
Lowest Ceiling - 20000 FT B						- DRY	
Obstructions to Vision- NONE	Type Apc	h/Lndg - NO	NE	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 71	Med	ical Certifica	te - VALID	MEDICAL -W	ATVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Fligh	t Review		nt Time (H		(172((3) 21))	• '
PRIVATE	Current	- NO	Total -	190	Last 2	4 Hrs -	0
SE LAND	Months Sin	ce - 49 ype - UNK/NR	Make/Mode1-	80	Last 3	) Days- UN	K/NR
	Aircraft T	ype - UNK/NR	Instrument-	0	Last 9	) Days-	0
Instrument Rating(s) - NONE							
Narrative						OF . D TI-	
ACFT VEERED TO THE LEFT SIDE OF A GRAS			CREASED THE DRA VER. LOCAL WIND				

File No. - 2152 5/27/84 PLAINWELL, MI A/C Reg. No. N2622H Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. TERRAIN CONDITION - HIGH VEGETATION 5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 6. TERRAIN CONDITION - TERRAIN/RUNWAY CONDITION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

# National Transportation Safety Board Washington, D.C. 20594 Brief of Accident

File No 2148 7/	04/84 DETROIT,	MI	A/C Reg. No.	CFISH	Т	ime (Lc1) -	1615 EDT	
Basic Information Type Operating Certificat	e-NONE (GENERAL A	AVIATION)	Aircraft Damage	9	Fatal	Injur Serious		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 91		Fire NONE	Crew Pass	0	1 2	0	0
Aircraft Information Make/Model - BELL 47G2 Landing Gear - FLOAT Max Gross Wt - 2450 No. of Seats - 3		Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPROCAT		S TOR	Installed/A tall Warnin	g System	
Environment/Operations Info Weather Data  Wx Briefing - NWS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 170/012 Visibility - 5.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	KTS SM 4000 FT 4000 FT BROKEN HAZE NONE		c/INC tht Plan - NONE crance - NONE	) LANDING	OFF AI Airport D DETROI Runway Runway Runway	T CITY Ident - Lth/Wid - Surface -	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL NONE HELICOPTER Instrument Rating(s)	В	ge - 24 iennial Flight Re Current Months Since Aircraft Type	eview - YES Tot - 1 Mak - 47 Ins	tal - ke/Model- strument-	nt Time (H 218 218 0	ours) Last 24 Last 30 Last 90 Rotorcr	Hrs - Days- UN Days-	7
THE ACFT LANDED IN THE DETROIT AND PUSHED THE CYCLIC FORWARD. THE PLT ADJUSTED DESCENT WITH C ACFT WAS AT ABOUT 150 FT AGL WH WAS RUNNING UNTIL IMPACT. ANOTH SAID THE PLT DID NOT MENTION TH EXAMINATION OF THE ENGINE AFTER BUILD-UP OF CARBON AND LEAD. NE THE TOPS. NO OTHER EVIDENCE WAS	THE RPM REDUCED FOLLECTIVE, FORWARD IN THE ENGINE SPUTER PASSENGER DESCRIPTION THE PROBLEM TO THEM RECOVERY FROM THE AR THE OPERATORS	ENGINE SPUTTERED FROM 3000 TO 2500 RD SPEED WITH CYO JTTERED. ONE PASS CRIBED THE ENGINE M AND THE HELICOP HE WATER SHOWED T HANGER WERE 5 SE	D BUT THE ROTOR A LIC AND PULLED A ENGER DESCRIBED NOISE AS A MUFF TER SEEMED UNDER THAT THE SPARK PL TALED AND 1 UNSEA	BRATED. THE AND ENGINE R ALL COLLECTI A SPUTTERIN FLED MISFIRI CONTROL UN LUGS WERE WO	PLT REDUC RPM REMAIN VE JUST P IG NOISE B NG SOUND. NTIL IMPAC DRN AND CO	ED PWR & CO ED MARRIED. RIOR TO IMP UT SAID THE THE PASSEN T. POST ACC NTAINED A H	ACT. THE ENGINE GERS ALSO IDENT EAVY	·

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Time (Lc1) - 1615 EDT File No. - 2148 7/04/84 DETROIT.MI A/C Reg. No. CFISH Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 1. IGNITION SYSTEM, SPARK PLUG - CORRODED 2. IGNITION SYSTEM, SPARK PLUG - WORN 3. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND-IMPROPER USE OF PROCEDURE. - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND 7. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND 8. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 9. TERRAIN CONDITION - WATER, ROUGH 10. LANDING GEAR, FLOAT ASSEMBLY - BURST ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7,8

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

-Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -PERSONA	L	Fire	Crew			0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PITTS S-1C	Eng Mak	e/Model - LYCOMI	NG IO-360		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXE		Engines - 1		S	tall Warnir	ng System	n - NO
Max Gross Wt - UNK/NR No. of Seats - 1		Type - RECIP-	FUEL INJECTED HP				
NO. OF Seats - 1	Rated P	ower - 200	HP 				
-Environment/Operations Information					D		
Weather Data Wx Briefing - UNK/NR	Itinerary	arture Point			Proximity RPORT/STRIP	•	
Method - IN PERSON		ST. MARIE,CD		UFF AI	KPUKI/SIKIP		
Completeness - FULL	Destinati	•		Airport Da	ata		
Basic Weather - VMC		,ONTARIO,CD					
Wind Dir/Speed- CALM		,		Runway	Ident -	N/A	
Visibility - 500 SM	ATC/Airspa				Lth/Wid -		
Lowest Sky/Clouds - 400 FT	Type of	Flight Plan - VF	R		Surface -		
	OVERCAST Type of			Runway	Status -	N/A	
Obstructions to Vision- FOG Precipitation - NONE	Type Apc	h/Lndg - ST	RAIGHI-IN ECAUTIONARY LA	NIDTNIC			
Condition of Light - DAYLIGHT		PK	ECAUTIONART LA	INDING			
							· ·
Pilot-In-Command	Age - 32	Med	ical Certifica	te - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review - YES	Flig	ht Time (H			
COMMERCIAL, ATP, CFI	Current	- YES	Total -	2883	Last 24	Hrs - L	
SE LAND, ME LAND		ce - 2	Make/Model-				
	Aircraft I	ype - UNK/NR	Instrument- Multi-Eng -		Last 90	Days-	95
Instrument Rating(s) - AIRPLA	NE						
ACFT WAS ON A VFR X-COUNTRY WHEN THE	WEATHER BEGAN TO DE	TERIORATE. THE P	IT OVERFLEW SA	NDUSKY ARP	T WITH WX C	F 1000 F	т
RCAST AND VISIBILITY 3 MILES IN FOG.							
FLT. FOLLOWING A ROAD AT 500 FT AGL	HE FLEW INTO DENSE F	OG OVER PORT SAN	ILIA. HE SAID	HE DESCEND			ND
) A 180 DEG TURN TO FLY BACK TO SANDUS		OG AND DECIDED T	O MAKE A PRECA	UTIONARY			
IDING. WHILE LANDING ON A SOFT FIELD T	HE ACET NOSED OVER						

Time (Lc1) - 1800 EDT File No. - 2065 7/10/84 PORT SANILAC.MI A/C Reg. No. CGNOD

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG

- 2. PREFLIGHT BRIEFING SERVICE PERFORMED PILOT IN COMMAND
- 3. WEATHER EVALUATION INACCURATE PILOT IN COMMAND
- 4. IN-FLIGHT PLANNING/DECISION INACCURATE PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 6. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 7. TERRAIN CONDITION WET
- 8. TERRAIN CONDITION SOFT

----Probable Cause----

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

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

Pagia Information							
Basic Information Type Operating Certificate	e-NONE (GENERAL AV	IATION) Aircraft DESTROY		Fatal	Inju Serious	ıries Minor	None
	-PERSONAL	Fire	Crev	0	1	0	0
Flight Conducted Under Accident Occurred During	-14 CFR 91 -LANDING	NONE	Pass	s 0	0	0	0
Aircraft Information						,	
Make/Model - NARDI FN-3	333 .	Eng Make/Model - CON	ITINENTAL IO-470-F			Activated	
Landing Gear - AMPHIBIAN Max Gross Wt - 3270		Number Engines - 1 Engine Type - REC	IP-FUEL INJECTED	5	tali warni	ng System	- TES
No. of Seats - 4		· ,,	250 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHON	IE	Last Departure Point WEST CHICAGO.IL		ON AIR	PORT		
Completeness - WEATHER		Destination		Airport D	ata		
Basic Weather - VMC	1101 1 2111 2142111	LANSING, MI		CAPITA			
Wind Dir/Speed- 350/009	KTS	<b>,</b>		Runway	Ident	- 06	
Visibility - 15.0		ATC/Airspace		Runway	Lth/Wid	- 5001/	120
Lowest Sky/Clouds -		D Type of Flight Plan -		-		- ASPHALT	
	10000 FT BROKEN	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- Precipitation -		Type Apch/Lndg -	STRAIGHT-IN FORCED LANDING				
•	DAYLIGHT		FUNCED LANDING				
-Personnel Information							
Pilot-In-Command	Age		Medical Certifica			/AIVERS/LIM	IT
Certificate(s)/Rating(s)	Bie	ennial Flight Review		ght Time (H			
COMMERCIAL,CFI SE LAND,ME LAND,SE SEA		Current - UNK/NR Months Since - UNK/NR	Total - Make/Model- l			24 Hrs - 30 Days-	2 10
SE LAND, ME LAND, SE SEA	•	Aircraft Type - UNK/NR	Instrument- l	•		00 Days-	40
		All Clart Type ONK/NK	Multi-Eng - l	•		craft - UN	-
			marti Liig V		110 101 0	,,	,
Instrument Rating(s)	- AIRPLANE						
ACFT WAS NOT FLOWN FOR 6 YRS	. DURING LAST ANN	UAL INSPECTION. 67 HRS O	F LABOR, THE BAT	TERIES (2).	SPARK PLL	JG GASKETS.	
NETO GASKETS, BATTERY CABLE L							
NETOS AND SPARK PLUGS WERE EX							
ARTURE THE ACFT WAS OBSERVED							
RESPOND TO THE TWRS RADIO CA							
W ANOTHER 200 FT, TOUCHED DOW ESTIGATION SHOWED THE RADIO S							
T TANK, FUEL SELECTOR ON THE							
I IVNK FILE CELECIUD UN INF	I F F I I A RIV FI'L' '	EARING FOUND THE DIGHT IN	MIN TINIDAMACED DDI	JD EIIEI CA	CEC BUIL U	INI ZEDN	

. File No. - 2064 7/12/84 LANSING, MI A/C Reg. No. N912NS Time (Lc1) - 1738 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED 2. ELECTRICAL SYSTEM, GENERATOR - DISABLED 3. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 5. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION 6. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - DISABLED Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING Finding(s) 7. FLUID, FUEL - EXHAUSTION 8. FUEL CONSUMPTION CALCULATIONS - INATTENTIVE - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 10. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 11. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8,10

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

File No 2117 7/	13/84 PULLMAN,M	I A/C Reg	. No. N7714V	Ti	me (Lc1) -	0815 EDT	-
Basic Information Type Operating Certificat	e-AGRICULTURAL AIRO	CRAFT Aircraft DESTROYE		Fatal	Injuri Serious	es Minor	None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Crew Pass	1 0	0	0	0
Aircraft Information	ANDER CALLAIR A-9	9 71	MING 0-540-B2B5 PROCATING-CARBURE 35 HP	Sta	nstalled/Ac all Warning		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 320/005 Visibility - 10.0 Lowest Sky/Clouds -	RD OF BRIEFING  KTS SM CLEAR NONE NONE	Itinerary Last Departure Point SOUTH HAVEN,MI Destination SOUTH HAVEN,MI  ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -		Airport Da Runway Runway Runway	PORT/STRIP	N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age Biel	- 22 M nnial Flight Review Current - YES Months Since - 15 Aircraft Type - UNK/NR	Fligh Total - Make/Model- UN	nt Time (Ho 327 NK/NR		Hrs - Days-	/LIMIT 1 23 39
Instrument Rating(s)	- NONE						
Narrative HE ACFT CRASHED WHILE PRACTICI EFUELING PUMP BY AN ACFT WHICH EFT THE REFUELING AREA TO LOAD CTUALLY REFUELING. THE CRASHED EFT TANK. NO RESIDUAL FUEL OR	WAS AWAITING A CH THE 2ND ACFT. HE V ACFT WAS FOUND WI	EMICAL RELOAD. THE STUDEN WAS SEEN GOING BACK TO TH TH ONE QUART OF FUEL IN T	IT CROP DUSTING PI IE REFUELING AREA 'HE RUPTURED RIGH'	LT, WHO WAS BUT WAS NO T TANK AND	ALSO A LOA T OBSERVED NO FUEL IN		

7/13/84 File No. - 2117 PULLMAN, MI A/C Reg. No. N7714V Time (Lcl) - 0815 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - EXHAUSTION 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 2049 8/29/84 LAKE	CITY,MI A/C R	eg. No. N7335D	T	ime (Lc1)	- 1830 ED	T 
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage	·	Inju	ries	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-22-150	Eng Make/Model - LY			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warniı	ng System	- YES
Ma× Gross Wt - 1950	Engine Type - RE		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRI	>	
Method - N/A	LAKE CITY,MI					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 240/005 KTS		•			- N/A	
Visibility ~ 6.0 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	- STRAIGHT-IN				
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 43	Medical Certifica			D WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -			4 Hrs - U	•
SE LAND	Months Since - 7	Make/Mode1-	80		Days- U	
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	16
Instrument Rating(s) - NONE						
Instrument kating(s) - None						
-Narrative	•					
ORDING TO THE PLT, AT ABOUT 30 FT AGL AFTE	R TAKEOFF THE ENG RPM BEGAN	TO DECREASE. THE	ACFT FLEW	INTO A TREE	E	
JACENT TO A ROAD NEAR THE END OF THE RWY. A						
PROPERTY OWNER REPORTED THAT THE TURF AIR	STRIP WAS APRX 1,500 FT LON	G. DENSITY ALTITUD	E WAS CALC	ULATED TO 1	3E	
600 FT.	•					

File No 20	49 8/29/84 	LAKE CITY,MI	A/C Reg. No. N7335D	Time (Lc1) - 1830 EDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED 2. WEATHER CONDITION	DN - HIGH DENSITY	ALTITUDE		
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S	)			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this accide	nt
Factor(s) relating to	o this accident is,	/are finding(s) 2		

None 1 2 0 ed - NO -N em - NO
2 0 
0  ed - NO -N
ed - NO -N
em - NO
•
UNK/NR
0
•

File No. - 2150

5/27/84

BURNSVILLE, MN

A/C Reg. No. N3679A

Time (Lc1) - 1800 CDT

Occurrence

MISCELLANEOUS/OTHER

Phase of Operation STANDING

#### Finding(s)

- 1. WEATHER CONDITION UNFAVORABLE WIND
- 2. CREW/GROUP COORDINATION INADEQUATE PILOT IN COMMAND
- 3. BALLOON EQUIPMENT, ENVELOPE NOT DUMPED
- 4. SUPERVISION INADEQUATE PILOT IN COMMAND
- 5. PROCEDURES/DIRECTIVES INADEQUATE GROUND PERSONNEL

#### ----Probable Cause----

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

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	ft Damage		Inju	uries	
		ANTIAL	Fatal	Serious		None
Type of Operation -AERIAL APPLI		Cre		0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	Pas	s 0	0	0	0
Aircraft Information						
Make/Model - EAGLE DW-1	Eng Make/Mode1 - L			Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5400	Number Engines - Engine Type - R			tall Warni	ing System	n - YES
No. of Seats - 1	Rated Power ~					
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir OKLEE,MN	it	OFF AI	RPORT/STR1	[P	
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		Amport b	2.62		
Wind Dir/Speed- CALM	. =====		Runway	Ident	- N/A	
Visibility ~ 5.0 SM	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface	- N/A	
	CAST Type of Clearance		Runway	Status	~ N/A	
Obstructions to Vision- HAZE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information Pilot-In-Command	Age - 47	Medical Certific	ato - EYDID	ED		
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - YES				24 Hrs -	16
SE LAND	Months Since - 6	Make/Model-	76	Last 3	30 Days- l	JNK/NR
	Aircraft Type - UNK/N		0	Last 9	90 Days-	105
		Multi-Eng -	32			
Instrument Rating(s) - AIRPLANE						
E ACFT RAN OFF A ROAD INTO A DITCH WHICH DE	STROYED THE MAIN LANDING G	EAR DURING THE FOR	CED LANDING	. THE PLT	SAID OIL	
/ERED THE WINDSHIELD AFTER TAKEOFF AND HE C						
LE LOOKING OUT THE SIDE WINDOW. THE OIL SI						т

A/C Reg. No. N8801P File No. - 2066 6/12/84 OKLEE, MN Time (Lc1) - 1030 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT SERVICE - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE DIVERTED ATTENTION - PILOT IN COMMAND 3. LUBRICATING SYSTEM, OIL TANK - OPEN 4. FLUID, OIL - SIPHONING 5. FLUID, OIL - LOSS, PARTIAL IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY Occurrence #3 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - DITCH 8. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 2131 7/24/84 LITT	LE FALLS, MN A/C	Reg. No. N1338R	Time	(Lc1) - 1645 C	DΤ
Basic Information Type Operating Certificate-NONE (GENER  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTI Fire	aft Damage ROYED Crew ROUND Pass	1	Injuries erious Minor O O	None 0 0
Aircraft Information Make/Model - GRUMMAN AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engines - Engine Type - I	LYCOMING 0-320-E2G 1 RECIPROCATING-CARBURI 150 HP	Stall	talled/Activated Warning Syster	
Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point LITTLE FALLS,MN Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plate Type of Clearance Type Apch/Lndg	n - NONE - NONE	Runway Lth Runway Sur	RT/STRIP	170 TURF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 30 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - AA-5	Medical Certifica Flig Total - Make/Model- Instrument-	nt Time (Hours	5)	IMIT 1 15 30
Instrument Rating(s) - NONE	AVECES ATTEMPT. THE LOW TV	ME DIT WAS USING A C	DASC DWY FOR	THE 4CT TIME	
THE ACFT COLLIDED WITH THE GROUND DURING A THITHOUT AN INSTRUCTOR. THE ACFT WAS ROTATED ACFT WAS "BEHIND THE POWER CURVE" FROM TAKED ACFT, SAID THAT THE ACFT WAS GOIND SLOWER THE TEEPER UNTIL IT WAS VERTICAL, DID A WING ON .	PREMATURELY AND ASSUMED A FF TO CRASH. THE HUSBAND O IAN HE EXPECTED. AN AG PLT	NOSE HIGH ATTITUDE. F THE PLT, WHO SAW T WHO SAW THE ACCIDENT	ACCORDING TO ( HE ACCIDENT FI STATED THE AC	ONE WITNESS THE ROM ACROSS THE CFT CLIMBED	

File No. - 2131 7/24/84 LITTLE FALLS.MN A/C Reg. No. N1338R Time (Lc1) - 1645 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB 1. ROTATION - PREMATURE - PILOT IN COMMAND IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. STALL - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4.5.6

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

Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Damage	9		Inju		
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0			
-Aircraft Information Make/Model - BEECHCRAFT D 35	Eng Make /M	lodel CONTINENT	N E-40E-44	ELT	Installed/	1 otivated	_ VEC/NI
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	odel - CONTINENTA	(L E-185-11		tall Warni		
Max Gross Wt - 2700		e - RECIPROCAT	TING-CARRUR		tair waitii	ig system	123
No. of Seats - 4		r - 205 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depart SAME AS A			ON AIR	PURI		
Completeness - WEATHER NOT PERTINENT	CC/ INC		Airport D	a+a			
Basic Weather - VMC	CC/INC			ER FIELD			
Wind Dir/Speed- 120/016 KTS	5/1/12 / A5 /	33, 2113			Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface		
Lowest Ceiling - NONE		arance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 64	Medical	l Certifica	to - VALID	MEDICAL -W	ATVEDS/LTM	тT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H		AIVENS/ EIM	
PRIVATE	Current		tal -		•	4 Hrs -	131
SE LAND	Months Since	- 14 Mal	ke/Model-	750	Last 30	Days- UN	K/NR
	Aircraft Type	- UNK/NR Ins	strument-	0	Last 9	O Days-	40
		Mu '	lti-Eng -	2200			
Instrument Rating(s) - NONE							
-Narrative							
ACFT WAS STARTED WITH THE THROTTLE OPEN A	FTER REFUELING. TH	E PLT SAID THE AC	CFT COLLIDE	D WITH A G	AS HOSE BEI	FORE HE	

9/21/84 File No. - 2110 ALEXANDRIA, MN A/C Reg. No. N2930B Time (Lc1) - 0915 CDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation STANDING - STARTING ENGINE(S) Finding(s) 1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND 2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI Finding(s) 3. OBJECT - AIRPORT FACILITY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

-Basic Information Type Operating Certificate	-AGRICUL	TURAL AIRCR	AFT Ai	rcraft Damage	2		Iniu	ries	
.,,,				UBSTANTIAL	_	Fatal	•		None
Type of Operation	-AERIAL	APPLICATION	Fi	re	Crew	0	0	0	1
Flight Conducted Under	-14 CFR	137		ONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT								
-Aircraft Information									
Make/Model - CESSNA A18			Eng Make/Model		AL IO-520-D				
Landing Gear - TAILWHEEL-	ALL FIXE	ס	Number Engines			. S	tall Warni	ng System	- YES
Max Gross Wt - 4200			Engine Type		L INJECTED				
No. of Seats - 1			Rated Power	- 300 HP					
-Environment/Operations Infor	mation								
Weather Data			tinerary			•	Proximity		
Wx Briefing - NO RECOR	RD OF BRI	EFING	Last Departure	Point		ON AIR	STRIP		
Method - N/A Completeness - N/A			WESTBORO,MO Destination			Airport D	-+-		
Basic Weather - VMC			LOCAL			AG STR			
Wind Dir/Speed- 290/008	KTS		LOCAL					- 35	
Visibility - 10.0		Δ	TC/Airspace					- 1900/	50
Lowest Sky/Clouds -				Plan - NONE				- GRASS/TL	
	NONE		Type of Clearar				Status		
Obstructions to Vision-	NONE		Type Apch/Lndg	- NONE		_			
Precipitation -									
Condition of Light -	DAYLIGHT								
-Personnel Information									
Pilot-In-Command Certificate(s)/Rating(s)		Age - Rienn	36 ial Flight Revie		l Certifica Flid	te - VALID ht Time (F		O WAIVERS/	LIMIT
COMMERCIAL			urrent - N		tal -		Last 2	14 Hrs -	3
SE LAND, ME LAND			lonths Since - L		ke/Model-		Last 3		35
			ircraft Type - L	NK/NR In:	strument-	342		O Days-	49
				Mu	lti-Eng -	1299			
Instrument Rating(s)	- NONE								
-Narrative									
E BECOMING AIRBORNE, THE ACF	IS LEFT B	OOM WAS DRA	GGING IN TALL GR	ASS WHICH PA	RALLELED TH	E AIRSTRIF	RESULTING	3	

File No. - 2018 6/18/84 WESTBORO, MO A/C Reg. No. N4857R Time (Lc1) - 1030 CDT Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF Finding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Finding(s) 3. DIRECTIONAL CONTROL - 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) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur	ries	
		DESTROYED		Fatal	Serious	Minor	Non
Type of Operation -INSTRUC		Fire	Crew	1	0		0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
ircraft Information					•		
Make/Model - CESSNA 150H		/Model - CONTINENTA	L 0-200-A	ELT I		Activated	
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600		ngines - 1 ype - RECIPROCAT	TNC-CADDIDE		all warnin	ng System	- YES
No. of Seats - 2	Rated Po		ING-CARBORE				
nvironment/Operations Information							
leather Data	Itinerary	ntuna Daint		Airport P	roximity PORT/STRI	,	
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Depa GOLDEN.			UFF AIR	PURI/SIRII	•	
Completeness - N/A	Destination			Airport Da	ıta		
Basic Weather - VMC	LOCAL	•					
Wind Dir/Speed- 140/006 KTS						- N/A	
Visibility - 12.0 SM	ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE	SCATTERED Type of F	light Plan - NONE			Surface Status	- N/A - N/A	
Obstructions to Vision- NONE	Type of C Type Apch	/Lndg - NONE		Runway	Status	- IV/ A	
Precipitation - NONE	Type Apon	, E.i.ag 110.12					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 36	Medical	Certificat	e - VALID	MEDICAL -N	n WATVERS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		D WAITENS,	
STUDENT	Current	- N/A Tot	al -	37	Last 2		2
	Months Sinc	e - N/A Mak	e/Model-	37	Last 3	Days- UN	K/NR
	Aircraft Ty	pe - N/A Ins	trument-	0	Last 9	O Days-	12
Instrument Rating(s) - NONE							
lonnet tree							
Narrative NCFT WAS FLYING LOW OVER TREES WHEN	IT RANKED STEEDLY AND	SPIN TO THE COOLIND	ACCORDING	TO A WITHE	SS THE A	CET	
TOTA WAS LETTING FOM OVER TREES MUEN		THE PLT WAS A STUDE					

File No. - 2056 6/19/84 GOLDEN,MO A/C Reg. No. N23233 Time (Lc1) - 1029 CDT

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

Finding(s)

'1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

4. LOW PASS - PERFORMED - PILOT IN COMMAND

5. STALL - UNCONTROLLED - PILOT IN COMMAND

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

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Da	amage		Inju	ries	
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -INS	TRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 Accident Occurred During -DES		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA A152			ING 0-235-L2C				
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warniı	ng System	- YES
Max Gross Wt - 1670			ROCATING-CARBURE	TUR			
No. of Seats - 2	Rated Po	ower - 11	D НР 				
Environment/Operations Informati							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF		arture Point		ON AIR	PORT		
Method - N/A	WASHING						
Completeness - N/A	Destination	on		Airport Da			
Basic Weather - VMC	LOCAL				STON MEM	0.4	
Wind Dir/Speed- 030/006 KTS Visibility - 7.0 SM	ATO /A d				Ident Lth/Wid	- 34	E0.
Lowest Sky/Clouds - 450	ATC/Airspac		ONE		Surface		50
Lowest Sky/Clouds - 450		Clearance - N			Status		
Obstructions to Vision- NONE		n/Lndg - T		Rullway	Status	DKT	
Precipitation - NONE		F					
Condition of Light - DAYL	IGHT	v. °⊊ I	OLL STOP				
Personnel Information Pilot-In-Command	Age - 38	Me	dical Certificat	te - VALID	MEDICAL-W	ATVERS/LIN	ATT
Certificate(s)/Rating(s)	Biennial Fligh			nt Time (He			
STUDENT	Current	- N/A	Total -	,		4 Hrs -	1
	Months Sind	ce - N/A	Make/Model-	11	Last 3	Days-	6
	Aircraft Ty	/pe - N/A	Instrument-		Last 9		12
Instrument Rating(s) - NO	NE						
inoti americ itating(o)							
Narrative							
	F 3 SUPERVISED TOUCH AND	GO LANDINGS. T	HE 1ST LANDING	ND TAKEOF	WERE COM	PLETED	

File No. - 2200 7/01/84 A/C Reg. No. N761BK Time (Lc1) - 1300 CDT WASHINGTON, MO Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. PULL-UP - DELAYED - PILOT IN COMMAND 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 6. STALL - NOT CORRECTED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5,6

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur	ies	
Type operating delitition to None (delich	DESTROYE		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - AMERICAN AVIATION AA-1A				Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1500 No. of Seats - 2	Engine Type - RECI		ETOR			
No. or Seats - 2	Rated Power - 1					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport Da			
Basic Weather - VMC	LOCAL			PRIVATE)		
Wind Dir/Speed- 240/002 KTS	LOCAL			Ident -	24	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - SCATTERED	Type of Flight Plan -	NONE		Surface -		RF
Lowest Ceiling - BROKEN	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		Medical Certifica			IVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fligi	nt Time (H		11	
PRIVATE SE LAND,ME LAND	Current - YES Months Since - 1		1300 20	Last 24	Hrs -	1 10
SE LAND, ME LAND	Aircraft Type - C-172RG		160	Last 30 Last 90	Days-	10 25
	All Graft Type 0 172Rd	Multi-Eng -		2001 30	Layo	20
Instrument Rating(s) - AIRPLANE						
-Narrative						
ACFT SETTLED INTO 10-15 FT TALL TREES DUR	THE TAKEGEE THE BUY WAS 4000	S ET LONG AND THE	WIND WAC	O KTC THE	DI T	

File No 2057	7 9/09/84	PLEASANT HILL, MO	A/C Reg. No. N7262L	Time (Lc1) - 1600 CDT
Occurrence #1 Phase of Operation				
Finding(s)  1. AIRPORT FACILITIE  2. LIFT-OFF - PREN  3. STALL/MUSH - INAL	MATURE - PILOT IN		QUATE	
Occurrence #2 Phase of Operation				
Finding(s) 4. OBJECT - TREE(S)				
Probable Cause				
The National Transportis/are finding(s) 2,3	tation Safety Boar	rd determines that the F	Probable Cause(s) of this accid	ent
Factor(s) relating to	this accident is/	are finding(s) 1,4		

File No 2019 9	/22/84	SLATER,	MO	A/C Reg.	No. N3OHW		Time (Lc1)	- 1630 CDT	-
Basic Information Type Operating Certifica	te-NONE	(GENERAL	AVIATION) A	ircraft D	amage		Inju	ries	
				SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation Flight Conducted Under	-PERSOI	NAL		ire	Cr	-	0	0	1
				NONE	Pas	ss O	0	0	0
Accident Occurred During	-LANDII	VG 							
Aircraft Information									
Make/Model - ENSTROM	F-28A				ING HIO-360-C	1B ELT	Installed/		
Landing Gear - SKID			Number Engine				Stall Warni	ng System	- NO
Max Gross Wt - 2150					-FUEL INJECTE	)			
No. of Seats - 3			Rated Power	- 20	5 HP				
Environment/Operations Inf	ormation								
Weather Data			Itinerary			Airport	Proximity		
Wx Briefing - NO REC	ORD OF BI	RIEFING	Last Departure	Point		ON AI	RPORT		
Method ~ N/A			SAME AS ACC/	INC					
Completeness - N/A			Destination			Airport	Data		
Basic Weather - VMC			LOCAL			SLATE	R MEMORIAL		
Wind Dir/Speed- 240/00	7 KTS					Runwa	y Ident	- 22	
Visibility - 15.0			ATC/Airspace			Runwa	y Lth/Wid	- 2365/	150
Lowest Sky/Clouds -			Type of Flight	: Plan - N	ONE	Runwa	y Surface	- GRASS/TU	JRF
	- NONE		Type of Cleara	ınce - N	IONE	Runwa	y Status	- DRY	
Obstructions to Vision			Type Apch/Lndg	, - N	IONE				
Precipitation	- NONE								
Condition of Light	- DAYLIG	HT							
Personnel Information									
			\ge - 59	Me	dical Certifi	cate - VALI	D MEDICAL-W	AIVERS/LIM	MIT
Certificate(s)/Rating(s	:)	E	Biennial Flight Revi Current -	ew	F1	ight Time (	Hours)		
PRIVATE			Current -	YES	Total -	1182	Last 2	4 Hrs -	3
SE LAND			Months Since -	5	Make/Mode1-				IK/NR
HELICOPTER			Aircraft Type -	C-172	Instrument-	79	Last 9	O Days-	7
							Rotorc	raft -	150
	- AIRP	LANE							

File No. - 2019 9/22/84 SLATER,MO A/C Reg. No. N30HW Time (Lc1) - 1630 CDT

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

Finding(s)

1. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND
2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
----Probable Cause----

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

File No 2199 10/25/84 COLUM	BIA,MO A/C	Reg. No. N75DR	Т	ime (Lc1) - 2256 C	DΤ
Type of Operation -BUSINESS	SUBS	aft Damage TANTIAL	Fatal	Injuries Serious Minor	None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire NONE	Crew Pass	0	0 0	1
Aircraft Information Make/Model - PIPER PA32RT-300T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 7	Number Engines -	LYCOMING TID-540-S1AD 1 RECIP-FUEL INJECTED 300 HP		Installed/Activate	
Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 250/008 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 500 FT SCAT Lowest Ceiling - 1500 FT OVER Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poi BIRMINGHAM,AL Destination COLUMBIA,MO  ATC/Airspace TERED Type of Flight Pla CAST Type of Clearance Type Apch/Lndg	n - NONE	OFF AI Airport D COLUMB Runway Runway Runway		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 24 Aircraft Type - PA32	Fligh Total - Make/Model- RT Instrument-	nt Time (H	MEDICAL-WAIVERS/L Hours) Last 24 Hrs - Last 30 Days- Last 90 Days- Rotorcraft -	IMIT 6 8 24 10
Instrument Rating(s) - AIRPLANE					
THE PLT WAS HIGH ON THE ILS APPROACH AND FLEW RWY 20. THE TOWER CONTROLLER SAID THE ACFT WAS PLT THAT HE APPEARED TO BE LOW. THE PLT ALSO LOCATED 3500 FT FROM THE APPROACH END OF RWY 34 FT AGL. THE NIGHT WAS DARK BUT THE VISIBIL	NS SO LOW THAT AT ONE POIN SAID THAT HE WAS LOW ON F 20. THESE TREES ARE ABOUT	T HE LOST SIGHT OF TH INAL AND COULD SEE RE 50 FT TALL AND THE A	HE ACFT. H ED ON THE	HE ADVISED THE VASI. A TREE LINE	IS

File No. - 2199 10/25/84 COLUMBIA, MO A/C Reg. No. N75DR Time (Lc1) - 2256 CDT **UNDERSHOOT** Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND 5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 6. JUDGEMENT - POOR - PILOT IN COMMAND 7. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND 8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 9. OBJECT - TREE(S) ----Probable Cause----

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

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

Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircrat	t Damage			Inju	ries	
			ANTIAL		Fatal	Serious		
Type of Operation -FERRY Flight Conducted Under -14 CFR 9		Fire NONE		Crew Pass		0	0	1
Accident Occurred During -TAXI		NUNE		Pass	U	O	U	U
Aircraft Information								
Make/Model - CESSNA 401A		ce/Model - CC		TSI0-520		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300	number Engine	Engines - 2	Z ECIP-FUEL :	TNJECTED	3	tall Warni	ng Syste	:m - 1E5
No. of Seats - 8	Rated F		300 HP	INOLCILD				
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A		parture Poin GFIELD,MO	t		ON AIR	PURI		
Completeness - N/A	Destinati	•			Airport D	ata		
Basic Weather - VMC		CITY,MO			REGION			
Wind Dir/Speed- 150/008 KTS							- N/A	
Visibility - 15.0 SM	ATC/Airspa					Lth/Wid		
Lowest Sky/Clouds - 25000 FT S Lowest Ceiling - NONE	CATTERED Type of	Flight Plan Clearance				Surface Status		
Obstructions to Vision- NONE	Type of		- NONE		Runway	Status	- N/A	
Precipitation - NONE	Type Apo	on, chag	NONE					
Condition of Light - DAYLIGHT								
Personnel Information				0		MEDICAL N	0 441455	oc /L TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 37 Biennial Fligh	at Deview	Medical		te - VALIL ht Time (F	MEDICAL-N	O MAIVER	(2) LIMII
ATP	Current	- YES	Tota	ו -			4 Hrs -	UNK/NR
SE LAND, ME LAND		nce - 5		/Model-		Last 3		
	Aircraft 1	Type - C-401		rument-		Last 9	O Days-	45
			Mult	i-Eng -	3120			
Instrument Rating(s) -,AIRPLAN	:							
Narrative								
R A GEAR COLLAPSE FOLLOWING A MANUAL I								
PORARY REPAIR BY CLAMPING A WRENCH TO	THE LANDING GEAR ST	TRUT TO "STI	FF-LEG" IT	. THE GEA	R COLLAPSE	D AGAIN DU	RING TAX	(I

File No. - 2198

11/06/84

SPRINGFIELD, MO

A/C Reg. No. N6294Q Time (Lc1) - 1330 CST

Occurrence

MAIN GEAR COLLAPSED

Phase of Operation TAXI - TO TAKEOFF

#### Finding(s)

- 1. LANDING GEAR, MAIN GEAR ATTACHMENT OVERLOAD
- 2. MAINTENANCE, CALIBRATION INADEQUATE COMPANY MAINTENANCE PSNL
- 3. IMPROPER USE OF PROCEDURE, COMPLACENCY PILOT IN COMMAND
- 4. LANDING GEAR, MAIN GEAR FAILURE, PARTIAL

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

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTAI		Fatal	Serious		None
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	For Mark - /Marks 1 - 1 - 1 - 1			T	A	VEC /
Make/Model - MOONEY M2OJ Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/Model - LY0 Number Engines - 1			Installed/ Stall Warni		
Max Gross Wt - 2740	Engine Type - RE		•	stari warii	ing system	163
No. of Seats - 4	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - FSS	Last Departure Point		OFF A	IRPORT/STRI	Р	
Method - TELEPHONE	BRUSH, CO		Ainmont [	2040		
Completeness - FULL Basic Weather - IMC	Destination SAME AS ACC/INC		Airport [ KIRKS\			
Wind Dir/Speed- 110/004 KTS	SAME AS ACC/INC				- 35	
Visibility - 1.500 SM	ATC/Airspace			v Lth/Wid		100
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- IFR		V Surface		
Lowest Ceiling - 300 FT OB			Runway	y Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- ILS-LOCALIZER				
Precipitation - SNOW						
Condition of Light - NIGHT(DARK)						
-Personnel Information	45	Madianl Conticion	VAL TE	NEDICAL N	O WATVERS	/  TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	Medical Certifica	ite - VALII iht Time (H		U WAIVERS	/ LIMIT!
	Current - YES	Total -		•	4 Hrs -	7
CHMMERCIAL CEL		Make/Model-			O Days- U	
COMMERCIAL,CFI SE LAND ME LAND	Months Since - 10					
SE LAND, ME LAND	Months Since - 10 Aircraft Type - C-172	Instrument-	228	Last 9	O Days-	334
·	Months Since - 10 Aircraft Type - C-172	- ·	228 330	Last 9	O Days-	

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

·

APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

Type of Operation -INSTRUCTIONAL Fire Crew O O Flight Conducted Under -14 CFR 91 NONE Pass O O Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING O-235-L2C ELT Installed/Activ Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Sy Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP	
Type of Operation -INSTRUCTIONAL Fire Crew O O Flight Conducted Under -14 CFR 91 NONE Pass O O O Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activ Number Engines - 1 Stall Warning Sy Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A SAME AS ACC/INC Completeness - N/A Destination Same As ACC/INC Destination Airport Data Basic Weather - VMC LOCAL JOHNSON-BELL Runway Ident - 11 Visibility - 40.0 SM ATC/Airspace Runway Surface - ASP Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	0 1 0 0
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 152 Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/Activ Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Sy Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP  -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL UOHNSON-BELL Wind Dir/Speed- 310/005 KTS UOHNSON-BELL Visibility - 40.0 SM ATC/Airspace Runway Ident - 11 Visibility - 40.0 SM ATC/Airspace Runway Surface - ASP Lowest Ceiling - 25000 FT Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	0 0 
Accident Occurred During -LANDING  -Aircraft Information Make/Model - CESSNA 152	rated - YES/N
-Aircraft Information  Make/Model - CESSNA 152	
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2  -Enyine Type - RECIPROCATING-CARBURETOR No. of Seats - 2  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/005 KTS Visibility - 40.0 SM LOCAL  Wind Dir/Speed- 310/005 KTS Lowest Ceiling - 25000 FT Obstructions to Vision- NONE  Eng Make/Model - LYCOMING 0-235-L2C  Rated Power - 110 HP  Stall Warning Sy RECIPROCATING-CARBURETOR Rated Power - 110 HP  Airport Proximity ON AIRPORT SAME AS ACC/INC Destination LOCAL  JOHNSON-BELL Runway Ident - 11 Vipe of Flight Plan - NONE  Type of Clearance - VFR Runway Surface - ASP Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning Sy Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING SAME AS ACC/INC Completeness - N/A Destination On AIRPORT Basic Weather - VMC Destination Airport Data Basic Weather - VMC LOCAL JOHNSON-BELL Wind Dir/Speed- 310/005 KTS Visibility - 40.0 SM ATC/Airspace Runway Ident - 11 Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	
Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 110 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE Penvironment/Operations Information Rated Power - 110 HP  Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Airport Proximity ON AIRPORT SAME AS ACC/INC Destination Local Basic Weather - VMC LOCAL UOHNSON-BELL Runway Ident - 11 Type of Flight Plan - NONE Runway Surface - ASP Runway Surface - ASP Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	stem - YES
No. of Seats - 2  Rated Power - 110 HP  -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE Rated Power - 110 HP  Airport Proximity ON AIRPORT Airport Data Destination Airport Data JOHNSON-BELL Runway Ident - 11 Runway Lth/Wid - 94 Runway Surface - ASP Runway Surface - ASP Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	
-Environment/Operations Information Weather Data	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 310/005 KTS Lowest Sky/Clouds - 25000 FT Lowest Ceiling - 25000 FT BROKEN Obstructions to Vision- NONE  Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  Destination LOCAL  Airport Data JOHNSON-BELL Runway Ident - 11 Runway Lth/Wid - 94 Runway Surface - ASP Runway Surface - ASP Type of Clearance - VFR Runway Status - DRY Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT  Method - N/A SAME AS ACC/INC  Completeness - N/A Destination JOHNSON-BELL  Wind Dir/Speed- 310/005 KTS JOHNSON-BELL  Visibility - 40.0 SM ATC/Airspace Runway Ident - 11  Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP  Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY  Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN  Precipitation - NONE Touch AND GO	
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL JOHNSON-BELL Wind Dir/Speed- 310/005 KTS Runway Ident - 11 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 94 Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL JOHNSON-BELL Wind Dir/Speed- 310/005 KTS Runway Ident - 11 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 94 Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TOUCH AND GO	
Basic Weather - VMC LOCAL JOHNSON-BELL Wind Dir/Speed- 310/005 KTS Runway Ident - 11 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 94 Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg TOUCH AND GO	
Wind Dir/Speed- 310/005 KTS  Visibility - 40.0 SM  Lowest Sky/Clouds - 25000 FT  Lowest Ceiling - 25000 FT BROKEN  Obstructions to Vision- NONE  Precipitation - NONE  Runway Ident - 11  Runway Lth/Wid - 94  Type of Flight Plan - NONE  Runway Surface - ASP  Runway Status - DRY  Type Apch/Lndg - TRAFFIC PATTERN  TOUCH AND GO	
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 94 Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg TOUCH AND GO	
Lowest Sky/Clouds - 25000 FT Type of Flight Plan - NONE Runway Surface - ASP Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	00/ 450
Lowest Ceiling - 25000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	•
Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO	
Precipitation - NONE TOUCH AND GO	
Personnel Information Pilot-In-Command Age - 36 Medical Certificate - VALID MEDICAL-WAIVER	S/ITMIT
Certificate(s)/Rating(s)  Biennial Flight Review  Flight Time (Hours)	3/ LIMI (
STUDENT Current - N/A Total - 38 Last 24 Hrs	: - UNK/NR
Months Since - N/A Make/Model - 33 Last 30 Day	
Aircraft Type - N/A Instrument- O Last 90 Day	
	,
Instrument Rating(s) - NONE	
Narrative <sup>-</sup> Flared Abruptly and ACFT Floated Before IT TOUCHED DOWN HARD ON THE RWY COLLAPSING THE NOSE GEAR. ACFT TRAVELED FT OFF THE RIGHT SIDE OF THE RWY BEFORE COMING TO REST.	) ·
The second second second with second contains to heart	
·	

A/C Reg. No. N93239 Time (Lc1) - 1415 MDT File No. - 2017 9/30/84 MISSOULA.MT HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. FLARE - EXCESSIVE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 6. 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) 2,3

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

File No 2028 10/18/84 LIV	INGSTON,MT A/C Re	g. No. N700HC	Ti	me (Lc1) -	1445 MDT	
Basic Information Type Operating Certificate-NONE (GENE	SUBSTAN	TIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0	0	0
Aircraft Information Make/Model - HELIO COURIER Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3400 No. of Seats - 4		OMING IP-FUEL INJECTED 350 HP		nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 250/020 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 3000 FT Lowest Ceiling - 3000 FT BR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT				ort Ita I Ident - Lth/Wid - Surface -		75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND  Instrument Rating(s) - NONE	Age - 34 Biennial Flight Review Current - YES Months Since - O Aircraft Type - UNK/NR	Medical Certifica: Fligh Total - Make/Model- Instrument- Multi-Eng -	te - VALID nt Time (Ho 822 822 20 1	ours) Last 24	Hrs - Days- UN	1
PRIOR TO THE ATTEMPTED TAKEOFF FSS ADVISED THAT RWY 26 WOULD BE THE PREFERRED RWY. THE IN A GUST BUT CONTROL WAS REGAINED. ACCORDI AND/OR THE LEFT WINGTIP STRUCK THE GROUND CGEAR.	PLT ELECTED TO USE RWY 22. DUNG TO THE PILOT, AS THE ACFT O	RING THE TAKEOFF FOR AIRBORNE THE LE	ROLL THE RI	GHT WING R	OSE	

File No. - 2028 10/18/84 LIVINGSTON, MT A/C Reg. No. N700HC Time (Lc1) - 1445 MDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation TAKEOFF - GROUND RUN Finding(s) 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2

-Basic Information Type Operating Certificate-NONE (GENERA	LAWIATION) Adm	anast Damaga		Tmirm		
Type operating certificate-none (GENERA		rcraft Damage ESTROYED	Fatal	Injur Serious	Minor	None
Type of Operation -AERIAL OBSER			rew 0	0	0	1
Flight Conducted Under -14 CFR 91	0.0	I GROUND P	ass 0	0	0	1
Accident Occurred During -DESCENT						
-Aircraft Information	,					
Make/Model - PIPER PA-18	Eng Make/Model	- LYCOMING 0-320-A1	B ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines	- 1	S	tall Warnin	g System	- YES
Max Gross Wt - 1750 No. of Seats - 2		- RECIPROCATING-CAR	BURETOR			
NO. Of Seats - 2	Rated Power	- 150 MP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	oint	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	LORING,MT Destination		Ainmont D	-+-		
Basic Weather - VMC	LOCAL		Airport D	ala		
Wind Dir/Speed- 360/005 KTS	LOCAL		Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight F	Plan - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearand		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 30	Medical Certif			WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	v F	light Time (F			
PRIVATE	Current - YE		- 600	Last 24		0
SE LAND	Months Since - 10	) Make/Model NK/NR Instrument	- 510	Last 30	Days- UN	K/NR 50
	Aircraft Type - Ur	NK/NK Instrument	:- 3	Last 90	Days-	50
Instrument Rating(s) - NONE						
-Narrative						
T STALLED WHILE MAKING A DOWNWIND TURN DUR	ING SLOW FLIGHT AT A LO	DW ALT WHILE ON A CA	TTLE SURVEY F	LT. ACFT DE	SCENDED,	

File No. - 2026 10/19/84 LORING, MT A/C Reg. No. N7478L Time (Lc1) - 1500 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. ALTITUDE - INADEQUATE - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL'- INADVERTENT - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - GROUND FIRE Occurrence #3 Phase of Operation OTHER 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

njuries us Minor None 0 1 1 3 ed/Activated - YES/Y rning System - NO ty
us Minor None  O 1  1 3  ed/Activated - YES/Y rning System - NO  ty
O 1 1 3 
ed/Activated - YES/Y rning System - NO
ed/Activated - YES/Y rning System - NO
rning System - NO
rning System - NO
rning System - NO
ty
TRIP
- N/A
d - N/A
e - N/A
- N/A
L-NO WAIVERS/LIMIT
t 24 Hrs - UNK/NR
t 30 Days- UNK/NR
t 90 Days- UNK/NR
orcraft - 4789
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \

File No. - 2030 10/26/84 A/C Reg. No. N8624 Time (Lc1) - 1105 MDT LIMA,MT 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 - GUSTS 3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 6. PROPER DESCENT RATE - UNCONTROLLED - PILOT IN COMMAND 7. TERRAIN CONDITION - GROUND ----Probable Cause----

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

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

File No 2004 8/31/84 WILM	INGTON,NC	A/C Reg.	No. N5071R	Т	ime (Lc1) -	0915 EDT	
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	AL AVIATION)	Aircraft Da DESTROYED Fire NONE	nage Crew Pass	Fatal O O	Injur Serious 1	ies Minor O 1	None O O
Aircraft Information Make/Model - CESSNA TR182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4		_	OCATING-CARBURE	S	Installed/A		
Environment/Operations Information Weather Data  Wx Briefing - FSS  Method - ACFT RADIO Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 230/006 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 1200 FT SCA Lowest Ceiling - 5000 FT BRO Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	STORMVIL Destination NO.MYRTL ATC/Airspace TTERED Type of F	n _E BCH,SC e light Plan - IF learance - IF		OFF AI Airport D NEW HA Runway Runway Runway	NOVER COMPA / Ident - / Lth/Wid - / Surface -	NY - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 41 Biennial Flight Current Months Since Aircraft Ty	Review	ical Certifica Fligi Total - Make/Model- Instrument-	nt Time (F 419 148	lours) Last 24 Last 30	Hrs - UN	K/NR
Instrument Rating(s) - AIRPLANE							
THE POWER LOSS OCCURRED IN CRUISE AT 10,000 HE HAD A "ROUGH ENGINE" AND REQUESTED VECTOR FOR THE BACK COURSE APPROACH AND A DESCENT TO THE MENTION OF ENGINE STATUS WAS MADE THE APPROACH PLATE AND ASKED FOR THE LOCALIZINFORMED BY THE CONTROLLER THAT HE WAS GOING THAT HE EXTENDED THE LDG GEAR AT 4,800 FT BE APPROACH THE PILOT WAS ADVISED OF HIS DISTANTHE ARPT.	RS TO WILMINGTON. A TO 1,600 FT. AFTER E BY THE PILOT. AT PER FREQ. ABOUT 3 I G THROUGH THE LOCAL ECAUSE HE DID NOT I	APPROACH CONTRO INITIALLY TELL O9O6 THE PILOT MINS LATER, AFT LIZER AND GIVEN KNOW HOW FAR HE	L RESPONDED WI ING THE CONTRO TRANSMITTED TI ER BEING GIVEN A HEADING CHAI WAS FROM THE	TH HEADING LLER OF TH HAT HE WAS THE FREQ, NGE. THE F ARPT. TWIC	G INFORMATION INFO	ON ROUBLE OR WAS O	

File No 20	04 8/31/84 WILMINGTON,NC	A/C Reg. No. N5071R	Time (Lc1) - 0915 EDT
Occurrence #1 Phase of Operation			
Finding(s) 1. ENGINE ASSEMBLY 2. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	·	
<ol> <li>IFR PROCEDURE -</li> <li>PROPER DESCENT</li> <li>COMMUNICATIONS</li> <li>UNSAFE/HAZARDOU</li> </ol>	ON - FOG - PREMATURE - PILOT IN COMMAND IMPROPER - PILOT IN COMMAND RATE - EXCEEDED - PILOT IN COMMAND - INADEQUATE - PILOT IN COMMAND S CONDITION WARNING - NOT UNDERSTOOD -	· · · · · · · · · · · · · · · · · · ·	
	IN FLIGHT COLLISION WITH OBJECT APPROACH - FAF/OUTER MARKER TO THRESH	OLD (IFR)	
Finding(s) 9. OBJECT - TREE(S			
	IN FLIGHT COLLISION WITH TERRAIN APPROACH - FAF/OUTER MARKER TO THRESH	OLD (IFR)	
Finding(s) 10. TERRAIN CONDITI	ON - GROUND		
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that th 4,5	ne Probable Cause(s) of this accid	ent

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

VIATION) Aircraf SUBSTA	t Damage				
			Injur	ies	
		Fatal	Serious	Minor	None
Fire	Crew		0	0	1
NONE	Pass	0	0	0	0
Eng Make/Model - LY	COMING 0-235-L2C	ELT			
			tall Warnir	ng System	- YES
		ETOR			
Rated Power -	110 HP				
Last Departure Point GREENSBORO,NC		ON AIR	PORT		
Destination		Airport D	ata		
LOCAL		SHILOH			
					75
		Runway	Status ·	- DRY	
	FULL STOP				
			WED TO 41 - NO		/1 <b>-14-</b> -
				) MAINERS/	LIMII
				1 line	4
Current - YES	IOTAI -				1 .uz /ND
Months Since - I	Make/Model-		Last 30		11 / 11 K
ATTCTATE Type - C-152	This traillent	•	Last st	J Days-	29
	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -  Itinerary Last Departure Point GREENSBORO,NC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg  ge - 23 ennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-152	Eng Make/Model - LYCOMING 0-235-L2C Number Engines - 1 Engine Type - RECIPROCATING-CARBUR Rated Power - 110 HP  Itinerary Last Departure Point GREENSBORO,NC Destination LOCAL  ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP  ge - 23	Eng Make/Model - LYCOMING 0-235-L2C ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Itinerary Airport Last Departure Point ON AIR GREENSBORO,NC Destination Airport D LOCAL SHILOH Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - TRAFFIC PATTERN FULL STOP  Je - 23 Medical Certificate - VALID Ennial Flight Review Flight Time (H Current - YES Total - 68 Months Since - 1 Make/Model - 68 Aircraft Type - C-152 Instrument - 1	Eng Make/Model - LYCOMING 0-235-L2C ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 110 HP  Itinerary Airport Proximity Last Departure Point ON AIRPORT GREENSBORO,NC Destination Airport Data LOCAL SHILOH ATC/Airspace Runway Ident Type of Flight Plan - NONE Runway Surface Type of Clearance - NONE Runway Status Type Apch/Lndg - TRAFFIC PATTERN FULL STOP  Medical Certificate - VALID MEDICAL-NC Ennial Flight Review Flight Time (Hours) Current - YES Total - 68 Last 24 Months Since - 1 Make/Model - 68 Last 36 Aircraft Type - C-152 Instrument - 1 Last 96  BOUNCING A FEW TIMES THE ACFT NOSED OVER. THE PLT SAID THE ACFT	Eng Make/Model - LYCOMING 0-235-L2C

File No. - 2078 11/08/84 REIDSVILLE,NC A/C Reg. No. N93152 Time (Lc1) - 1305 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT 
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND

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

3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 NOSE OVER 
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

File No 2024 6/29/84 PAGE,	ND	A/C Reg.	No. N5332	T	ime (Lc1) -	1130 CDT	
-Basic Information Type Operating Certificate-AIR CARRIER	- FLAG/DOMESTIC	Aircraft Da	amage	<b></b>	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		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Make/Mod		985-14B		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir				tall Warnir	ng System	- YES
Max Gross Wt - 3725			ROCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Power	- 450	) HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		re Point		OFF AI	RPORT/STRIF	•	
Method - N/A	PAGE, ND						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 180/007 KTS						- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface -		
Lowest Ceiling - NONE	Type of Clear			Runway	Status • -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - Fl	JRCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT .							
-Personnel Information							
Pilot-In-Command	Age - 25		dical Certifica			) WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Rev			ght Time (H			_
COMMERCIAL, CFI	Current Months Since	- YES	Total -		Last 24		8
SE LAND	Months Since	- 9	Make/Model-	1800		Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	50	Last 90	Days-	300
Instrument Rating(s) - AIRPLANE							
-Narrative							
INE SIEZED DURING TAKEOFF CLIMB AT ALT OF	APRX 100 FT AGL ACI	T CONTACTE	TREES DURING	THE FORCED	LANDING.		
MINATION OF ENGINE TURBO SECTION REVEALED							
ORDING TO A MECHANIC WHO DISASSEMBLED THE							
INTERNAL GEARS OF THE UNIT TO MISALIGN.		JEANTIN					
INTERNAL SEARCH OF THE CHIEF TO MICHELIAN.							

File No 20	24 6/29/84 PAGE,ND	A/C Reg. No. N5332	Time (Lc1) - 1130 CDT
	LOSS OF POWER(TOTAL) - MECH FAILURE TAKEOFF - INITIAL CLIMB	/MALFUNCTION	
Finding(s) 1. EXHAUST SYSTEM, 2. ALTITUDE - IN	TURBOCHARGER - FAILURE,PARTIAL ADEQUATE -		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		·
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 3. OBJECT - TREE(S	)		
Probable Cause			
The National Transpois/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are finding(s) 2		

	Fatal rew O ass O	Injuries Serious Minor O O O O	None 1 0
SUBSTANTIAL Fire C NONE P	rew O ass O	Serious Minor O O	1
NONE P	ass 0	-	•
	•	0 0	0
Eng Make/Model - D&W DQR5ANI			
LING MAKE/MODEL FOW KOODANI	ELT :	Installed/Activate	d - NO -N/A
Number Engines - 1		tall Warning Syste	
Engine Type - RECIP-FUEL INJECT		9 ,	
Rated Power - 450 HP			
inerary	Airport	Proximity	
Last Departure Point	OFF AII	RPORT/STRIP	
SAME AS ACC/INC			
Destination	Airport Da	ata	
LOCAL			
C/Airspace			
	Runway	Status - N/A	
Type Apch/Lndg - UNK/NR			
28 Medical Certif			
al Flight Review F	light Time (H	ours)	
rrent - UNK/NR Total	- UNK/NR	Last 24 Hrs -	UNK/NR
onths Since - UNK/NR Make/Model	- UNK/NR	Last 30 Days-	UNK/NR
rcraft Type - UNK/NR Instrument	- UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft -	UNK/NR
	Rated Power - 450 HP  Linerary Last Departure Point SAME AS ACC/INC Lestination LOCAL  C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR   28 Medical Certif al Flight Review F LOCAL  LOCAL  AMERICAN STATE OF TOTAL  AMERICAN STATE   Rated Power - 450 HP  Last Departure Point OFF AIR SAME AS ACC/INC Lestination Airport Da LOCAL Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - UNK/NR   Redical Certificate - NO MED LOCAL Runway Type Apch/Lndg - UNK/NR   Airport Da Runway Runway Runway Type Apch/Lndg - NONE Runway Type Apch/Lndg - UNK/NR	Rated Power - 450 HP  Innerary Last Departure Point SAME AS ACC/INC  Restination LOCAL  C/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - UNK/NR  Restination LOCAL  Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Surface - N/A Runway Status - N/A Runway St	

9/06/84 A/C Reg. No. N6887Q File No. - 2137 BERLIN, ND Time (Lc1) - 1646 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 2. LOAD JETTISON - NOT POSSIBLE - PILOT IN COMMAND 3. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND 4. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

<ul> <li>-Basic Information</li> <li>Type Operating Certificate-NONE (GENERAL</li> </ul>	AVIATION) Airemed	t Damage		Injur	ios	
Type uperating centificate-none (GENERA)	SUBSTA		Fatal			None
Type of Operation -BUSINESS	Fire	Crew				1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	Ö	Ō	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-24-260	Eng Make/Model - L					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 3200	Engine Type - Ri Rated Power -	CIPRUCATING-CARBUR	EIUR			
No. of Seats - 4	Rated Power -	260 HP				
-Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin	t .	ON AIR	PURI		
Method - N/A Completeness - N/A	FARGO,ND Destination		Airport Da	a+a		
Basic Weather - VMC	SAME AS ACC/INC		MATHEN			
Wind Dir/Speed- 150/010 KTS	SAME AS ACC, INC			Ident <sup>.</sup>	- 13	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	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	Age - 44				ITAEK2\LTM	11 1
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review	Total -	ht Time (H		1 Hnc -	2
SE LAND	Current - YES Months Since - 3	Make/Model-				
SE EARD	Aircraft Type - UNK/N	R Instrument-	114	Last 90	Days-	20
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				, .	_•
Instrument Rating(s) - AIRPLANE						
-Narrative						
ORDING TO THE PLT. THE LANDING GEAR WERE E	TENDED ON BASE LEG BUT HE	DID NOT RECALL SEE	ING THE GD	FEN LIGHT		
ICATING A DOWN AND LOCKED CONFIGURATION. A						

9/20/84 File No. - 2029 CARRINGTON, ND A/C Reg. No. N8579P Time (Lc1) - 1800 CDT

Occurrence

COMPLETE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR UNDETERMINED
- 2. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 3. GEAR DOWN AND LOCKED NOT IDENTIFIED PILOT IN COMMAND

----Probable Cause----

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

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

	MARCK,ND A/C Reg.	No. N6703W	T	ime (Lc1)	- 1329 CI	OT 
-Basic Information Type Operating Certificate-NONE (GENE			Fatal		uries Minor	None
Type of Operation -BUSINESS	SUBSTANT: Fire	Crew	0	Serrious	Minor	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE		ŏ	ŏ	Ö	Ó
-Aircraft Information						
Make/Model - BEECH BE-24	Eng Make/Model - LYCOM			Installed		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warn	ing Syste	m - YES
Max Gross Wt - UNK/NR	Engine Type - RECI					
No. of Seats - 4	Rated Power - 20	OO HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF AI	RPORT/STR	I P	
Completeness - WEATHER NOT PERTINE	KANSAS CITY,KS  NT Destination		Airport D	12+2		
Basic Weather - VMC	SAME AS ACC/INC		BISMAR			
Wind Dir/Speed- 060/006 KTS	SAME AS ACC/ 1140			Ident	- N/A	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - 1	[FR		Surface		
Lowest Ceiling - NONE	Type of Clearance -			Status		
Obstructions to Vision- NONE	Type Apch/Lndg - 9	STRAIGHT-IN	_			
Precipitation - NONE		FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command		edical Certificat			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fligh	nt Time (F	lours)		_
PRIVATE	Current - YES	Total -	200	Last	24 Hrs -	3
SE LAND	Months Since - 1 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	61 54	Last	30 Days-	UNK/NK
02 2,1110	ATCCCATT IVDE - UNKINK	instrument-	54	Last		03
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					

File No. - 2014 9/30/84 BISMARCK.ND A/C Reg. No. N6703W Time (Lc1) - 1329 CDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND 4. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING Finding(s) 5. LANDING GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Damage			Injuries		
	ŕ	SUBSTANTIAL		Fatal	Serious Mi	nor	None
Type of Operation -INSTRUCTION	NAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -HOVER							
-Aircraft Information							
Make/Model - ENSTROM F-28C		/Mode1 - LYCOMING H	IO-360-E1AD		Installed/Activ		
Landing Gear - SKID		ngines - 1		S	tall Warning Sy	stem -	- NO
Max Gross Wt - 2350		ype - RECIP-FUEL	INJECTED				
No. of Seats - 2	Rated Po	wer - 205 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	rture Point		OFF AI	RPORT/STRIP		
Method - N/A	GRETNA,I						
Completeness - N/A	Destination	<b>1</b>		Airport Da	ata		
Basic Weather - VMC	LOCAL			D	Ident - N/A		
Wind Dir/Speed- 190/015 KTS Visibility - 10.0 SM	ATC/Airspac	_			Ident - N/A Lth/Wid - N/A		
Lowest Sky/Clouds - CLEAR		= light Plan - NONE			Surface - N/A	•	
Lowest Sky/Crodds - CLEAR Lowest Ceiling - NONE		learance - NONE			Status - N/A		
Obstructions to Vision- NONE		/Lndg - NONE		Karinay	314145 147	•	
Precipitation - NONE	Type Apon	Linag					
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 37	Medical	Certificat	e - VALID	MEDICAL-WAIVER	RS/LIM	ΙT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fligh	t Time (H	ours)	•	
COMMERCIAL, CFI	Current	- YES Tot		3885	Last 24 Hrs	; -	4
NONE	Months Sinc	e - 10 Mak	e/Mode1-	3885	Last 30 Day	/S-	148
HELICOPTER	Aircraft Ty	oe - F28C Ins	trument-	20	Last 30 Day Last 90 Day Rotorcraft	/S-	210
					Rotorcraft	- (	3885
Instrument Rating(s) - NONE							
narrative CORDING TO THE PLT. THE HELICOPTER WAS IN	VOLVED IN A CROUND	SEADON WITH A NON-	TDAINED DAV	TN THE D	TOUT SEAT WITH	1	

File No. - 2041 5/23/84 A/C Reg. No. N51792 Time (Lc1) - 1715 CDT LOUISVILLE, NE Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation HOVER Finding(s) 1. SUPERVISION - INADEQUATE - PILOT IN COMMAND 2. PROPER ALTITUDE - NOT MAINTAINED - PASSENGER 3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - OTHER CREW MEMBER 4. TERRAIN CONDITION - SOFT Occurrence #2 ROLL OVER Phase of Operation HOVER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

-Basic Information			Time (Lcl) - 1945 EDT				
Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL	Fire	Crew		5er 10us	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	Ô	ò	
Accident Occurred During -LANDING		, 400	·	·	·		
-Aircraft Information							
Make/Model - PIPER PA-22-150	Eng Make/Model - LYC	OMING 0-320-A2A		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- NO	
Max Gross Wt - 1840	Engine Type - REC		ETOR				
No. of Seats - 4	Rated Power -	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A			OFF AI	RPORT/STRIP			
Completeness - N/A	E. HANOVER,NJ Destination		Airport D				
Basic Weather - VMC	LOCAL		Airport D	ala			
Wind Dir/Speed- 220/005 KTS	LOCAL		Runway	Ident -	N/A		
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds -	Type of Flight Plan -	NONE		Surface -			
Lowest Ceiling - UNK/NR	Type of Clearance -	NONE	Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg -						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H	ours)		_	
PRIVATE	Current - YES	Total - Make/Model-	244	Last 24 Last 30 Last 90	Hrs -	0	
SE LAND	Months Since - 4	Make/Model-	100	Last 30	Days- UN	K/NR	
UEL TOORTER	Aircraft Type - UNK/NR	Instrument-	0	Last 90 Rotorcr		11 37	
HELICOPTER				ROTORCE	art -	31	
HELICOPTER							

A/C Reg. No. N2475P Time (Lc1) - 1945 EDT File No. - 2087 7/22/84 E. HANOVER, NJ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - SOFT 4. TERRAIN CONDITION - WET ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 2052 4/24/84 RESERV	E,NM . A/C Re	g. No. N9769W	т	ime (Lc1) -	1330 MST	
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Injur	·ies	
	DESTROY	ED	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	-	1	0	0
Flight Conducted Under -14 CFR 91	ON GROU	ND Pass	. 0	2	0	0
Accident Occurred During -DESCENT						
-Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LYC			Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System -	YES
Max Gross Wt - 2150	Engine Type - REC		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		OFF AI	RPORT/STRIF	•	
Method - N/A	RESERVE, NM					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SOCORRO,NM					
Wind Dir/Speed- 240/022 KTS				Ident -		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAWN						
-Personnel Information						
Pilot-In-Command	Age - 60 Biennial Flight Review	Medical Certifica				
		~	tht Time (H		4 11	_
COMMERCIAL	Current - NO	Total -			1 Hrs -	2 (/ND
SE LAND	Months Since - UNK/NR			Last 30 Last 90	Days- UN	
	Aircraft Type - UNK/NR	Instrument-		Last 90	Days-	10
		Multi-Eng -	500			
Instrument Rating(s) - NONE						
-Narrative						
ACFT COLLIDED WITH TREES SHORTLY AFTER TAK	FORE THE ACET ACCORDING	O THE PLT REACHE	D ABOUT 50	O FT AGI W	HEN THE	
SPEED DROPPED AND THE ACFT STALLED INTO TRE						
HER THAN THE HIGHEST DATA ON THE PERFORMANC						
ORDING TO FAA. ACCORDING TO ANOTHER LOCAL D						
ORDING TO FAA. ACCORDING TO ANOTHER LOCAL O DIENT WITH HIGHER TERRAIN AND TREES AT THE		ET OSED IS SEEDON	. 0025 520%			

File No. - 2052 4/24/84 RESERVE, NM A/C Reg. No. N9769W Time (Lcl) - 1330 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 5. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND 6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND 7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. OBJECT - TREE(S) ----Probable Cause----

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

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

Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED No. Max Gross Wt - 2050 Er No. of Seats - 4 Ra	SUBST Fire NONE  ng Make/Model - C umber Engines -	1 RECIPROCATIN 145 HP	NG-CARBURET	Stor OR Airport F ON AIRF AIRPORT DE ALEXAND Runway	rall Warni  Proximity PORT  ata DER MUNICI Ident	Minor 0 0 Activated ng System	- YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF  -Aircraft Information Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED Nu Max Gross Wt - 2050 Er No. of Seats - 4 Ra  -Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Desi Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE	Fire NONE  ng Make/Model - C umber Engines - ngine Type - R ated Power erary st Departure Poir BELEN,NM tination LOCAL Airspace	CONTINENTAL 1 RECIPROCATIN 145 HP	Pass  0-300 NG-CARBURET	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	O O O O O O O O O O O O O O O O O O O	2 0  - YES/N - YES
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED Nu Max Gross Wt - 2050 Er No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Dest Basic Weather - VMC Using Dir/Speed-UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE	NONE  ng Make/Model - Cumber Engines - ngine Type - R ated Power erary st Departure Poin BELEN, NM tination LOCAL Airspace	1 RECIPROCATIN 145 HP	Pass  0-300 NG-CARBURET	ELT I St OR  Airport F ON AIRF irport Da ALEXAND	O Installed/tall Warni Proximity ORT ata DER MUNICI	Activated ng System	O - YES/N - YES
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED Nu Max Gross Wt - 2050 Er No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des Basic Weather - VMC U Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE	ng Make/Model - Cumber Engines - ngine Type - R ated Power - erary st Departure Poir BELEN,NM tination LOCAL Airspace	1 RECIPROCATIN 145 HP	0-300 NG-CARBURET	ELT I St OR  Airport F ON AIRF irport Da ALEXAND	Installed/tall Warni Proximity PORT ata DER MUNICI	Activated ng System	- YES/N - YES
Aircraft Information  Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED No Max Gross Wt - 2050 Er No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Desd Basic Weather - VMC U Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	umber Engines - ngine Type - R ated Power erary st Departure Poir BELEN,NM tination LOCAL Airspace	1 RECIPROCATIN 145 HP	NG-CARBURET	Stor OR Airport F ON AIRF AIRPORT DE ALEXAND Runway	rall Warni  Proximity PORT  ata DER MUNICI Ident	ng System	- YES
Make/Model - CESSNA 170B Er Landing Gear - TAILWHEEL-ALL FIXED No Max Gross Wt - 2050 Er No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des: Basic Weather - VMC U Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	umber Engines - ngine Type - R ated Power erary st Departure Poir BELEN,NM tination LOCAL Airspace	1 RECIPROCATIN 145 HP	NG-CARBURET	Stor OR Airport F ON AIRF AIRPORT DE ALEXAND Runway	rall Warni  Proximity PORT  ata DER MUNICI Ident	ng System	- YES
Landing Gear - TAILWHEEL-ALL FIXED No. Max Gross Wt - 2050 Er No. of Seats - 4 Ra  -Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Described	umber Engines - ngine Type - R ated Power erary st Departure Poir BELEN,NM tination LOCAL Airspace	1 RECIPROCATIN 145 HP	NG-CARBURET	Stor OR Airport F ON AIRF AIRPORT DE ALEXAND Runway	rall Warni  Proximity PORT  ata DER MUNICI Ident	ng System	- YES
Max Gross Wt - 2050 Er No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des Basic Weather - VMC U Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	ngine Type - R ated Power erary st Departure Poir BELEN,NM tination LOCAL Airspace	RECIPROCATIN 145 HP	NG-CARBURET	Airport F ON AIRF irport Da ALEXAND Runway	Proximity PORT ata DER MUNICI Ident	PAL - 03	
No. of Seats - 4 Ra Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des Basic Weather - VMC L Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	ated Power erary st Departure Poir BELEN, NM tination LOCAL Airspace	145 HP	· 	Airport F ON AIRF irport Da ALEXAND Runway	PORT ata DER MUNICI Ident	- 03	
Environment/Operations Information Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Dest Basic Weather - VMC L Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	erary st Departure Poir BELEN,NM tination LOCAL Airspace			ON AIRF irport Da ALEXAND Runway	PORT ata DER MUNICI Ident	- 03	
Weather Data Itine Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des Basic Weather - VMC L Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	st Départure Poir BELEN,NM tination LOCAL Airspace	nt		ON AIRF irport Da ALEXAND Runway	PORT ata DER MUNICI Ident	- 03	60
Wx Briefing - NO RECORD OF BRIEFING Las Method - N/A E Completeness - N/A Des Basic Weather - VMC U Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC// Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	st Départure Poir BELEN,NM tination LOCAL Airspace	nt		ON AIRF irport Da ALEXAND Runway	PORT ata DER MUNICI Ident	- 03	60
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Typ	BELEN,NM tination LOCAL Airspace	nt	Δ	irport Da ALEXAND Runway	ata DER MUNICI Ident	- 03	60
Completeness - N/A Desibasic Weather - VMC L Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC/A Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	tinatíon LOCAL Airspace		А	ALEXAND Runway	DER MUNICI Ident	- 03	50
Basic Weather - VMC l Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC/A Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	LOCAL Airspace		Δ	ALEXAND Runway	DER MUNICI Ident	- 03	50
Wind Dir/Speed- UNK/NR Visibility - 15.0 SM ATC/A Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ	Airspace			Runway	Ident	- 03	50
Visibility - 15.0 SM ATC/A Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ							60
Lowest Sky/Clouds - CLEAR Typ Lowest Ceiling - NONE Typ						4000/	~~
Lowest Ceiling - NONE Typ	pe of Flight Plan				Lth/Wid		60
					Surface		
	pe of Clearance	- NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE Type	pe Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Age -	34	Medical (	Certificate			AIVERS/LI	MIT
Certificate(s)/Rating(s) Biennial	Flight Review			: Time (Ho	ours)		
PRIVATE Curre				376	Last 2		0
SE LAND Monti	hs Since - 12	Make/	/Model-	98		O Days-	0
Airci	raft Type - C-172	2 Instr	rument-	54	Last 9	O Days-	0
Instrument Rating(s) - NONE							
Instrument Rating(s) - None							

6/08/84 A/C Reg. No. N3279A Time (Lcl) - 1140 MDT File No. - 2037 BELEN, NM Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. JUDGEMENT - NOT POSSIBLE - PILOT IN COMMAND 2. JUDGEMENT - POOR - COPILOT 3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. FLIGHT CONTROLS - IMPROPER USE OF - COPILOT 5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 6. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT Occurrence #2 NOSE OVER Phase of Operation TAKEOFF Finding(s) 7. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND 8. BRAKES(NORMAL) - EXCESSIVE - COPILOT

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

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

----Probable Cause----

File No 2191 6/17/84 ROSEE	BUD,NM A/C Reg	. No. N42489	Т	ime (Lc1) -	1400 MDT	
Basic Information Type Operating Certificate-NONE (GENER <i>i</i>	AL AVIATION) Aircraft	Damage		Injuri	es	
	SUBSTANT	IAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182L	Eng Make/Model - CONT	INENTAL 0-470-R		Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warning	System	- YES
Max Gross Wt - 2800	Engine Type - RECI		ETOR			
No. of Seats - 4	Rated Power - 2	30 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF A1	RPORT/STRIP		
Method - TELEPHONE	AMARILLO, TX					
Completeness - WEATHER NOT PERTINENT			Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		D	7-1	N/A	
Wind Dir/Speed- CALM	ATC/Airspace			Ident - Lth/Wid -		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR		NONE		Surface -		
	Type of Flight Plan -				· .	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -		Runway	Status -	N/A	
Precipitation - NONE	,	FULL STOP				
Condition of Light - DAYLIGHT		FULL STUP				
Personnel Information Pilot-In-Command	Age - 44 N	ledical Certifica	+o = VALTD	MEDICAL -WAT	VEDC /L TM	T.T.
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H		VLK3/LIM	11
COMMERCIAL		~	375	lact 24	Hre -	2
SE LAND	Current - NO Months Since - 3	Make/Model-	80	Last 24 Last 30	Davs-	7
SE EAND	Aircraft Type - C-182L	Instrument-	45	Last 90	Days-	6
	All Graft Type G 1022	1110 ct amorte	,0	Rotorcra	•	1
Instrument Dating(a) NONE						
Instrument Rating(s) - NONE						
Narrative						
E ACFT RAN OFF THE GRAVEL ROAD USED FOR A I	RWY DURING LANDING AND COLLIDE	D WITH A DITCH.	A RELATIVE	OF THE PLT	WHO WAS	
WITNESS SAID THE ACFT FLOATED "A LONG TIME	" AND SEEMED TO BE FLYING "TOO	FAST." THE PLT	ALSO SAID	IT TOOK LONG	ER TO	
ND THAN HE EXPECTED AND AS HE APPROACHED A						
E ACFT COLLIDED WITH A DITCH. THE PLT SAID	HE WAS AFRAID TO ATTEMPT A GO	A CT BUD DANOPA-	POWER LIN	E. THE PLT R	EPORTED	
·						
AT THERE WAS NOTHING WRONG WITH THE ACFT.						

File No. - 2191

6/17/84.

ROSEBUD, NM

A/C Reg. No. N42489

Time (Lcl) - 1400 MD

Occurrence

OVERRUN

Phase of Operation LANDING - ROLL

#### Finding(s)

- 1. TERRAIN CONDITION DITCH
- 2. PROPER TOUCHDOWN POINT EXCEEDED PILOT IN COMMAND
- 3. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 4. GROUND LOOP/SWERVE INTENTIONAL PILOT IN COMMAND
- 5. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

<pre>-Basic Information Type Operating Certificate-NONE (G)</pre>	Aircraft D	amane		Injur	ies		
Type operating berein teate None (di	ENERAL AVIATION)	SUBSTANTI		Fata1			None
Type of Operation -PERSONAL	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Mode1 - CESSNA 305A			NENTAL 0-470-11				
Landing Gear - TAILWHEEL-ALL FIXE					all Warnin	g System	- YES
Max Gross Wt - 2100			ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Powe	er - 19	O HP				
-Environment/Operations Information							
Weather Data	Itinerary			Airport			
Wx Briefing - UNK/NR	Last Depar			ON AIR	PORT		
Method - UNK/NR	HENDERSON	•		Admmant D			
Completeness - UNK/NR Basic Weather - VMC	Destination			Airport Da	ata NN INTERNAT	TOMAL	
Wind Dir/Speed- 270/006 KTS	LAS VEGAS	5,NV				19R	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 4000 FT		icht Plan - II	MK/ND		Surface -		
Lowest Ceiling - BROKEN	Type of Cle	earance - N	ONF		Status -		
Obstructions to Vision- NONE	Type Apch/I	Lndg - F	ULL STOP		0.00.00		
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - UNK/NR	Me	dical Certifica	te - UNK/NI	₹		
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight (	Review	Flia	ht Time (Ho	ours)		
ATP			Total - U			Hrs - U	
SE LAND, ME LAND	Months Since			NK/NR	Last 30	Days- U	NK/NR
	Aircraft Type	e - UNK/NR	2110 (1 00111	,		,	,
			Multi-Eng - U	NK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s) - AIRPLA	NE						
			G THE LANDING,				

File No 20	12 8/19/84 LAS VEGAS,NV	A/C Reg. No. N305TA	Time (Lc1) - 1131 PDT
Occurrence #1 Phase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT LANDING		
Finding(s) 1. FLARE - IMPROPE	R - PILOT IN COMMAND		
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
Finding(s) 2. DIRECTIONAL CON	TROL - NOT MAINTAINED - PILOT IN COMMAND		
Probable Cause			<del></del>

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

Type Operating Certificate-NONE (GENER				Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	NTIAL Crew Pass	_		Minor O O	None 1 0
Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2717 No. of Seats - 1	Eng Make/Model - WR Number Engines - 1 Engine Type - REG Rated Power -	CIPROCATING-CARBUR	5	Installed/A Stall Warnin		
Environment/Operations Information Weather Data  Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/017 KTS Visibility - 45.0 SM Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 2000 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Point HAWTHORN,NV Destination MOAB,UT  ATC/Airspace Type of Flight Plan RCAST Type of Clearance Type Apch/Lndg	- NONE - NONE	OFF AI Airport [ ELY Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Instrument Rating(s) - AIRPLANE	Age - 40 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	tht Time (1 3053 3053 INK/NR	Hours) Last 24	Hrs - Days- UN Days-	8 K/NR 30

Time (Lc1) - 1330 PST File No. - 2170 11/05/84 ELY, NV A/C Reg. No. N56234 Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

File No 2097 2/	12/84 HA	STINGS,NY	NY A/C Reg. No. N3264P			Time (Lc1) - 1030 E			
Basic Information Type Operating Certificato	ERAL AVIATION)	Aircraft D	amage		Injur	ies	<b></b>		
			SUBSTANTI	AL	Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under			NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING								
Aircraft Information									
Make/Model - PIPER PA-	18			NENTAL C-90-12F		nstalled/A			
Landing Gear - SKI		Number E	ngines - 1		St	all Warnin	g System -	- NO	
Max Gross Wt - 1500		Engine T	ype - RECIP	ROCATING-CARBUR	ETOR				
No. of Seats - 2	•	Rated Po	wer - 9	O HP					
Environment/Operations Info	rmation								
Weather Data		Itinerary			Airport P	roximity			
	RD OF BRIEF		rture Point		ON AIRS				
Method - N/A		HASTING							
Completeness - N/A		Destination	- •		Airport Da	ıta			
Basic Weather - VMC		FULTON,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Wind Dir/Speed- UNK/NR			••		Runway	Ident -	UNK/NR		
Visibility - 20.0	SM	ATC/Airspac	_			Lth/Wid -			
Lowest Sky/Clouds -	3		light Plan - N	ONE		Surface -			
Lowest Ceiling -			learance - N				UNK/NR		
Obstructions to Vision-	NONE		/Lndg - F		Kuliway	Jacas	ONK/ NK		
	NONE	Type Apcil	/ Ling - F	OLL STOP					
Condition of Light -									
Condition of Light -	DAYLIGHI								
Personnel Information					==				
Pilot-In-Command		Age - 41		dical Certifica			WAIVERS/	_IMIT	
Centificate(s)/Rating(s)		Biennial Flight		Flig	ht Time (Ho			_	
PRIVATE		Current	- YES e - 7	Total -	531	Last 24	Hrs -	0	
SE SEA		Months Sinc	e - 7	Make/Mode1-	531	Last 30	Days- UN		
		Aircraft Ty	pe - UNK/NR	Instrument-	0	Last 90	Days-	5	
AND DESCRIPTION OF THE PROPERTY OF THE PROPERT									
Instrument Rating(s)	- NONE		•						
E ACFT DRAGGED A WING DURING	LANDING ACT	ED A CIVI LIAD FATLED	DUDING TAKEOF	E THE BLT STAT	ED TUAT AET	ED TAVEOER	ur		
TICED THAT THE LEFT SKI HAD T									
GGING THE LANDING GEAR HUB IN OP TO A VERTICAL NOSE DOWN PO			2KT KE2IKAINI	CABLE BRACKET	HAD FAILED	ALLUWING I	UE 2KT IO		

2/12/84 File No. - 2097 HASTINGS, NY A/C Reg. No. N3264P Time (Lc1) - 1030 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT 2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED 3. LANDING GEAR, SKI ASSEMBLY - CRACKED 4. LANDING GEAR, SKI ASSEMBLY - FAILURE, TOTAL Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL Finding(s) 5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

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

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

----Probable Cause----

File No 2151 5/27/	/84 PAINESVILLE, OH	A/C Reg. No. N	19683	Time	(Lc1) -	1627 ED1	-
Basic Information Type Operating Certificate-N	NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal S	Injur:	ies Minor	None
Type of Operation -F Flight Conducted Under -: Accident Occurred During -l		Fire NONE	Crew Pass	0	0	0	1
Aircraft Information Make/Model - CESSNA 172L Landing Gear - TRICYCLE-FI) Max Gross Wt - 2300 No. of Seats - 4	XED Number En	Model - LYCOMING O-: gines - 1 pe - RECIPROCATIN er - 150 HP		Stal	talled/Ad l Warning		- YES/NO - YES
	Itinerary OF BRIEFING Last Depar FRANKLIN Destination SAME AS TS SM ATC/Airspace 3000 FT SCATTERED Type of F1 0000 FT BROKEN Type of C1 ONE Type Apch/	I,PA N ACC/INC e ight Plan - NONE earance - NONE	A i	irport Pro ON AIRPOR rport Data CASEMENT Runway Id Runway Lt Runway Su Runway St	T ent - h/Wid - rface -		80
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flight	Review - YES Tota - 2 Make	Certificate Flight 1 - 1 /Model- rument-	Time (Hour 94 11	s) Last 24 Last 30	Hrs - UN Days- UN	IK/NR IK/NR
Instrument Rating(s) -	NONE						
Narrative THE ACFT LEFT THE DRY ASPHALT RWY AFTER LANDING THE AIRPLANE "GET PI JUST RECENTLY PURCHASED THE ACFT	USHED TO RT OF RWY." LOCAL WI	NDS WERE REPORTED FI	ROM 040 DEGS	AT 10 KTS	. THE PL		

File No. - 2151 5/27/84 PAINESVILLE, OH A/C Reg. No. N19683 Time (Lc1) - 1627 EDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - FENCE 6. OBJECT - ANIMAL(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)   Aircraf	t Damage		Inju	rias	
Type operating our tripate none (achtern	DESTRO		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF						
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - LY(			Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			itall Warnii	ng System	~ YES
Max Gross Wt - 2150		CIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	150 HP				<b></b>
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRI	ס	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		A			
Basic Weather - VMC	ORLANDO,FL		Airport D	Jata		
Wind Dir/Speed- 250/008 KTS	URLANDO, FL		Dunway	/ Ident	- N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONF		Surface		
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- HAZE		- NONE			,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1 i	ght Time (F	•		
PRIVATE	Current - YES Months Since - 18	Total -			4 Hrs -	
SE LAND					Days- U	•
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	O Days-	8
Instrument Rating(s) - NONE						
				·		
T ATTEMPTED TAKEOFF ON 1100 FT OF REMAINING EAR POWER LINES LOCATED 1000 FT BEYOND THE BE 3600 FT. WITH THESE CONDITIONS, PERFORM EAR A 50 FT OBSTACLE.	DEPARTURE END OF THE RWY. DI	ENSITY ALT AT TIM	E OF ACCIDE	NT WAS CAL	CULATED	

File No. - 2013 8/06/84 LEBANON.OH

A/C Reg. No. N56871

Time (Lc1) - 1450 EDT

Occurrence

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

#### Finding(s)

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. PERFORMANCE DATA DISREGARDED PILOT IN COMMAND
- 3. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 4. WEATHER CONDITION TAILWIND
- 5. OBJECT WIRE, TRANSMISSION

----Probable Cause----

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

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

Basic Information									
Type Operating Certificate	e-NONE (GENERAL	_ AVIATION)	Aircraft	_		F-4-1		uries	
Type of Operation	-AERIAL OBSERV	/ATTON	SUBSTAN' Fire	IAL	Crew	Fatal O	Serious O		or Non I O
Flight Conducted Under		AITON	NONE		Pass	0	0		
Accident Occurred During			None		1 433	Ü	Ŭ	·	
Aircraft Information									
Make/Model - CESSNA 172			lake/Mode1 - CON	TINENTAL O-	300-D				ted - NO -
Landing Gear - TRICYCLE-F	IXED		er Engines - 1				tall Warn	ing Syst	tem - YES
Max Gross Wt - 2150				PROCATING-	CARBURE	TOR			
No. of Seats - 4		Rated	l Power -	145 HP					
Environment/Operations Info	mation								
Weather Data	D OF BRIEFING	Itinerar					Proximity		
Wx Briefing - NO RECORMethod - N/A	D OF BRIEFING		eparture Point WARE.OH			ON AIR	PURI		
Completeness - N/A		Destina	-			Airport D	a+a		
Basic Weather - VMC		LOCA					ALA RE STATE I	DADV	
Wind Dir/Speed- 240/008	KTS	LOCA					Ident	- 36	
Visibility - 7.0		ATC/Airs	space				Lth/Wid		0/ 90
Lowest Sky/Clouds -			of Flight Plan -	NONE			Surface		
Lowest Ceiling -	NONE		of Clearance -				Status	- DRY	
Obstructions to Vision-	NONE		pch/Lndg -		DING	•			-
	NONE								
Condition of Light -	DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 41		Medical Cer				NO WAIV	ERS/LIMIT
Certificate(s)/Rating(s)		Biennial Fli	•			nt Time (H	•		
COMMERCIAL		Current		Total				24 Hrs	
SE LAND			Since - 18	Make/Mo		400			- UNK/NR
		Aircrafi	Type - UNK/NR	Instrum	ent-	40	Last	90 Days	- 25
Instrument Rating(s)	- NONE								
Narrative									
R BEING AIRBORNE FOR APRX 20									
FT AGL THE POWER LOSS OCCUR									
LEAKS, A COMBINATION OF AVG									
FILTER. MAINT PERSONNEL FOUL	ND NO METAL PA	RTICLES IN TH	HE ENG OIL SCREE	N AND REPOR	TED THA	AT THE ENG	ROTATED	FREELY.	

File No. - 2048 8/09/84 DELAWARE, OH A/C Reg. No. N8333U Time (Lc1) - 1215 EDT Occurrence #1 LOSS OF POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED 2. FLUID, OIL - LOW LEVEL 3. FLUID, FUEL - IMPROPER 4. MISCELLANEOUS - BLOCKED(PARTIAL) 5. MAINTENANCE - POOR - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1 Factor(s) relating to this accident is/are finding(s) 2,3,4,5

File No 2046 8/30/84 BETHAN	NY,OK A/C R	eg. No. N1PN	-	Γime (Lc1) -	1425 CDT	
Basic Information Type Operating Certificate-NONE (GENERA		: Damage	F.4.3	Injur		Alama
Type of Operation -PERSONAL	MINOR Fire	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	1
Accident Öccurred During -TAXI	NONE	Othe	-	0	0	2
Aircraft Information Make/Model - DEHAVILLAND DHC-1B-2-S5 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1930 No. of Seats - 2	Number Engines - 1		9	Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	•		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [	Data		
Basic Weather - VMC	LOCAL		WILEY	POST AIRPOR		
Wind Dir/Speed- 230/005 KTS				,	· UNK/NR	
Visibility - 25.0 SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			y Surface -	* .	
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status -	- UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- NONE				
Personnel Information	**					
Pilot-In-Command	Age - 58	Medical Certifica			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (I			
PRIVATE	Current - YES	Total -		Last 24		1
SE LAND	Months Since - 11 Aircraft Type - UNK/NR	Make/Model- Instrument-	5 168		Days- UNA Days-	25 ·
Instrument Rating(s) - AIRPLANE			•			
Narrative CCORDING TO THE PLT OF N9646H, WHILE HE WAS EHIND BY N1PN. THE PLT OF N1PN STATED THAT H HE TAXIWAY. SEATED IN THE REAR SEAT OF THE T	E WAS CLEARED TO TAXI AND D	ID NOT SEE ANY OTH	IER ACFT A	S HE ENTERED	)	
O MAINTAIN VISUAL CLEARANCE WHEN THE WING OF CCURRED BETWEEN THE PROP OF THE OVERTAKING A	N9646H WAS SEEN ALMOST SIM	JLTANEOUS WITH THE				

A/C Reg. No. N1PN File No. - 2046 8/30/84 BETHANY, OK Time (Lc1) - 1425 CDT

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	t Damage		Injur	ies	
- · · · · · · · · · · · · · · · · · · ·	SUBSTAN		Fatal		Minor	None
Type of Operation -INSTRUCTIONA		Crev	_	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	NONE	Pas: Othe		0	0	O 2
accident occurred burning -TAX1		U C T R	er U			
-Aircraft Information						
Make/Model ~ CESSNA 172M	Eng.Make/Mode1 - LY(			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnin	g System -	YES
Max Gross Wt - 2300	Engine Type - REC		RETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						
Weather Data	Itinerary ·		,	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	RPORT		
Method - N/A	SAME AS ACC/INC			_		
· Completeness - N/A Basic Weather - VMC	Destination		Airport [		<del>-</del>	
Wind Dir/Speed- 230/005 KTS	LOCAL			POST AIRPOR / Ident -	UNK/NR	
Visibility - 25.0 SM	ATC/Airspace			/ Ident - / Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		/ 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 - 37	Medical Certifica			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (F	Hours)		
COMMERCIAL	Current - YES	Total -	4034	Last 24		_ 1
ȘE LAND,ME LAND	Months Since - 23	Make/Mode1-	482	Last 30	Days- UNK	•
	Aircraft Type - UNK/NR			Last 90	Days-	56
		Multi-Eng -	145			
Instrument Rating(s) - AIRPLANE						
Namativa						
-Narrative ORDING TO THE PLT OF N9646H, WHILE HE WAS	TAYIING UNDER THE DIRECTION	OF CROUND CONTROL	THE ACET	WAS STRUCK	EDOM	
IIND BY N1PN. THE PLT OF N1PN STATED THAT H						
TAXIWAY. SEATED IN THE REAR SEAT OF THE T						
MAINTAIN VISUAL CLEARANCE WHEN THE WING OF						
URRED BETWEEN THE PROP OF THE OVERTAKING A						

8/30/84 A/C Reg. No. N9646H File No. - 2046 BETHANY, OK Time (Lc1) - 1425 CDT

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

File No 2022 8/10/84	ADEL,OR	A/C Reg. No.	N6183X	T	ime (Lc1)	- 0945 F	PDT
-Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damag	 e		Inju	ries	
·, p =		SUBSTANTIAL		Fatal			None
Type of Operation -PERSON	AL.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDIN	G .						
-Aircraft Information							
Make/Model - BEECH C-23	Eng Make/	Model - LYCOMING	D-360-AYK	ELT :	[nstalled/	Activate	ed - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Er	gines - 1		s.	tall Warni	ng Syste	em - YES
Max Gross Wt - 2450	Engine Ty	pe - RECIPROCA	TING-CARBURET	OR		_	
No. of Seats - 4	Rated Pow	rer - 180 HP					
-Environment/Operations Information-							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF AIR	RPORT/STRI	P	
Method - TELEPHONE	SALT LAK	E CITY,UT					
Completeness - FULL	Destination	1	Δ	irport Da	ata		
Basic Weather - VMC	LAKEVIEW	, OR .		NONE			
Wind Dir/Speed- 150/005 KTS						- N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 12000 F					Surface		
Lowest Ceiling - NONE		earance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - FORCE	D LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGH	T 						
-Personnel Information							
Pilot-In-Command	Age - 34 Biennial Flight	Medica	1 Certificate			D WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		: Time (Ho			
PRIVATE			tal -		Last 2		
SE LAND		e - 13 Ma	ke/Mode1-	54	Last 3	O Days-	UNK/NR
	Aircraft Typ	e - UNK/NR In	strument-	0	Last 9	O Days-	UNK/NR
Instrument Rating(s) - NONE							
MADE FORCED LANDING IN SAGEBRUSH CO	VEDEN HILLY TENDATAL FOR	LOWING A TIL LOSS	UE DMD DEZIII	TING FROM	N FUEL EYH	MOTTRILA	
WADE LOVOED FAINDING IN SAGEDMOSH OF	vened liter; leveath loc						

File No. - 2022 8/10/84 ADEL, OR A/C Reg. No. N6183X Time (Lc1) - 0945 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND 3. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ON GROUND COLLISION WITH TERRAIN Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. TERRAIN CONDITION - HIGH VEGETATION

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

----Probable Cause----

Type Operating Certificate-NONE (GENE	·	Aircraft Damage			Inju		
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal 1	Serious O	Minor	None O
Flight Conducted Under -14 CFR 91		NONE	Pass	i	Ö	Ö	ŏ
Accident Occurred During -MANEUVERIN	G						
Aircraft Information							
Make/Model - VAUGHN MA-5 CHARGER		el - CONTINENTAL C	-145-2		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1616	Number Engin	es - 1 - RECIPROCATING	CARRUPET		tall Warni	ng Syste	m - NO
No. of Seats - 2	Rated Power		I-CARBURE I	UK			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departur	e Point		OFF AI	RPORT/STRI	Р	
Method - UNK/NR Completeness - UNK/NR	UNK/NR Destination		Α.	irport D	2+2		
Basic Weather - VMC	LOCAL		A	irport b	аιа		
Wind Dir/Speed- 310/013 KTS	EGGAE			Runway	Ident	- N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface	• .	
Lowest Ceiling - NONE	Type of Clear			Runway	Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lnd	g - NONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 55	Medical Ce	ertificate	- VALID	MEDICAL-N	O WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev			Time (H			
PRIVATE			- UNK	/NR	Last 2	4 Hrs -	UNK/NR
SE LAND, SE SEA	Months Since -		lode1 - UNK	/NR	Last 2 Last 3	O Days-	UNK/NR
	Aircraft Type -		ıment- UNK Eng - UNK	./ 1415	Last J	O Days- :raft -	Olary Iaix
		Multi	Eng - UNK	./ INK	ROTOFC	rait -	ONA/ NA
Instrument Rating(s) - NONE							
Narrative							
NESSES REPORTED SEEING THE ACFT ENGAGED							
RATIONS." THE ACFT COLLIDED WITH RELATIV		NG ONE OF THESE MA HE ACFT CAME TO RE					

File No. - 2016

8/19/84

BUXTON, OR

A/C Reg. No. N8037D

Time (Lcl) - 1745 PDT

Occurrence #1
Phase of Operation

LOSS OF CONTROL - IN FLIGHT

MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

- 2. ALTITUDE INADEQUATE PILOT IN COMMAND
- 3. CLEARANCE MISJUDGED PILOT IN COMMAND
- 4. OBJECT WIRE, STATIC

Occurrence #2

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation MANEUVERING

----Probable Cause----

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

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

	NONE (GENERAL AV	TATION) A	rcraft Damage			Injur	ies	
		t	ESTROYED		Fatal			None
Type of Operation Flight Conducted Under	PERSONAL		re	Crew	1	0	0	0
		C	N GROUND	Pass	1	0	0	0
Accident Occurred During -	CRUISE			Other	4	0	0	0
Aircraft Information								
Make/Model - MAULE M-4		Eng Make/Model	- CONTINENTA	L 0-300-A		Installed/A		
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engines				Stall Warnir	ng System	- UNK/NR
Max Gross Wt - 2100		Engine Type	- RECIPROCAT	ING-CARBURETO	)R			
No. of Seats - 4		Rated Power	- 145 HP					
Environment/Operations Inform	ation							
Weather Data		Itinerary		1		Proximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure	Point		OFF A	IRPORT/STRIF	•	
Method - N/A		CHENOWETH, OR						
Completeness - N/A		Destination		Α.	irport	Data		
Basic Weather - VMC		THE DALLES, OF	₹					
Wind Dir/Speed- 320/010 K	TS				Runwa	y Ident -	N/A	
Visibility - 30.0	SM	ATC/Airspace			Runwa	Lth/Wid -	N/A	
Lowest Sky/Clouds -	5000 FT SCATTERE	D Type of Flight	Plan - NONE		Runwa	y Surface -	N/A	
Lowest Ceiling - N	ONE	Type of Cleara	nce - NONE				N/A	
Obstructions to Vision- N	ONE	Type Apch/Lndg	- NONE					
Precipitation - N		, , , ,						
Condition of Light - D								
Pilot-In-Command	Age	e - 46	Medical	Certificate	- VALI	D MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	· Bie	ennial Flight Revie	⊇W	Flight	Time (	Hours)		
PRIVATE		Current - l	JNK/NR Tot	:a1 - !	550	Last 24	Hrs - UN	IK/NR
SE LAND		Months Since - U	JNK/NR Mak	e/Model- UNK	/NR	Last 30	Days- UN	IK/NR
		Aircraft Type - U	JNK/NR Ins	trument- UNK	/NR	Last 90	Days- UN	IK/NR
		7,	. Mu1	e/Model- UNK, trument- UNK, ti-Eng - UNK,	/NR	Rotorc	aft - UN	IK/NR

A/C Reg. No. N4622T Time (Lc1) - 0940 PDT File No. - 2197 9/01/84 THE DALLES, OR Occurrence #1 MIDAIR COLLISION Phase of Operation CRUISE - NORMAL Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 FIRE Phase of Operation OTHER ----Probable Cause----

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

File No 2197 9	/01/84 THE C	ALLES, OR	A/C Reg.	No. N6499J	1	Time (Lc1) -	0940 PE	OT
-Basic Information								
Type Operating Certifica	te-NONE (GENERA	AL AVIATION)	Aircraft Da			Injur		
			DESTROYED		Fatal		Minor	None
Type of Operation	-PERSONAL		Fire	Cre		0	0	0
Flight Conducted Under Accident Occurred During			ON GROUND	Pas: Oth		0 0	0 0	0 0
Aircraft Information								
Make/Model - PIPER PA	-28-180	Eng Make/M	odel - LYCOM	ING 0-360-A3A	ELT	Installed/A	ctivate	J - YES-UNK/
Landing Gear - TRICYCLE		Number Eng				Stall Warnir	a Syster	n - YES
Max Gross Wt - 2175		Engine Typ		ROCATING-CARBU			5 -,	
No. of Seats - 4		Rated Powe		O HP				
-Environment/Operations Inf	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Depart			OFF A	IRPORT/STRIF	•	
Method - IN PER	SON	THE DALLE	S,OR					
Completeness - FULL		Destination			Airport (	Data		
Basic Weather - VMC		VANCOUVER	, WA					
Wind Dir/Speed- 320/01							· N/A	
Visibility - 30.0		71 0, 71 opase				y Lth/Wid -		
Lowest Sky/Clouds -		TTERED Type of Fli				y Surface -		
	- NONE		arance - VI		Runway	y Status -	· N/A	
Obstructions to Vision		Type Apch/L	ndg - Ni	ONE				
Precipitation								
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command				dical Certific			IVERS/L	IMIT
Certificate(s)/Rating(s	;)	Biennial Flight R	eview	Fli	ght Time (1			
PRIVATE		Current	- UNK/NR				Hrs - U	
NONE		Months Since			UNK/NR	Last 30	Days- I	JNK/NR
		Aircraft Type	- UNK/NR		UNK/NR	Last 90	Days- L	JNK/NR
				Multi-Eng -	UNK/NR	Rotorc	aft - I	JNK/NR
	- NONE							

File No 219	9/01/84	THE DALLES,OR	A/C Reg. No. N	6499J T	ime (Lc1) - 0940 PDT
Occurrence #1 Phase of Operation					
Finding(s) 1. VISUAL LOOKOUT - 2. VISUAL LOOKOUT - 3. CLEARANCE - NOT 4. CLEARANCE - NOT	INADEQUATE - PILO MAINTAINED - PILO	OT OF OTHER AIRCRAFT T IN COMMAND			
Occurrence #2 Phase of Operation					
Occurrence #3 Phase of Operation	FIRE OTHER				
Probable Cause	·-				

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

Type Operating Certificate-NONE (GENERAL		t Damage	Fatal	Injur		Nama
Type of Operation -PERSONAL	DESTRO Fire	YED Crev	Fatal , O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	ON GRO			ŏ	ŏ	Ö
Accident Occurred During -LANDING						
-Aircraft Information	,					
Make/Model - CESSNA 175	Eng Make/Model - CD			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450	Number Engines - 1 Engine Type - RE			tall Warnir	ng System	- YES
No. of Seats - 4	2 ,,	175 HP	RETUR			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A Completeness - N/A	ASTORIA, OR		4.1 B	- + -		
Basic Weather - VMC	Destination ASTORIA,OR		Airport D	ata P COUNTY		
Wind Dir/Speed- 190/015 KTS	ASTORIA, OR				· 13	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		200
Lowest Sky/Clouds - 3200 FT	Type of Flight Plan			Surface -		
Lowest Ceiling - 3200 FT BROKE			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
	Age - 31	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
· · · · · · · · · · · · · · · · · · ·	Biennial Flight Review	Flig	ght Time (H	ours)		
PRIVATE	Current - YES	Total -		Last 24		1
SE LAND	Months Since - 9 Aircraft Type - UNK/NR	Make/Model- Instrument-	187 O	Last 30 Last 90	Days- UN	K/NR 30
	ATTCTATE Type - UNK/NK	This traillent-	O	Last 90	Days-	30
Instrument Rating(s) - NONE						
Manuelina						
-Narrative	STARTED TO SUID TO THE LEE	T OF THE DWY ''E	ADDITED DUD	DED AND AT!	EDON AND	
PLT REPORTED THAT DURING LANDING THE ACFT N ADDED POWER. THE ELEVATOR WAS PULLED BACK					EKUN AND	
UND HARD ON THE WING TIP AND LANDING GEAR.						

A/C Reg. No. N9243B

Time (Lc1) - 1515 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

ASTORIA, OR

Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN

File No. - 2172 10/06/84

#### Finding(s)

- 1. WEATHER CONDITION HIGH WIND
- 2. WEATHER CONDITION CROSSWIND
- 3. WEATHER CONDITION GUSTS
- DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 5. PROPER ALIGNMENT NOT ATTAINED PILOT IN COMMAND
- 6. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 7. STALL INADVERTENT PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

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

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL AT Type Operating Certificate-NONE (GENERAL AT Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	SUBS Fire NONE  Eng Make/Model - I Number Engines - Engine Type - I	LYCOMING O- 1 RECIPROCATI 112 HP	Crew Pass 	TOR 	Serious 0 0 	O O 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Fire NONE  Eng Make/Model -   Number Engines - Engine Type -   Rated Power -  Itinerary Last Departure Poil GRANTS PASS,OR Destination	LYCOMING O- 1 RECIPROCATI 112 HP	Pass 	O O O ELT	O O Installed, Stall Warn	O O 	1 1 - YES/NO
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Eng Make/Model -   Number Engines - Engine Type -   Rated Power -  Itinerary Last Departure Poil GRANTS PASS,OR Destination	LYCOMING O- 1 RECIPROCATI 112 HP	Pass 	O ELT TOR Airport	O Installed, Stall Warn  Proximity	O 	- YES/NC
Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Eng Make/Model - I Number Engines - Engine Type - I Rated Power - Itinerary Last Departure Poil GRANTS PASS,OR Destination	LYCOMING O- 1 RECIPROCATI 112 HP	-235-12C	ELT STOR	Installed, Stall Warn	/Activated ing System	- YES/NC
Aircraft Information  Make/Model - PIPER PA38  Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670  No. of Seats - 2 Environment/Operations Information  Weather Data  Wx Briefing - NO RECORD OF BRIEFING  Method - N/A  Completeness - N/A	Number Engines - Engine Type - I Rated Power -  Itinerary Last Departure Poil GRANTS PASS,OR Destination	1 RECIPROCATI 112 HP		TOR 	Stall Warn	ing System · 	
Make/Model - PIPER PA38 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines - Engine Type - I Rated Power -  Itinerary Last Departure Poil GRANTS PASS,OR Destination	1 RECIPROCATI 112 HP		TOR 	Stall Warn	ing System · 	
Landing Gear - TRICYCLE-FIXED  Max Gross Wt - 1670  No. of Seats - 2	Number Engines - Engine Type - I Rated Power -  Itinerary Last Departure Poil GRANTS PASS,OR Destination	1 RECIPROCATI 112 HP		TOR 	Stall Warn	ing System · 	
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - I Rated Power - 	RECIPROCATI		TOR Airport	Proximity		- YES
No. of Seats - 2	Engine Type - I Rated Power - 	RECIPROCATI	ING-CARBURE	TOR Airport	Proximity		
	Itinerary Last Departure Poil GRANTS PASS,OR Destination			•			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Last Departure Poil GRANTS PASS,OR Destination	nt		•			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Last Departure Poil GRANTS PASS,OR Destination	nt		•			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Last Departure Poil GRANTS PASS,OR Destination	nt		•			
Method - N/A Completeness - N/A	GRANTS PASS,OR Destination						
•							
Basic Weather - VMC	GRANTS PASS,OR			Airport [	Data		
				NONE			
Wind Dir/Speed- 260/003 KTS				Runway	y Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	y Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	ın -		Runway	y Surface	- N/A	
Lowest Ceiling - 2200 FT BROKEN	Type of Clearance	- NONE		Runway	y Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- VALLEY,	TERRAIN FO	LLOWING			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Ag	ge - 61	Medical		e - VALI	D MEDICAL-	NO WAIVERS/	LIMIT
Certificate(s)/Rating(s) B	iennial Flight Review		Fligh	it Time (f	Hours)		
PRIVATE	Current - YES	Tota	al -			24 Hrs -	1
SE LAND	Months Since - 11	Make				30 Days- UN	
	Aircraft Type - UNK/	'NR Ins	trument-	8	Last	90 Days-	19
$(x_1, x_2, x_3, x_4, x_4, x_4, x_4, x_4, x_4, x_4, x_4$							
Instrument Rating(s) - NONE							•
Narrative							
T WAS FLYING 150 TO 200 FT AGL AT 80 TO 85 MPI							
AT CONROL WAS NOT RETURNED TO THE "OFF" POSIT							
TEMPT TO FLY UNDER SURROUNDING TREES WAS MADE							
DUND. PLT REPORTED THE LEFT MAGNETO WAS ROUGH					ESTIGATION		
THE MAGNETOS REVEALED NO ABNORMALITIES. THE	LOWER SPARK PLUGS WERE	FOUND TO BI	E CARBON FO	IULED.			

File No 20	11 10/22/84 WILLIAMS,OR	A/C Reg. No. N9513T	Time (Lc1) - 1530 PDT
Occurrence #1 Phase of Operation	LOSS OF POWER(PARTIAL) - NON-MECHAN	NICAL	
2. OPERATION WITH	R - PILOT IN COMMAND KNOWN DEFICIENCIES IN EQUIPMENT - INT ,SPARK PLUG - LEADED PLUGS	FENTIONAL - PILOT IN COMMAND	
	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 4. OBJECT - TREE(S			
	IN FLIGHT COLLISION WITH TERRAIN DESCENT - EMERGENCY		
Finding(s) 5. TERRAIN CONDITI			
Probable Cause			
The National Transpois/are finding(s) 1,	rtation Safety Board determines that 2	the Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is/are finding(s) 3		

File No 2173 11/05/84 LAKES	DE,OR A/C Reg	. No. N123ET	7	ime (Lc1) -	1100 PST	
Basic Information Type Operating Certificate-EXTERNAL LOAD				Injur		
Type of Operation -BUSINESS	DESTROYER		Fatal	Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	_	0	1 2	0
Accident Occurred During -DESCENT	· ·	rass	_	O	2	O
Aircraft Information				•		
Make/Model - HILLER UH-12E	Eng Make/Mode1 - LYCOM	MING VO-540-C2A		Installed/A		
Landing Gear - SKID	Number Engines - 1			tall Warnin	g System	- NO
Max Gross Wt - 2750		PROCATING-CARBUR	ETOR			
No. of Seats - 3	Rated Power - 30	05 HP 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF A	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport [	10+0		
Basic Weather - VMC	LOCAL		ATTPOPT	ala		
Wind Dir/Speed- 150/006 KTS	LOCAL		Punway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
	ERED Type of Flight Plan - I	NONE		Surface -		
Lowest Ceiling - 10000 FT OVER					N/A	
Obstructions to Vision- NONE		NONE		• • • • • • • • • • • • • • • • • • • •		
Precipitation - NONE	. ,,, , ,				•	
Condition of Light - DAYLIGHT		•				
Personnel Information						
Pilot-In-Command	Age - 42 Me	edical Certifica	te - VALIC	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (F	lours)		
COMMERCIAL	Current - YES	10 (41		Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 11	Make/Model-	6500	Last 30	Days- UN	IK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-		Last 90		
		Multi-Eng - L	NK/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - NONE						
HE ACFT COLLIDED WITH POWER LINES DURING A T	WEDEE EROM & REMOTE LOGGING	CAMP THE PLT RE	PORTED HEA	ARING A LOUD	BANG	
BRING TAKEOFF. HE SAID THAT THE ACFT PITCHED						
ME TO REST INVERTED." AN INSPECTION OF THE						
TOR BLADE AND A LANDING SKID. THE TAIL BOOM	WAS ALSO MARKED BY WHAT APPE	ANED IO DE WINE			N 1 LU 110	
OTOR BLADE AND A LANDING SKID. THE TAIL BOOM OWER LOSS OR MALFUNCTION. WITNESSES AT THE S						

File No. - 2173 11/05/84 LAKESIDE, OR A/C Reg. No. N123ET Time (Lc1) - 1100 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 2125 5/6	D2/84 BETHL	EHEM, PA	A/C Reg. No. N8135L Time (Lc1) - 1510 E				1510 EDT	EDT		
Basic Information Type Operating Certificate	sic Information Type Operating Certificate-NONE (GENERAL AVIATION)			mage	Injuries					
			DESTROYED	_	Fatal	Serious	Minor	None		
Type of Operation	-PERSONAL		Fire	Crew	1	0	0	0		
Flight Conducted Under			NONE	Pass	0	0	0	0 -		
Accident Occurred During										
Aircraft Information										
Make/Model - CESSNA A1		Eng Make	/Model - LYCOMI	NG 0-235-L2C	ELT	Installed/A	ctivated	- YES/N		
Landing Gear - TRICYCLE-	FIXED	Number E	ngines - 1		S	tall Warnin	g System	- YES		
Max Gross Wt - 1670		Engine T	ype - RECIPR	OCATING-CARBUR	ETOR					
No. of Seats - 2		Rated Po	wer - 110	HP						
Environment/Operations Info	rmation									
Weather Data		Itinerary			Airport	Proximity				
	RD OF BRIEFING		rture Point			RPORT/STRIP				
Method - N/A			ACC/INC			,				
Completeness - N/A		Destinatio			Airport D	ata				
Basic Weather - VMC		LOCAL			,,,,,					
Wind Dir/Speed- 250/013	KTS				Runway	Ident -	N/A			
Visibility - 30.0		ATC/Airspac	e			Lth/Wid -				
Lowest Sky/Clouds -			light Plan - NO	NF		Surface -				
		CAST Type of C					N/A			
Obstructions to Vision-			/Lndg - NO			01212	,			
	NONE	. , , , , , , , , , , , , , , , , , , ,	,g							
Condition of Light -										
Personnel Information				,						
Pilot-In-Command		Age - 29	Med	ical Certifica	te - VALTD	MEDICAL-WA	TVFRS/LTM	īТ		
Certificate(s)/Rating(s)		Biennial Flight			ht Time (H		_ , _ , , , ,	- '		
PRIVATE		Current	- YES	Total -	142	last 24	Hrs - UN	K/NR		
SE LAND		Months Sinc	- YES e - 1	Make/Mode1-	2	Last 30	Days-	1		
55		Aircraft Tv	pe - UNK/NR	Instrument-				•		
			,		•		,			
Instrument Rating(s)	- NONE									
ACFT CRASHED WHILE SPINNING	FROM LOW ALT	THE ACET WAS OR	SERVED BY WITNE	SSES DOING AFR	ORATICS AT	IOW ALT A	T THE TOP			
OOP OR VERTICAL CLIMB THE A										
IF THE PLT WAS GOING TO RECO										
		WALLED WIND HITL I	GROOMD. THER	- 422 140 KEOOK	O ALROD	1145 I KU	5,1011 I OK			
PLT AND HIS TIME IN TYPE WA	S VEDV INW									

File No. - 2125 5/02/84 BETHLEHEM, PA A/C Reg. No. N8135L Time (Lc1) - 1510 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. MANEUVER - IMPROPER - PILOT IN COMMAND 4. IMPROPER DECISION, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND 5. ALTITUDE - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED \_\_\_\_\_

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

----Probable Cause----

Basic Information Type Operating Certificate-NONE (GENERA	I AVIATION)	Aircraft D	amade		Inju	ries	
Type operating certificate None (delicks	L AVIATION)	SUBSTANTI	AL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crev	v 0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	· 0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							_
Make/Model - CESSNA C172			NENTAL 0-300-D				
Landing Gear - TRICYCLE-FIXED			DOCATING CARRIE		Stall Warnii	ng System	- YES
Max Gross Wt - 2150 No. of Seats - 4		e - RECIF r - 14	ROCATING-CARBU	RETUR			
No. 01 Seats - 4	Rated Powe		э пр 				
Environment/Operations Information	T. 4. 3				Donasidasidas		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	una Baint		Airport ON AI	Proximity		
Method - N/A	BEAVER LA			UN AI	KFUKI		
Completeness - N/A	Destination	NL, I A		Airport	Data		
Basic Weather - VMC	SANDY LAK	E,PA		SANDY	LAKE		
Wind Dir/Speed- 120/008 KTS					y Ident		
Visibility - 7.0 SM	ATC/Airspace				y Lth/Wid		
Lowest Sky/Clouds - SCATTERED	Type of Fli				y Surface		RF
Lowest Ceiling - UNK/NR Obstructions to Vision- NONE	Type of Cle Type Apch/L			Ruriwa	y Status	- DKT	
Precipitation - NONE	Type Apcil/ L	nag r	1014				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43 Biennial Flight R	Me	dical Certifica	ate - UNK/	NR		
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flig	ght Time (	Hours)		_
PRIVATE	Current	- YES	Total - Make/Model- Instrument-	264	Last 2	4 Hrs -	O /ND
SE LAND	Months Since	- / - IINK/ND	Make/Model-	116	Last 3	O Days- UN	7.NK
	Aircraft Type	- UNK/NK	Tris traillerit	,	Last	Juays	20
Instrument Rating(s) - NONE							
Narrative							
ACFT STRUCK A RIDGE AT THE RWYS APPROACH	FND AND COLLAPSED	THE NOSE GEA	R. THE ACET THE	EN SLID 12	O ET DOWN T	HE CENTER	
THE RWY. THE PLT STATED HE MADE A NORMAL A							

File No. - 2098 7/22/84 SANDY LAKE, PA A/C Reg. No. N3275L Time (Lc1) - 1200 EDT Occurrence #1 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. DISTANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DIRT BANK Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK

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

----Probable Cause----

File No 2088 7/23/84 BL00M	- 2088 7/23/84 BLOOMSBURG,PA A/C Reg. No. N26			Time (Lc1) - 1545 EDT					
Basic Information Type Operating Certificate-NONE (GENERAL . Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraft [ SUBSTANT: Fire NONE		Fata1 0 0	Injur Serious O O		None 0 0			
Aircraft Information Make/Model - CESSNA C172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - CONT Number Engines - 1 Engine Type - RECIF Rated Power - 14	PROCATING-CARBURE	St	nstalled/ <i>k</i> all Warnir					
Environment/Operations Information Weather Data  W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 260/010 KTS Visibility - 5.0 SM Lowest Sky/Clouds - Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SENECA FALLS,NY Destination BLOOMSBURG,PA  ATC/Airspace Type of Flight Plan - 1 Type of Clearance - 1 Type Apch/Lndg - 1	VFR VFR	Airport Da BLOOMSE Runway Runway Runway	RPORT/STŔIF SURG Ident - Lth/Wid - Surface -	- 26 - 2800/	50			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 M Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - UNK/NR	Total -	nt Time (Ho 113	ours) Last 24	4 Hrs -	2			
Instrument Rating(s) - NONE Narrative HE ACFT WAS DITCHED IN A RIVER DURING AN ATT BOUT 70 MPH. DURING THE ABORTED LANDING HE A	PPLIED FULL POWER AND THEN EX	PERIENCED A SUDDE	N LOW LEFT	WING, A	MUSHY				
ONTROL FEELING AND A LOSS OF AIRSPEED. THE PEGAIN CONTROL THE ENGINE QUIT. THE PLT SAID NOTING. THE ACFT NOSED UNDER AFTER TOUCHDOWN TALL AND ENGINE FAILURE.	HE CONCENTRATED ON KEEPING TH	E WINGS LEVEL AND	RAISING T	THE NOSE FO	DR A WATER				

File No. - 2088 7/23/84 BLOOMSBURG, PA A/C Reg. No. N2627L Time (Lc1) - 1545 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

is/are finding(s) 3,4

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

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Ainonaft I	)2m2ao		In	iuries				
Type operating certificate-none (GENERAL	AVIATION	Aircraft I DESTROYEI		Fata			None			
Type of Operation -PERSONAL		Fire			) 1		0			
Flight Conducted Under -14 CFR 91		ON GROUN	) Pa	ass C	0	1	2			
Accident Occurred During -APPROACH										
Aircraft Information										
Make/Model - PIPER PA-28-161			MING 0-320		LT Installe					
Landing Gear - TRICYCLE-FIXED					Stall War	ning System	- YES			
Max Gross Wt - 2325 No. of Seats - 4	Engine ly	pe - RECII	PROCATING-CAR	BOKETOR						
NO. 01 Jeats - 4	Rated POW	er								
Environment/Operations Information	<b>.</b>									
Weather Data	Itinerary	tuna Dadut			ort Proximit AIRPORT/ST					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	VIEQUES,	ture Point		UFF	AIRPURI/SI	KIP				
Completeness - N/A	Destination			Airpor	t Data					
Basic Weather - VMC	SAME AS				CULEBRA					
Wind Dir/Speed- 120/008 KTS				Rur	way Ident	- 31				
Visibility - 10.0 SM					way Lth/Wid					
Lowest Sky/Clouds - 1400 FT	Type of F1	ight Plan - I	NONE		way Surface					
Lowest Ceiling - 1400 FT BROKE Obstructions to Vision- NONE	Type of Ci	earance - i	NUNE STDATCHT-TN	Rur	nway Status	- DRY				
Precipitation - NONE	Type Apcily	Lindy	SIRAIGIII IN							
Condition of Light - DAYLIGHT										
Personnel Information										
Pilot-In-Command Certificate(s)/Rating(s)	Age - 52 Biennial Flight	M. Review		light Time	(Hours)					
PRIVATE		- YES			Last		1			
SE LAND	Months Since	e - UNK/NR e - PA-28	Make/Model Instrument	- 300	Last	90 Days- U	NK/NR 25			
	ATTCTATE TYP	DE - PA-28	Thstrument	- 15	Last	90 Days-	25			
Instrument Rating(s) - NONE										
This is unless to the control of the										
-Narrative										
PLT WAS ADVISED BY OTHER PLTS THAT A MISSE	D APPROACH WAS N		AT THIS ARPT WITH A TAILWI							

File No. - 2114 9/15/84

CULEBRA, PR

A/C Reg. No. N2225Y

Time (Lc1) - 1430 AST

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation APPROACH - GO-AROUND (VFR)

#### Finding(s)

- 1. WEATHER CONDITION TAILWIND
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY EXCEEDED
- 4. WRONG RUNWAY SELECTED PILOT IN COMMAND
- 5. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- 6. GO-AROUND DELAYED PILOT IN COMMAND
- 7. JUDGEMENT POOR PILOT IN COMMAND

----Probable Cause----

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

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

File No 2145 7/17/84 ROCK I	HILL,SC	A/C Reg. N	o. N400WS	Time (Lc1) - 2307 EDT				
Basic Information Type Operating Certificate-NONE (GENERAL	L. AVIATION)	Aircraft Dam	age		Injur			
		DESTROYED		Fatal	Serious		None	
Type of Operation -POSITIONING		Fire	Crew	0	Ō	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ON GROUND	Pass	0	0	0	0	
Aircraft Information								
Make/Model - PIPER PA-32R-300 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 7	Number Eng	Model - LYCOMIN gines - 1 pe - RECIP-F er - 310	UEL INJECTED		Installed/Aditall Warning			
Environment/Operations Information								
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depart ATLANTA,(	ture Point SA			Proximity RPORT/STRIP			
Completeness - FULL	Destination			Airport D	ata			
Basic Weather - IMC Wind Dir/Speed- 160/008 KTS	CHARLOTTE	: , NC		Diamin.	. Talama	N1 / A		
Visibility - 1.500 SM	ATC/Airspace				/ Ident - / Lth/Wid -	N/A		
Lowest Sky/Clouds - 2200 FT Lowest Ceiling - 2200 FT BROKI Obstructions to Vision- HAZE Precipitation - RAIN SHOWERS Condition of Light - NIGHT(DARK)	Type of Floor EN Type of Clo	lght Plan - IFR earance - IFR .ndg - FOR		Runway	Surface - Status -	N/A		
Personnel Information								
	Age - 32 Biennial Flight F	loviou	cal Certificat Fligh	e - VALID		WAIVERS/	LIMIT	
COMMERCIAL, CFI	Current	- YES - 1	Total -	1600	Last 24	Hrs -	5	
SE LAND, ME LAND	Months Since		Make/Model-	200		Days- UN	K/NR	
HELICOPTER	Aircraft Type		Instrument- Multi-Eng -		Last 90 Rotorcra	Days- aft -	150 158	
Instrument Rating(s) - AIRPLANE								
Instrument Rating(s) - AIRPLANENarrative HE ACFT WAS DESTROYED IN A POST FLT FIRE AFT DST POWER DURING THE DESCENT THROUGH 4500 FT F RESPONSE TO THROTTLE UPON ARRIVAL AT MONTG BOUT SUSPECTING FUEL INJECTORS. THEY STATED D SUPPORT THIS. EXANIMATION OF THE ACFT WREC RACTICE WAS TO DRAIN THE SUMPS AFTER REFUELLI	PRIOR TO LANDING OMERY. MONTGOMERY THEY ADVISED THE F KAGE SHOWED WATER	THE ACFT HAD AVIATION DID SPLT OF THE SITUIN THE FUEL LI	BEEN WRITTEN U OME MAINTENANC ATION BUT NO W NES AND DISTRI	P FOR SLU E CHECKS RITTEN ST BUTOR UNI	JGGISHNESS AI AND MADE A TATEMENT WAS T. THE PLT	ND LACK COMMENT PROVIDED		

File No. - 2145 7/17/84 ROCK HILL, SC A/C Reg. No. N400WS Time (Lc1) - 2307 EDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT 6. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 FIRE Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

File No 2155 11/17/84 FLORE	ENCE.SC A/C Reg	g. No. N6268B	Ti	me (Lc1) -	1205 EST	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraft	Damage		Injur	ies	
	SUBSTAN'	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - AERO COMMANDER 500	Eng Make/Mode1 - LYC	MING 0-540	ELT I	nstalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			all Warnin		
Max Gross Wt - 6000		PROCATING-CARBURE			9 - 7 - 1 - 11	
No. of Seats - 7	<b>3</b> ),	250 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIRP			
Method - N/A	STAUNTON, VA					
Completeness - N/A	Destination	,	Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC	•	FLORENC			
Wind Dir/Speed- 020/006 KTS	SAME AS ACC/ INC		Runway		09	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -	-	NIZ /ND
	TTERED Type of Flight Plan -	NONE		Surface -		INN/ INN
Lowest Ceiling - NONE	Type of Clearance -		Runway		DRY	
Obstructions to Vision- NONE		FORCED LANDING	Runway	Status -	UKT	
	Type Apch/Lndg -	FURCED LANDING				
Precipitation - NONE	•					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	•	: Time (Ho			
COMMERCIAL	Current - NO	Total -	-	Last 24	–	4
SE LAND	Months Since - 31	Make/Model-	110		Days- UN	K/NR
	Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	30
		Multi-Eng -	350			
Instrument Rating(s) - NONE						
HE ACFT CRASHED SHORT OF THE RWY AFTER BOTH	ENCINES LOST DOWED ON THE PAR	SELEC TH ACET HT	A POLIT 20	O ET SHORT	OF THE	
WY AND SLID THROUGH THE FENCE ONTO THE RWY E						
TRAINER DRAIN WAS OPEN AND ONLY ABOUT 1 CUP						
OURS FUEL ON BOARD AT TAKEOFF FOR THE 3 HOUP						
DITOE ADDIVED ON THE COEME THEY FOUND A COEM						
OLICE ARRIVED ON THE SCENE THEY FOUND 2 OPER	N BEER CANS ON THE FLOOR OF T	HE COCKPIT. NO TOX	COLOGY EX	AM WAS CON	DUCTED.	

File No. - 2155 11/17/84 FLORENCE, SC A/C Reg. No. N6268B Time (Lc1) - 1205 EST LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SYSTEM, STRAINER - OPEN 2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 3. FLUID.FUEL - EXHAUSTION 4. FUEL DUMPED - INADVERTENT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - FENCE 6. OBJECT - RUNWAY LIGHT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

Basic Information Type Operating Certificat	e-ON-DEMAND ATI	R TAXT	Aircraft Dama	ne		Ini	uries	
Type operating our tirrout	C ON DEMAND AT	. 18/12	SUBSTANTIAL	gc	Fatal			None
Type of Operation	-INSTRUCTIONAL	Ĺ	Fire	Crew	0	1	1	0
Flight Conducted Under Accident Occurred During	-14 CFR 91 -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information	MEDICAN AA 40						/• · · · ·	. v=e/v:
Make/Model - GRUMMAN A Landing Gear - TRICYCLE-	MERICAN AA-1C	Eng Make/M Number Eng	odel - LYCOMING	0-235-L2C		installed, tall Warn		ed - YES/YE
Max Gross Wt - 1600	LIVED	Engine Typ		ATING-CARBUR		tali warn	ing syste	SIII - 1E2
No. of Seats - 2		Rated Powe						
Environment/Operations Info	rmation							
Weather Data	DD OF DDIFF	Itinerary				Proximity		
Wx Briefing - NO RECO Method - N/A	RD OF BRIEFING	Last Depart SAME AS A			OFF AI	RPORT/STR	īΡ	
Completeness - N/A Basic Weather - VMC		Destination SAME AS A	CC/TNC		Airport D	ata		
Wind Dir/Speed- 180/025	VTC .	SAME AS A	CC/ INC		Punway	Ident	- N/A	
Visibility - 35.0		ATC/Airspace				Lth/Wid	- N/A	
Lowest Sky/Clouds -		TERED Type of Fli	oht Plan - NONE			Surface		
	NONE		arance - NONE			Status	- N/A	
Obstructions to Vision-	NONE	Type Apch/L	ndg - SIMU	LATED FORCED	LANDING			
•	NONE							
Condition of Light -	DAYLIGHT							
Personnel Information		A 0.7	Maratin	-1 0+:5:	4- VAL TD	MEDICAL	WATVEDC/I	T 9 4 T T
Pilot-In-Command Certificate(s)/Rating(s)		Age - 27 Biennial Flight R		al Certifica	te - VALID ht Time (H		WAIVERS/	- IMI I
ATP, CFI		Current		otai -	·		24 Hrs -	5
SE LAND, ME LAND		Months Since		ake/Model-			30 Days-	
		Aircraft Type		nstrument- ulti-Eng -	352 540	Last	90 Days-	165
Instrument Rating(s)	- AIRPLANE							
Narrative								
ACFT COLLIDED WITH ROLLING ESS OF DOING A SIMULATED EN	TERRAIN WHILE	ON A DUAL TRAINING	FLT. THE CFI S	TATED THAT T	HE STUDENT HE CET AND	PLT WAS	IN THE WEDE	
USSING THE TERRAIN WHEN THE	CFI NOTICED A	HIGH SINK RATE AN	D TOOK THE ACET	CONTROLS W	ITH POWER	ON. ACCOR	DING TO	ТНЕ
THE ACFT CONTINUED TO DESC								_
ING GEAR TO ABSORB THE IMPA	CT. THE ACFT W	AS IN A 25 DEGREE	BANK AT IMPACT	SO THE RIGHT	WING ABSO	RBED THE		
K AND WAS SEPARATED FROM TH	E ACFT WHICH P	IVOTED ABOUT 120 D	EGREES AND NOSE	D OVER. NO M	ALFUNCTION	OF EQUIP	MENT WAS	
RTED.								

File No. - 2068 5/23/84 RAPID CITY, SD A/C Reg. No. N9803U Time (Lc1) - 1630 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - GO-AROUND (VFR) 1. WEATHER CONDITION - HIGH WIND 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 3. GO-AROUND - DELAYED - PILOT IN COMMAND(CFI) 4. PROPER CLIMB RATE - NOT ATTAINED - DUAL STUDENT 5. STALL - INADVERTENT - PILOT IN COMMAND(CFI) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY 7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 8. STALL - INADVERTENT - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Occurrence #3 NOSE OVER Phase of Operation OTHER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,7

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

File No 2025 6/18/84 STRAT	FORD,SD A/C R	Time (Lc1) - 1230 CDT					
Basic Information Type Operating Certificate-NONE (GENERA	•	t Damage	Injuries				
Time of Openstion DEDCOMAL	SUBSTA		Fata1			None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1	
Accident Occurred During -LANDING	NONE	Pass	U	U	U	'	
Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/Mode1 - Ly			Installed/			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES	
Max Gross Wt - 3600	Engine Type - RE		ETOR				
No. of Seats - 2	Rated Power -	112 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT			
Method - N/A	ABERDEEN, SD		4	- 1 -			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport D	ata E PRIVATE	AIDCIDID		
Wind Dir/Speed- UNK/NR	SAME AS ACC/INC				- 36		
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid		INIZ /ND	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface			
Lowest Ceiling - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg			• • • • • • • • • • • • • • • • • • • •	<u> </u>		
Precipitation - NONE	31 - 11 - 1 - 3						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Medical Certifica			O WAIVERS/	'LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H				
PRIVATE	Current - YES				4 Hrs -	. 1	
SE LAND	Months Since - 5 Aircraft Type - PA-38	Make/Mode1-	104	Last 3	O Days- UN	NK/NR	
	Aircraft Type - PA-38	Instrument-	0	Last 9	O Days-	6	
Instrument Rating(s) - NONE							
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~						
Narrative							
TT TOUCHED DOWN SHORT OF APCH END OF RWY AN		CH SURROUNDS THE P	KIVATE AIR	STRIP BOUN	URY. THE		
T STATED TOO MUCH ALT WAS LOST AT SLOW SPEE	U UN FINAL.						

File No. - 2025 6/18/84 A/C Reg. No. N9389T STRATFORD.SD Time (Lcl) - 1230 CDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s)

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

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

6. OBJECT - FENCE
-----Probable Cause----

File No 2193 11/24	/84 ALEXAND	DRIA, SD	A/C Reg. N	No. N43530	T	ime (Lc1)	- 0318 C	ST
-Basic Information Type Operating Certificate-N	NONE (GENERAL	AVIATION)	Aircraft Dar	nage	Fatal		uries Minor	None
Type of Operation -			Fire	Crew		0	1	0
Flight Conducted Under Accident Occurred During		•	ON GROUND	Pass		0	0	0
-Aircraft Information								
Make/Model - PIPER PA-28				NG 0-320-E3D				d - YES/NO
Landing Gear - TRICYCLE-FIX	XED	Number Engir				tall Warn	ing Syste	m - YES
Max Gross Wt - 2100		Engine Type		CATING-CARBUR	ETOR			
No. of Seats - 4		Rated Power	- 150	HP 				
Environment/Operations Informa	ation							
Weather Data		Itinerary				Proximity		
Wx Briefing - FSS		Last Departur			OFF AI	RPORT/STR	IP ·	
Method - TELEPHONE		SHELDON, IA				_		
Completeness - WEATHER NO	DI PERIINENI	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 200/005 K	TC	RAPID CITY	, SD		Burney	Ident	- N/A	
Visibility - 50.0		ATC/Airspace			•	Lth/Wid	•	
Lowest Sky/Clouds - CI		Type of Fligh	at Dlan - VEI	,		Surface		
Lowest Ceiling - No		Type of Clear			-	Status	•	
Obstructions to Vision- No Precipitation - No Condition of Light - No	ONE ONE	Type Apch/Lnd			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	• • • • • • • • • • • • • • • • • • • •	.,	
Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)		Age - 47		ical Certifica	ite - VALID iht Time (H		WAIVERS/L	TMTI
PRIVATE		Biennial Flight Rev Current	VIEW	Total -			24 Hrs -	LINIZ /NID
SE LAND		Months Since	- 163	Make/Model-	220	Last	30 Dave-	LINK/ND
SE EARD		Months Since Aircraft Type	- UNK/NR	Instrument-	220	Last	90 Days-	2
Instrument Rating(s) -	NONE	, 21	·				Í	
Instrument Rating(s)	NONE							
Narrative E ACFT MADE A FORCED LANDING IN ARD A FAINT KNOCK FROM THE ENGI VIBRATE. THE PLT REDUCED POWER FERED AND THE COCKPIT SOMEWHAT FT MAIN GEAR COLLAPSED. THE ACF O FROZE TO THE CRANKSHAFT. THE	NE COMPARTMENT FURTHER AND T FILLED WITH SM T CAUGHT FIRE	T. HE REDUCED POWER THE ACFT STARTED TO MOKE. THE PLT CIRCL AND BURNED COMPLE	R AND CALLED D DESCEND FRO LED A LARGE O TELY. POST AG	FSS. ALMOST I DM 6500 FT MSL FIELD AND UPON CCIDENT EXAM O	MMEDIATELY THE WIND I LANDING T OF THE ENGI	THE ENGI SHIELD BE HE NOSE G NE SHOWED	NE BEGAN CAME OIL EAR AND THAT #3	

File No. - 2193 11/24/84 ALEXANDRIA, SD A/C Reg. No. N43530 Time (Lc1) - 0318 CST Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - CONTAMINATION 3. LIGHT CONDITION - DARK NIGHT 4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND 5. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 6. TERRAIN CONDITION - SOFT 7. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. LANDING GEAR - OVERLOAD 9. TERRAIN CONDITION - SOFT 10. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #4 FIRE Phase of Operation LANDING - ROLL Finding(s) 11. FUEL SUPPLY - UNCONTROLLED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,11

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7,8,9,10

File No 2147 4/27/84 MA	(NARDVILLE, TN	A/C Reg. N	lo. N5502J	7	ime (Lc1) -	1800 ES	г
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dam	age	Fatal	Injur Serjous		None
Type of Operation -PERSONAL		Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	4	0	0	0
Accident Occurred During -DESCENT		NOINE	rass	<b>4</b>			0
Aircraft Information							
Make/Model - PIPER PA-32-260			IG 0-540-E4B5	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		9	Stall Warnir	ng System	- YES
Max Gross Wt - 3400	Engine Typ		CATING-CARBURET	OR		•	
No. of Seats - 6	Rated Powe	r - 260	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Départ	ure Point			RPORT/STŔIF	•	
Method - TELEPHONE	HUNTSVILL				, •		
Completeness - FULL	Destination	-,	Δ	irport [	)ata		
Basic Weather - VMC	HARRISONB	URG VA		po. c c			
Wind Dir/Speed- 070/005 KTS	114111130115	oka, va		Dunway	/ Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				/ Lth/Wid -		
Lowest Sky/Clouds - 3500 FT	•	ght Plan - VFR	•		Surface -		
	/ERCAST Type of Cle					N/A	
Obstructions to Vision- NONE	Type Apch/L			Kuriway	Jacus	IN/ A	
Precipitation - NONE	Type Apcri/ L	nag - Non	IC				
Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							<b>4</b>
Pilot-In-Command	Age - 28		cal Certificate			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	Time (H	dours)		
PRIVATE	Current	- YES	Total - Make/Model-	134	Last 24	Hrs - U	
SE LAND	Months Since	- 12				Days- U	•
	Aircraft Type		Instrument- UNK			Days- U	
			Multi-Eng - UNK	/NR	Rotorc	aft - U	NK/NR
Instrument Rating(s) - NONE							
THE ACFT CRASHED IN AN UNCONTROLLED STATE AT THE CLOUDS WITH PARTS OF THE AIRFRAME SEPANDERINGS. AT THE TIME OF THE ACCIDENT, THI 10,000 FT, FREEZING LEVEL ABOVE 10,000 FT. SCATTERED OVER AN AREA OF APRX 2000 FT LONG THE WRECKAGE PATH WAS DIVIDED INTO 2 MAIN SEROM THE EMPENNAGE SECTION. SW OF THE ROAD	RATING AS IT DESCENDE E WX WAS 3500 FT OVER THERE WAS A FLT PREC G X 50 FT WIDE. PAPER SECTIONS WHICH WERE S	D. THE WEATHER CAST WITH TOPS AUTION FOR THU DEBRIS WAS FO EPARATED BY A	HAD BEEN DESCR AT 8000 FT MSL INDERSTORMS. THE IUND UP TO 4 MI COUNTY ROAD. NE	IBED TO , LIGHT ACFT WE FROM THE OF THE	THE PLT IN TURBULENCE RECKAGE WAS MAIN WRECK ROAD WERE F	2 WX BELOW AGE.	

COMMAND	
OMMAND	
N COMMAND OF AIRCRAFT - PILOT I	N COMMAND
·	

PAGE 347

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

Injuries Serious Minor Not 1 0 0 0 1  Installed/Activated - NOtall Warning System - NO  Proximity RPORT/STRIP ata  Ident - N/A Lth/Wid - N/A
Serious Minor No.  1 0 0 0 1  Installed/Activated - NO. tall Warning System - NO.  Proximity RPORT/STRIP  ata  Ident - N/A
1 0 0 0 1  Installed/Activated - NO tall Warning System - NO  Proximity RPORT/STRIP  ata  Ident - N/A
O 1  Installed/Activated - NO tall Warning System - NO  Proximity RPORT/STRIP ata  Ident - N/A
Installed/Activated - NO tall Warning System - NO  Proximity RPORT/STRIP ata  Ident - N/A
Installed/Activated - NO tall Warning System - NO  Proximity RPORT/STRIP ata  Ident - N/A
tall Warning System - NO  Proximity RPORT/STRIP  ata  Ident - N/A
tall Warning System - NO  Proximity RPORT/STRIP  ata  Ident - N/A
Proximity RPORT/STRIP ata Ident - N/A
RPORT/STŔIP ata Ident - N/A
RPORT/STŔIP ata Ident - N/A
RPORT/STŔIP ata Ident - N/A
ata Ident - N/A
Ident - N/A
Ident - N/A
Lth/Wid - N/A
Surface - N/A
Status - N/A
MEDICAL-WAIVERS/LIMIT
ours)
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 24 Hrs - 4 Last 30 Days- UNK/NR Last 90 Days- 0 Rotorcraft - 381
Rotorcraft - 381
ours)

7/09/84 A/C Reg. No. N52934 Time (Lc1) - 2100 CDT File No. - 2187 FRANKLIN, TN Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - IMPROPER 2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND 3. CHECKLIST - NOT USED - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. JUDGEMENT - POOR - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 6. AUTOROTATION - MISJUDGED - PILOT IN COMMAND 7. FLARE - DELAYED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. FLARE - DELAYED - PILOT IN COMMAND 9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident  $is/are\ finding(s)\ 1,3,4,5,6,8,9$ 

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

aft Damage  ROYED  Crew Pass  LYCOMING 0-360  1  RECIPROCATING-CARBURE 180 HP	Airport D		Minor O O activated g System	•
Crew Pass  LYCOMING 0-360 1 RECIPROCATING-CARBURE 180 HP	ELT S ETOR  Airport OFF AI	O O O Installed/A tall Warnin  Proximity RPORT/STRIP ata	O O .ctivated og System	0 0 
Pass LYCOMING 0-360 1 . RECIPROCATING-CARBURE 180 HP	ELT S ETOR  Airport OFF AI	O Installed/A tall Warnin Proximity RPORT/STRIP	O .ctivated og System	0 
LYCOMING 0-360 1 . RECIPROCATING-CARBURE 180 HP	ELT S ETOR  Airport OFF AI	Installed/Atall Warnin  Proximity RPORT/STRIP	ctivated og System	- NO -N/
1 RECIPROCATING-CARBURE 180 HP	Airport D	tall Warnin Proximity RPORT/STRIP ata	ng System	•
1 RECIPROCATING-CARBURE 180 HP	Airport D	tall Warnin Proximity RPORT/STRIP ata	ng System	•
RECIPROCATING-CARBURE 180 HP	Airport D	 Proximity RPORT/STRIP ata		- NU
180 HP	Airport OFF AI	RPORT/STŔIP ata		
	OFF AI	RPORT/STŔIP ata		
nt	OFF AI	RPORT/STŔIP ata		
nt	OFF AI	RPORT/STŔIP ata		
	•		NI/A	
	•		. NI/A	
	Runway	Ident -	. NI/A	
	Runwav	Ident ~		
			N/A	
ın - NONE				
- NONE	,	01414	,	
•				
		_		
			L Hrs - IIN	NK/NR
Multi-Eng - UN	NK/NR	Rotorcr	aft - UN	NK/NR
PLT/OWNER IN THE BACK OCCUPANT WAS A PVT PL <sup>-</sup> O WAS FLYING THE DUAL	K SEAT HEL T WITH ABO CONTROL A	D AN ATP CE UT 300 HRS	RTIFICATE SINGLE	E
	- NONE - NONE  Medical Certifica Fligh /NR Total - /NR Make/Model- Uf /NR Instrument- Uf Multi-Eng - Uf  HITTING FIRST. WITNES: PLT/OWNER IN THE BACK DCCUPANT WAS A PVT PL D WAS FLYING THE DUAL	- NONE Runway - NONE  Medical Certificate - UNK/N Flight Time (H /NR Total - 1700 /NR Make/Model- UNK/NR /NR Instrument- UNK/NR Multi-Eng - UNK/NR  HITTING FIRST. WITNESSES SAID T PLT/OWNER IN THE BACK SEAT HEL	- NONE Runway Status NONE  Medical Certificate - UNK/NR Flight Time (Hours) /NR Total - 1700 Last 24 /NR Make/Model- UNK/NR Last 30 /NR Instrument- UNK/NR Last 90 Multi-Eng - UNK/NR Rotorcr  HITTING FIRST. WITNESSES SAID THAT THE ACF PLT/OWNER IN THE BACK SEAT HELD AN ATP CE DCCUPANT WAS A PVT PLT WITH ABOUT 300 HRS D WAS FLYING THE DUAL CONTROL ACFT BUT THE	- NONE Runway Status - N/A - NONE  Medical Certificate - UNK/NR Flight Time (Hours)  /NR Total - 1700 Last 24 Hrs - UI  /NR Make/Model - UNK/NR Last 30 Days - UI  /NR Instrument - UNK/NR Last 90 Days - UI  Multi-Eng - UNK/NR Rotorcraft - UI  HITTING FIRST. WITNESSES SAID THAT THE ACFT PLT/OWNER IN THE BACK SEAT HELD AN ATP CERTIFICATE DCCUPANT WAS A PVT PLT WITH ABOUT 300 HRS SINGLE D WAS FLYING THE DUAL CONTROL ACFT BUT THE REAR

File No. - 2164 10/07/84 ATHENS,TN A/C Reg. No. N8506C Time (Lc1) - 1500 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

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

----Probable Cause----

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

File No 2077 11/04/84	ODDY DAISEY, TN A/C	Reg. No. N64276	Time (Lc	1) - 1814 EST	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR SAccident Occurred During -DESCENT	SUBSTA Fire	ft Damage ANTIAL Crew Pass	I Fatal Serio O O O 1	1	None O O
Aircraft Information  Make/Model - CESSNA T210N  Landing Gear - TRICYCLE-RETRACTABL  Max Gross Wt - 4000  No. of Seats - 4				ed/Activated rning System	
Environment/Operations Information Weather Data  Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 200/005 KTS Visibility - 2.000 SM Lowest Sky/Clouds - 800 FT Lowest Ceiling - 1200 FT Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - DUSK	Itinerary Last Departure Poin HILTON HEAD,SC Destination KNOXVILLE,TN  ATC/Airspace SCATTERED Type of Flight Plan	- IFR	Airport Proximi OFF AIRPORT/S Airport Data Runway Ident Runway Lth/Wi Runway Surfac Runway Status	TRIP - N/A d - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-210	Total - Make/Model-	t Time (Hours) 848 Las 422 Las	L-NO WAIVERS/ t 24 Hrs - t 30 Days- UN t 90 Days-	3
Instrument Rating(s) - AIRPLANNarrative HE ACFT DESCENDED INTO TREES DURING IFR EAD RECKONING AND NOT FINDING A BREAK IN TRUCK ON A RIDGE AT THE 1850 FT LEVEL. IN 200 AND 2200 FT MSL. THE OWNER OF THE PI CFT BECAUSE FOG COVERED THE RIDGE. INVES	WEATHER AFTER HAVING A TTL ELE N THE CLOUDS DECIDED TO DESCEND BROKEN TO OVERCAST CONDITIONS E ROPERTY ON WHICH THE ACFT CRASH	THROUGH THE CLOUDS. XISTED AT BOTH CHATT ED SAID HE HEARD THE	THE TOPS OF TRE ANOOGA AND KNOXS IMPACT BUT COUL	ES WERE VILLE BTW D NOT SEE THE	

File No. - 2077 11/04/84 SODDY DAISEY, TN A/C Reg. No. N64276 Time (Lc1) - 1814 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT Finding(s) 4. WEATHER CONDITION - LOW CEILING ----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

File No 2021 5/30/84 DUCHES	SNE, UT	A/C Reg. No.	N6757Z	Tf	ime (Lc1) -	- 2130 MD	Τ
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		Aircraft Damage DESTROYED Fire ON GROUND	Crew Pass	Fatal 1 0	Injur Serious O O	ries Minor O	None 0 0
Aircraft Information  Make/Model - BEECHCRAFT BB-55  Landing Gear - TRICYCLE-RETRACTABLE  Max Gross Wt - 5100  No. of Seats - 6	Number Engine	el - CONTINENTA es - 2 - RECIP-FUEL - 260 HP			installed/ <i>l</i> 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- UNK/NR Visibility - 40.0 SM Lowest Sky/Clouds - 700 FT Lowest Ceiling - 700 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure SALT LAKE C Destination ENGLEWOOD,CO  ATC/Airspace Type of Fligh Type of Cleare Type Apch/Lnde	ITY,UT O t Plan - NONE ance - NONE		Airport Da Runway Runway Runway	RPORT/STRIF ata Ident Lth/Wid - Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 46 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Tot 12 Mak BE-55 Ins	al -	nt Time (Ho 1012 199 66	ours) Last 24 Last 30	D WAIVERS 4 Hrs - U Days- U Days-	NK/NR
Instrument Rating(s) - AIRPLANE	·						
Narrative FT COLLIDED WITH A MOUNTAIN AT AN ELEVATION TE AT 2030 MDT WAS ESTIMATED 7,000 FT BKN, 2 OUDS NE AND SE. RADAR SUMMARY CHARTS SHOW NO RE FORECAST. ACCIDENT OCCURRED APRX 6 MILES TH A MINIMUM OBSTRUCTION CLEARANCE ALT OF 14 IT UNDER RADAR CONTACT. NO RECORD OF THE PLT	25,000 FT BKN, 40 MI JMEROUS SCATTERED SH NORTH OF VICTOR AIR 4,600 FT MSL. NO FLI	LES VISIBILITY, OWERS AND THUND WAY 101. MINIMU GHT PLAN WAS FI	70 DEG F, DERSTORMS TH DIM EN RUOTE LED FOR THE	WITH CUMUL HROUGHOUT ALT FOR V FLT AND	LUS NIMBUS THE AREA AS 101 IS 15,0	DOO FT MS	L

File No. - 2021

5/30/84

DUCHESNE, UT

A/C Reg. No. N6757Z

Time (Lc1) - 2130 MDT

IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation CRUISE - NORMAL

#### Finding(s)

- 1. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 2. WEATHER CONDITION CLOUDS
- 3. LIGHT CONDITION DARK NIGHT
- 4. PREFLIGHT BRIEFING SERVICE NOT OBTAINED PILOT IN COMMAND
- 5. VFR PROCEDURES NOT FOLLOWED PILOT IN COMMAND
- 6. ALTITUDE INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

Certificate-EXTERN on -MAINT. I Under -14 CFR ed During -HOVER	· TEST	Aircraft [ SUBSTANT] Fire NONE		-	Injuri Serious O	es Minor O	None 1
on -MAINT. d Under -14 CFR	· TEST	SUBSTANT: Fire	IAL Crev	0	Serious O	Minor	
d Under -14 CFR		Fire	Crev	0	0		
d Under -14 CFR					-	_	
		110.11			0	0	2
			, 5.50		Ū	J	
on							
AEROSPATIALE SA-3	15B Eng Ma	ke/Model - TURBO	OMECA ARTOUSTE 3	B ELT I	nstalled/Ac	tivated	- YES/YE
			DSHAFT			. ,	
5	Rated	Power - 56	62 HP				
tions Information-							
		,		Airport F	Proximity		
- NO RECORD OF BR							
- N/A	SAME	AS ACC/INC			•		
- N/A				Airport Da	ata		
- VMC	LOCAL	_		. '			
1- 270/020 KTS				Runway	Ident -	N/A	
- 30.0 SM	ATC/Airst	pace		Runway	Lth/Wid -	N/A	
			NONE				
				Runway	Status ~	N/A	
,				,			
	. 3 1 1	,					
	T <sub>_</sub>						
tion							
	Age - 36	Me	edical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	S/LIMIT
Rating(s)							
		•		•	· ·	Hrs - L	JNK/NR
AND SE SEA		-		-			•
- NO , SE SEA			•				
	7,17,01,01	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				•	
			marer Eng	000			
Rating(s) - AIRPL	ANE						
	Aircraft		•		Last 90	Days-	
	SKID  4300  5  tions Information-  NO RECORD OF BR  N/A  N/A  VMC  1- 270/020 KTS  30.0 SM  Ouds - CLEAR  NONE  to Vision- NONE  NONE  To NONE  To NONE  AND, SE SEA	SKID Number 5 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SKID  4300  5  Engine Type - TURBO Rated Power - 50  Tions Information  Itinerary  - NO RECORD OF BRIEFING - N/A - N/A - N/A - VMC - N/A - VMC - 270/020 KTS - 30.0 SM - CLEAR - NONE	Number Engines - 1 4300	SKID  4300  Engine Type - TURBOSHAFT  5 Rated Power - 562 HP  Tions Information  Itinerary  NO RECORD OF BRIEFING  N/A  N/A  N/A  Destination  COAL   SKID  4300 Engine Type - TURBOSHAFT 5 Rated Power - 562 HP  Tions Information NO RECORD OF BRIEFING - N/A - N/A - N/A - N/A - VMC - VMC - 270/020 KTS - 30.0 SM - ATC/Airspace - NONE - OVISION- NONE - NONE - Type of Clearance - NONE - NONE - NONE - NONE - OVISION- NONE - NONE - OVISION- NONE - OVISION- NONE - NONE - OVISION- NONE - OV	SKID	

IN FLIGHT					
CY					
 OUCHDOWN					
 OVER  ORCED LANDING ESCENT - EMERGEN N FLIGHT COLLISI ANDING - FLARE/T	ORCED LANDING ESCENT - EMERGENCY  N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN	OVER  ORCED LANDING ESCENT - EMERGENCY  N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN  OLL OVER	ORCED LANDING ESCENT - EMERGENCY  N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN  OLL OVER	ORCED LANDING ESCENT - EMERGENCY  N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN  OLL OVER	ORCED LANDING ESCENT - EMERGENCY  N FLIGHT COLLISION WITH TERRAIN ANDING - FLARE/TOUCHDOWN  OLL OVER

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

-Basic Information		eg. No. N98220	'	ime (LCI)	- 2000 MDT	
Type Operating Certificate-NONE (GENE		t Damage		Inju		
	DESTRO	YED	Fatal			None
Type of Operation -PERSONAL	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91	ON GROU	JND Pass	0	0	0	3
Accident Occurred During -MANEUVERIN	IG					
-Aircraft. Information		•				
Make/Model - PIPER PA-28-140	Eng Make/Mode1 - LYC				Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warniı	ng System	- YES
Max Gross Wt - 2150	3 7, -	CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 HP				
-Environment/Operations Information						-
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Point		OFF AI	RPORT/STRI	P	
Method ~ UNK/NR	SAME AS ACC/INC	•				
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - UNK/NR	PAGE, AZ					
Wind Dir/Speed- UNK/NR			Runway	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- VFR	Runway	Surface	- N/A	
Lowest Ceiling - UNK/NR	Type of Clearance	- VFR	Runway	Status	- N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE	•			
Precipitation - UNK/NR		•				
Condition of Light - UNK/NR						
-Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica			O WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES Months Since - 18	Total -	257	Last 2		3
SE LAND	Months Since - 18	Make/Model-	257	· Last 3	O Days- UN	K/NR
	Aircraft Type - PA-28	Instrument-	0	Last 9	O Days-	14
Instrument Rating(s) - NONE						

File No. - 2192 6/24/84 CEDAR CITY,UT A/C Reg. No. N98220 Time (Lc1) - 2000 MDT

Occurrence IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING .

#### Finding(s)

- 1. AIRCRAFT PERFORMANCE, LANDING CAPABILITY EXCEEDED
- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. TERRAIN CONDITION HIGH TERRAIN
- 5. TERRAIN CONDITION MOUNTAINOUS/HILLY
- 6. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 7. WEATHER CONDITION DOWNDRAFT
- 8. STALL INTENTIONAL PILOT IN COMMAND

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 4,5,6.7,8

-Basic Information				,			
Type Operating Certificate-ON-DEMAN	D AIR TAXI	Aircraft Damage	9		Injuri		
Type of Openation -PUSINESS		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 1	33	NONE	Pass	0	0	0	Ó
Accident Occurred During -HOVER		NONE	1 433	O	O	Ü	Ŭ
-Aircraft Information							
Make/Model - BELL 206B		e/Model - ALLISON 29	50-C20B		nstalled/Ad		
Landing Gear - SKID		Engines - 1	_	St	all Warning	g System -	- UNK/NR
Max Gross Wt - 3200		Type - TURBOSHAF					
No. of Seats - 5	Rated P	ower - 420 HP					
-Environment/Operations Information				Admmont D	m = 10 d m d & 1.		
Weather Data Wx Briefing - NO RECORD OF BRIE	Itinerary	arture Point		Airport P	•		
Method - N/A	SALINA			UN AIRF	UKI		
Completeness - N/A	Destinati	•		Airport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 240/015 KTS						UNK/NR	
Visibility - 15.0 SM	ATC/Airspa				Lth/Wid -		
Lowest Sky/Clouds - 10000 FT	SCATTERED Type of	Flight Plan - NONE			Surface -		
	Type of			Runway	Status -	UNK/NR	
Obstructions to Vision- NONE Precipitation - NONE	туре Арс	h/Lndg - NONE					
Condition of Light - DAYLIGHT				y* 5			
-Personnel Information Pilot-In-Command	Age - 47	Medica	1 Certificat	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review		nt Time (Ho			
COMMERCIAL		- YES To	tal -	9085	Last 24	Hrs -	7
SE LAND	Months Sin	ce - 6 Mai ype - UNK/NR In:	ke/Model- strument- lti-Eng -	1165	Last 30	Days- UN	
HELICOPTER	Aircraft T	ype - UNK/NR In:	strument-	853	Last 90	Days-	245
and at the part of the state of the state of the con-	National Control House	Mu	lti-Eng -	283	Rotorcra	aft - :	5137
Instrument Rating(s) - AIRPLAN							
This trument kathig(s) - Alkelan							
-Narrative							
ACFT CRASHED DURING TAKEOFF. THE PLT	SAID HE WAS HOVERIN	G AFTER TAKEOFF AT	ABOUT 20 FT	AGL WHEN H	E NOTICED	A LONG	
E DRAPED OVER THE RT SKID. HE SAID HE							
LED TO THE RT AND THE MAIN ROTOR BLADE	C MIT THE COOLIND						

A/C Reg. No. N878LC

Time (Lc1) - 1730 MDT

... Vīdote..

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

7/10/84

HOVER

File No. - 2127

#### Finding(s)

1. PICK-UP EQUIPMENT - NOT REMOVED

- 2. PROPER ASSISTANCE NOT ATTAINED PILOT IN COMMAND
- 3. LANDING GEAR, SKID ASSEMBLY CONTAMINATION
- 4. PROCEDURES/DIRECTIVES IMPROPER PILOT IN COMMAND
- 5. ABORTED TAKEOFF NOT PERFORMED PILOT IN COMMAND
- 6. MANEUVER EXCESSIVE PILOT IN COMMAND

Occurrence #2 ROLL OVER Phase of Operation HOVER

----Probable Cause----

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

SALINA, UT

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

	7/12/84	GLEN CA	NYON, UT	A/C Reg.	No. N333TR	T	ime (Lc1) -	1345 MDT	
Basic Information- Type Operating O		E (GENERAL	AVIATION)	Aircraft Da	mage		Injur		
				DESTROYED		Fatal			None
Type of Operation				Fire	Crew	0	0	0	1 .
Flight Conducted Accident Occurre	ed During -LAN	DING		NONE	Pass	0	0	0	1 -
Aircraft Informati									
	BEECH F33A	074515			IENTAL 10-520-BE		Installed/A		
Landing Gear -		CIABLE		g	FUEL INJECTED	5	tall Warnir	ig System	- YES
Max Gross Wt - No. of Seats -				er - 285					
Environment/Operat	ions Informati	on							
Weather Data			Itinerary				Proximity		
Wx Briefing			Last Depar			ON AIR	PORT		
	- TV/RADIO	DEDITALENT	OGDEN, UT			4.1 D			
Completeness Basic Weather		PERITNENI	Destination			Airport Da GLEN C			
	- VMC d- VARIABLE/005	. VTC	SAME AS	ACC/ INC				01	
• • - •	- 50.0 SM		ATC/Airspace				Lth/Wid -		40
			RED Type of F1		INE		Surface -		. •
Lowest Ceiling	- NONE		Type of C1	earance - NO	NE			DRY	
Obstructions t	to Vision- NONE	•	Type Apch/	Lndg - Ti	AFFIC PATTERN				
Precipitation									
Condition of L		.IGHT							
Personnel Informat	tion								
Pilot-In-Command		Ą	ge - 44	Med	lical Certificat Fligh			ITAEKZ/ LIM	11 1
Certificate(s)/ PRIVATE	Rating(s)		iennial Flight	Keview - VEC	Total -		Last 24	l Hne -	1
SE LAND			Months Since	- 1	Make/Model -	156	Last 2	) Dave- UN	
JE CAND			Aircraft Typ	- YES - 1 e - F33A	Make/Model- Instrument-	14	Last 90	Days on	40
			An oran cityp		2110 (1 4	. ,	2000	, , , ,	
			•						
Instrument F	lating(s) - NC	INF							

File No 204	4 7/12/84 GLEN CANYO	N,UT A/C	Reg. No. N333TR	Time (	Lc1) - 1345 MDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL					
2. WEATHER CONDITION						
	IN - GUSTS I POINT - NOT ATTAINED - PILOT ROL - NOT MAINTAINED - PILOT					
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH TER LANDING - ROLL	RAIN				
Finding(s) 6. TERRAIN CONDITION	IN - ROUGH/UNEVEN					
Occurrence #3 Phase of Operation	COMPLETE GEAR COLLAPSED LANDING - ROLL					
Finding(s) 7. LANDING GEAR - 0	OVERLOAD					
Probable Cause						
The National Transportis/are finding(s) 5	tation Safety Board determine	es that the Probable	Cause(s) of this ac	ccident . ್ ∀೯೪-೧೭೮೩		
Factor(s) relating to	this accident is/are finding	ı(s) 1,4				

Type Operating Certificat	e-NONE (GENERA	_ AVIATION)	Aircraft D			Injur		
Type of Operation Flight Conducted Under Accident Occurred During			SUBSTANTI Fire NONE	AL Crev Pass		Serious O O	Minor O O	None 1 1
-Aircraft Information Make/Model - CESSNA 18 Landing Gear - TAILWHEEL Max Gross Wt - 2550 No. of Seats - 4		Eng Make/Mo Number Eng Engine Type Rated Power	ines - 1 e - RECIP	NENTAL 0-470-A ROCATING-CARBUR 5 HP	St	nstalled/Adalled/Adall Warning		
Environment/Operations Info	ormation							
Weather Data Wx Briefing - NO RECO Method - N/A	ORD OF BRIEFING	Itinerary Last Departo SAME AS AG			Airport F ON AIRF	PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/008 Visibility - 40.0		Destination SAME AS AG ATC/Airspace	CC/INC			II.	16 5604/	100
Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision-	20000 FT SCAT NONE NONE NONE	TERED Type of Flig Type of Clea	arance - N	ONE ONE RAFFIC PATTERN	Runway	Surface -		.00
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	)	Age - 41 Biennial Flight Ro		dical Certifica Flic	ate - VALID wht Time (Ho		WAIVERS/	LIMIT
PRIVATE SE LAND		Current Months Since Aircraft Type	- YES - 21	Total - Make/Model- Instrument-	674 155 O	Last 24 Last 30 Last 90	Days- UN	2 K/NR 30
Instrument Rating(s)	- NONE							
-Narrative ORDING TO THE PLT, AT MIDFIE UND LOOPED COLLAPSING THE LE ILITY REPORTED WIND FROM 350 LANDING.	FT MAIN LANDIN	G GEAR AND DAMAGIN	G THE LEFT W	ING. WHILE THE	NEAREST WX	OBSERVATION	V	

File No 20	50 9/04/84	WEST JORDAN,UT	A/C Reg. No. N9260C	Time (Lcl) - 1900 MDT	
Occurrence #1 Phase of Operation		TER WITH WEATHER			
Finding(s) 1. WEATHER CONDITI	ON - UNFAVORABLE W	IND			
Occurrence #2 Phase of Operation		- ON GROUND			
	TROL - NOT MAINTAI	- IMPROPER - PILOT IN NED - PILOT IN COMMAND - PILOT IN COMMAND	COMMAND		. <b></b> .
Occurrence #3 Phase of Operation		SED			
Finding(s) 5. LANDING GEAR,MA	IN GEAR - OVERLOAD				
Probable Cause					
The National Transpois/are finding(s) 2,		rd determines that the	Probable Cause(s) of this accid	ent	
Factor(s) relating t	o this accident is	/are finding(s) 1		· Albri	

-Basic Information	AVIATION) Admond	set Damage		Inju	n.i.a.n		
Type Operating Certificate-NONE (GENERAL		VIATION) Aircraft Damage SUBSTANTIAL				None	
Type of Operation -PERSONAL	Fire	Crew	Fatal O	Serious O	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -LANDING			·				
Aircraft Information							
Make/Model - CESSNA 182		CONTINENTAL 0-470-V		Installed/			
Landing Gear - TRICYCLE-FIXED	Number Engines -	1		tall Warni	ng System	- YES	
Max Gross Wt - 2800		RECIPROCATING-CARBUR	ETOR				
No. of Seats - 4	Rated Power -	230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR	PORT	•		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport D			•	
Basic Weather - VMC	LOCAL		WEST J	_	40		
Wind Dir/Speed- 180/015 KTS Visibility - 40.0 SM	ATO/Aimoma		,		- 16	400	
Lowest Sky/Clouds - SCATTERED	ATC/Airspace Type of Flight Pla	a - NONE		Lth/Wid Surface			
Lowest Ceiling - NONE	Type of Clearance				- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg		· · · · · · · · · · · · · · · · · · ·	314140	5		
Precipitation - NONE	Type Apolly Elling	FULL STOP					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 68	Medical Certifica	te - VALID	MEDICAL-W	AIVERS/LI	MIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	lours)			
PRIVATE	Current - YES	Total -	2500	Last 2	4 Hrs - U	INK/NR	
SE LAND	Current - YES Months Since - 22 Aircraft Type - C-18:	Total - Make/Model- 2 Instrument-	2500	Last 3	O Days- U	INK/NR	
the second of th	Aircraft Type - C-18:	2 Instrument-	0	Last 9	O Days- U	INK/NR	
the Market of Keeping With the Control of the Contr		and the state of t					
Instrument Rating(s) - NONE							
Namativa							
Narrative CORDING TO THE PLT THE SOUTHERLY WIND WAS GU				NITERED DUD			

File No. - 2027

9/22/84

SALT LAKE CITY,UT

A/C Reg. No. N97852

Time (Lc1) - 1600 MDT

Occurrence

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. WEATHER CONDITION GUSTS
- 2. COMPENSATION FOR WIND CONDITIONS IMPROPER PILOT IN COMMAND
- 3. PROPER DESCENT RATE EXCEEDED PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information		TAVI	Ainemest De			Tmdimi		
Type Operating Certificate Name of Carrier	SUN-DEMAND AL	NIAXI	Aircraft Da	mage	Fatal	Injuri Serious	es Minor	None
Name of Carrier Type of Operation Flight Conducted Under	-NON SCHED.DO	MESTIC.PASSENGER	Fire	Crew		0	1	0
Flight Conducted Under	-14 CFR 135	,	IN FLIGHT	Pass	0	Ö	1	Ō
Accident Occurred During	-LANDING							
Aircraft Information	_							
Make/Model - CESSNA 182				ENTAL 0-470-R		nstalled/Ac		
Landing Gear - TRICYCLE-F	IXED	Number Eng				all Warning	System -	- YES
Max Gross Wt - 2978 No. of Seats - 4		Engine Typ Rated Powe		OCATING-CARBUR	EIOR			
No. of Seats - 4		Rated Powe	er - 230	HP				
Environment/Operations Infor Weather Data	mation	Itinerary			Airport P	novimit.		
Wx Briefing - NO RECOR	D OF BOTEETNO		uno Point			PORT/STRIP		
Method - N/A	OF BRIEFING	SALT LAKE			UFF AIR	PURI/SIRIP		
Completeness - N/A		Destination	. 0111,01		Airport Da	ta		
Basic Weather - VMC		HAILEY, IC	)			-		
Wind Dir/Speed- CALM		ŕ			Runway	Ident -	N/A	
Visibility - 25.0		ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds -	4000 FT	Type of Fli	ght Plan - VF	R		Surface -		
Lowest Ceiling -		CAST Type of Cle	arance - NO	NE	Runway	Status -	N/A	
Obstructions to Vision- Precipitation -		Type Apch/L	.ndg - F0	RCED LANDING				
Precipitation - Condition of Light -	NIGHT (DAPK)							
Personnel Information Pilot-In-Command		∆ae - 37	Med	ical Certifica	te - VALID	MEDICAL -WAT	VERS/LIM	īТ
Certificate(s)/Rating(s)		Age - 37 Biennial Flight F	Review		ht Time (Ho		VER5, 21	- '
COMMERCIAL		Current	- YES	Total -		Last 24	Hrs -	3
SE LAND		Months Since	- 9	Make/Model- Instrument-	2056	Last 30	Days- UN	K/NR
		Aircraft Type	· UNK/NR	Instrument-	0	Last 90	Days-	300
Instrument Rating(s)	- AIRPLANE							
Narrative				•				
ACFT NOSED OVER DURING AN O								
EXAMINED ON 12/3/84. THE #3								
INGS WERE WORN. THE ACFT HAD								
ES THAT SAE 30 WEIGHT OIL OF	₹ 10W-30 ARF F	RECOMMENDED FOR OPE	PATIONS IN TE	MPERATURES REL	UW 40 DEGRE	ES F. THE F	NGINE	

File No. - 2139 11/18/84 SNOWVILLE,UT A/C Reg. No. N21037 Time (Lc1) - 1750 MST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER PERSON
3. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause----

All Thing David

1976年 美国安徽部区 14克瓦里尔斯

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

File No 2144 11/23/84 WALLS	BURG,UT A/C R	eg. No. N2528J	T	ime (Lc1)	- 1430 M	IST
Basic Information Type Operating Certificate-NONE (GENERA  Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTA Fire UNK/NR	Crew	-	Inju Serious O O	uries Minor O O	None 1 1
Aircraft Information Make/Model - CESSNA 150E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1700 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	•	S ETOR	Installed, tall Warn	ing Syste	
Weather Data  Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point PROVO,UT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE - TRAFFIC PATTERN	ON AIR Airport D Runway Runway Runway Runway		- 36 - 3000/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 34 Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - UNK/NR	Total - Make/Model-	te - VALID ht Time (H 857	ours) Last : Last :	24 Hrs -	UNK/NR UNK/NR

File No. - 2144 11/23/84 WALLSBURG.UT A/C Reg. No. N2528J Time (Lc1) - 1430 MST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 3. .GO-AROUND - ATTEMPTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DIRT BANK 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Type Operating Certificate-O	N-DEMAND ATK IA	AXI Aircrafi SUBSTAN	: Damage ITIAI	Fatal	Injur Serious	ies Minor	None
Type of Operation -0 Flight Conducted Under -1 Accident Occurred During -L		Fire NONE	Cre Pas	w 0	0	0	1 0
-Aircraft Information Make/Model - HUGHES 369D Landing Gear - SKID Max Gross Wt - 2400 No. of Seats - 6					Installed/A tall Warnin		
-Environment/Operations Informative Weather Data  Wx Briefing - NO RECORD of Method - N/A  Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- CALM  Visibility - 50.0 SI  Lowest Sky/Clouds - CL  Lowest Ceiling - NOI  Obstructions to Vision- BLI  Precipitation - NOI  Condition of Light - DA	OF BRIEFING  M EAR NE DWING SNOW NE	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL  ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AI Airport D Runway Runway Runway		N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND HELICOPTER  Instrument Rating(s) -	Bie	e - 34 ennial Flight Review Current - YES Months Since - 8 Aircraft Type - UNK/NR	Total -	ght Time (H 3500	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1

12/13/84 File No. - 2194 SPRINGVILLE, UT A/C Reg. No. N58220 Time (Lcl) - 1100 MST

Occurrence #1

LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN

#### Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 3. WEATHER CONDITION WHITEOUT
- 4. VISUAL LOOKOUT REDUCED PILOT IN COMMAND
- IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION PILOT IN COMMAND

Occurrence #2 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) 2,4,5

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

asic Information Type Operating Certificate-N	NONE (GENERAL AVI		t Damage			Inju		
Type of Operation -E	EXECUTIVE/CORPORA	DESTRO TE Fire			taî O	Serious 1	Minor O	Non O
Flight Conducted Under -1		ON GRO		Pass	Ö	Ó	0	0
Accident Occurred During -								
ircraft Information								
Make/Model - BELL 206B		Eng Make/Model - Al				[nstalled/		
Landing Gear - SKID Max Gross Wt - 3200		Number Engines - 1 Engine Type - Tl			51	tali Warni	ng System	1 - NU
No. of Seats - 5		Rated Power -						
invironment/Operations Informa	ation							
leather Data		Itinerary	•			Proximity		
	OF BRIEFING	Last Departure Point	:	O	FF AIR	RPORT/STRI	Р	
Method - N/A Completeness - N/A		SAME AS ACC/INC Destination		Airne	ort Da	a+a		
Basic Weather - VMC		NORA, VA		A II P	J. C D.			
Wind Dir/Speed- 210/007 KT	rs					Ident		
Visibility - 30.0	5M	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -	4500 ET BBOKEN	Type of Flight Plan			-	Surface	•	
Lowest Ceiling - 4 Obstructions to Vision- NO	4500 FT BROKEN	Type of Clearance Type Apch/Lndg		R	unway	Status	- N/A	
Precipitation - NO		Type Apcily Endg	NONE					
Condition of Light - DA								
Personnel Information								
Pilot-In-Command		- 41					AIVERS/LI	TIMIT
Certificate(s)/Rating(s)		nnial Flight Review Current - YES	7-1-1	Flight Tir			4 11	4
PRIVATE,COMMERCIAL SE LAND		Current - YES	Total	~ 2160		Last 2	4 Hrs -	1 0
HELICOPTER		Months Since - 3 Aircraft Type - UH-1M	Instrumen	t- 122		Last 9	O Days	53
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				Rotorc	raft -	

5/03/84 TR'AMMEL, VA A/C Reg. No. N99LC Time (Lc1) - 1431 EDT File No. - 2161

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. OBJECT WIRE, STATIC
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. VISUAL LOOKOUT INADEQUATE PILOT IN COMMAND
- 5. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 6. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

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

----Probable Cause----

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

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

File No 2058 5/17/84 CHES	APEAKE, VA	A/C Reg. N	o. N934	Т	ime (Lc1)	- 1645 EDT	
Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Dam	age		Inju	ries	
, the speciality series to the contract (and the contract of t	12 ///12///	DESTROYED	-90	Fatal			None
Type of Operation -MAINT TEST		Fire	Crew		0	0	0
Flight Conducted Under -14 CFR 91		ON GROUND			Ô	Ö	Ö
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH 35		Model - CONTINE				Activated	
Landing Gear - TRICYCLE-RETRACTABLE		9 1 1 1 2 2		S	tall Warni	ng System	- YES
Max Gross Wt - 2950		pe - RECIP-F					
No. of Seats - 4	Rated Pow	er - 250	HP 				
Environment/Operations Information	*******				D		
Weather Data	Itinerary			•	Proximity	<b>n</b>	
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI	P	
Method - N/A	SAME AS	•		4 / mm = m 4 - D	_ 4 _		
Completeness - N/A	Destination			Airport D	ата		
Basic Weather - VMC	LOCAL			D	T -1 1	A1 / A	
Wind Dir/Speed- 020/012 KTS	ATO / A :					- N/A	
Visibility - 10.0 SM			-		Lth/Wid		
Lowest Sky/Clouds - 25000 FT SCA Lowest Ceiling - NONE					Surface		
		earance - NON		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apcn/	Lndg - FOR	CED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 54	Medi	cal Certifica	ate - VALID	MEDICAL -N	IN WATVERS/	ITMTT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			
COMMERCIAL, CFI	· Current		Total -	4210	Ĺast 2	4 Hrs -	1
SE LAND, ME LAND	Months Since	- 1	Make/Model-	22	last 3	O Davs-	70
or entre price entre	Aircraft Type		Instrument-		Last 9	O Days-	164
	All Grant Typ		Multi-Eng -		Last	o buyo	, , ,
Instrument Rating(s) - AIRPLANE							
Narrative							
E ACFT WAS BEING FLOWN ON A TEST FLT AFTER	A NEW FUEL PUMP H	AD BEEN INSTALL	ED. WHILE TAX	(IING:FOR T	AKEOFF, TH	IE ENG	
OPPED. THE PLT RESTARTED THE ENG & SUBSEQU	ENTLY PERFORMED A	TAKEOFF. WITNES	SES SAW THE A	ACFT CLIMB	TO ABOUT 5	00 FT	
L & BEGIN A TURN ONTO THE X-WIND LEG. THE							
FT DESCENDED, CRASHED IN A WOODED AREA & B	URNED. THE ACFT WA	S DEMOLISHED BY	IMPACT & FIF	RE. NO PREI	MPACT FAIL	.URE	
MALFUNCTION WAS VERIFIED DURING AN EXAM O				•			

File No 20	58 5/17/84 	CHESAPEAKE, VA	A/C Reg. No. N934	Time (Lc1) - 1645 EDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. UNDETERMINED 2. OPERATION WITH	KNOWN DEFICIENCIES	IN EQUIPMENT - PERFO	DRMED - PILOT IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING MANEUVERING - TU	IRN TO LANDING AREA (E	EMERGENCY)	
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S	)			
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	ard determines that th	ne Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is	/are finding(s) 3		

asic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	age	Fatal	Injur	ies Minor	None
Type of Operation -INSTRUC	TIONAL	Fire	age Crew Pass	0	0	0	2
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOFF							1
rincraft Information							
Make/Model - PIPER PA-28-180	Eng Make/	Model - LYCOMIN gines - 1	G 0-360	ELT :	Installed/A	ctivated ·	- YES/N
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 ·		gines - 1 pe - RECIPRO			tali warning	g System ·	· YES
No. of Seats - 4		er - 180		. TOK			
nvironment/Operations Information-							
/eather Data Wx Briefing - NO RECORD OF BRI	Itinerary EFING Last Depar	tuna Daint		Airport F	Proximity RPORT/STRIP		
Method - N/A	NEW MARK			UFF AIR	RPURI/SIRIP		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 290/010 KTS					Ident -		
Visibility - 25.0 SM Lowest Sky/Clouds - 20000 FT	ATC/Airspace	icht Dien NON	r		Lth/Wid ~ Surface -		
Lowest Sky/Clouds - 20000 FT Lowest Ceiling - NONE	Type of C1	ight Plan - NUN earance - NON	E		Status -		
Obstructions to Vision- NONE		Lndg - FOR		Ranway	3 (4 (43	13/ 6	
Precipitation - NONE		g					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	A 40	**1 1	1 0	- VALTO	MEDICAL NO	WATVEDC/	714TT
Certificate(s)/Rating(s)	Age - 43 Biennial Flight	Peview	cal Certificat	ie - VALID nt Time (Ho		WAIVERS/	- T IA( T
PRIVATE	Current	- YES	Total -	798	Last 24	Hrs -	2
SE LAND	Months Since	- YES - UNK/NR e - UNK/NR	Make/Model-	358	Last 30	Days- UN	K/NR
	Aircraft Typ	e - UNK/NR	Instrument-	0	Last 90	Days-	15
Instrument Rating(s) - NONE							
Narrative NCFT WAS LANDED ON A INADEQUATE FIEL	D DUDING A SIMULATED E	ODCED LANDING T	HAT RECAME A D	PEAL EMEDO	ENCY RECAUSE	F THE FIT	
RUCTOR CUT THE MIXTURE TO OFF. THE C							
START THE ENGINE. THE STUDENT LOST							
CORRECTED IT THEY WERE ON THE GROUND			WAS ATTEMPTED	AND A FEN	CE WAS STRU	CK. THE	
SAID THAT THE FIELD WAS ROUGH AND SL	OWED THEIR ACCELERATION	N.					

Occurrence
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

### Finding(s)

- 1. OBJECT FENCE
- 2. TERRAIN CONDITION ROUGH/UNEVEN
- 3. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND(CFI)
- 4. SUPERVISION INADEQUATE PILOT IN COMMAND(CFI)
- 5. MIXTURE IMPROPER USE OF PILOT IN COMMAND(CFI)
- 6. EMERGENCY PROCEDURE SIMULATED PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 2036 8/12/84 L	EVENWORTH, WA	A/C Reg. No. N	1509B	Time (Lc1) - 1045 PDT				
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies		
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation -PERSONAL		Fire	Crew	0	1	O	0	
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	i	0	
Accident Occurred During -TAKEOFF								
-Aircraft Information								
Make/Model - LUSCOMBE 8F		del - CONTINENTAL	C-85-12F					
Landing Gear - TAILWHEEL-ALL FIXED					tall Warning	g System -	NO	
Max Gross Wt - 1400 No. of Seats - 2	Engine Type Rated Power	- RECIPROCATI - 85 HP	NG-CARBURE	TOR				
No. or seats - 2	Rated Power							
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIE				OFF AI	RPORT/STRIP			
Method - N/A	SAME AS ACC	C/INC		A 2				
Completeness - N/A Basic Weather - VMC	Destination SPOKANE,WA			Airport D	ata ENATCHEE ST <i>i</i>	ATE ADDT		
Wind Dir/Speed- 310/010 KTS	SPURANE, WA			_		N/A		
	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - 9000 FT		nt Plan - NONE			Surface -			
	BROKEN Type of Clear				Status -			
Obstructions to Vision- NONE		dg - NONE		,				
Precipitation - NONE	•••							
Condition of Light - DAYLIGHT	•							
Personnel Information								
Pilot-In-Command	Age - 49	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIMI	т.	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Rev	/iew	Fligh	t Time (H				
PRIVATE	Current		1 -	470	Last 24	Hrs -	4	
SE LAND	Months Since		/Mode1-	470	Last 30 Last 90	Days- UNK	(/NR	
	Aircraft Type							
		Mult	i-eng -	0	Rotorcra	aft -	0	
Instrument Rating(s) - NONE								
Narrative	DED ACTED TAKEOUS SECURI	ITED A MODMAL OF	MD AND DES	TED 711	A 001176761			
CORDING TO THE PLT, DOWNDRAFTS ENCOUNTE TH TREES AT 60 TO 80 FT AGL APRX 1 MILE		NIED A NURMAL CLI	MB AND RES	OF LED IN	A CULLISIUN			

File No. - 2036 8/12/84 LEVENWORTH.WA Time (Lc1) - 1045 PDT A/C Reg. No. N1509B Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. CLIMB - NOT MAINTAINED - PILOT IN COMMAND 3. OBJECT - TREE(S) IN FLIGHT COLLISION WITH TERRAIN Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 2035 8/21/84 NEWMA	N LAKE,WA 	A/C Reg. No. N45	684 	T	ime (Lc1) -	1850 PDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	1 0	0 0	0 0	0 0
-Aircraft Information Make/Model - BENSON B8M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 600 No. of Seats - 1				S	Installed/Adtall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A		arture Point S ACC/INC			Proximity RPORT/STRIP		
Completeness - N/A  Basic Weather - VMC  Wind Dir/Speed- 350/006 KTS  Visibility - 30.0 SM  Lowest Sky/Clouds - CLEAR  Lowest Ceiling - NONE  Obstructions to Vision- NONE  Precipitation - NONE  Condition of Light - DAYLIGHT	Destinatio SAME AS ATC/Airspac Type of I Type of O	on S ACC/INC	A	Runway Runway		N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Fligh Current Months Sind Aircraft T	t Review - N/A Total	Flight - UNA	t Time (H K/NR	Last 24 Last 30 Last 90	Hrs - UN	
Instrument Rating(s) - NONE							
Narrative TNESSES OBSERVED THE AIRCRAFT GO THROUGH A TCH CHANGES INCREASED IN MAGNITUDE AND SEVE TATION AND RESULTING IN AN UNCONTROLLED NEA RTIFICATE.	RITY UNTIL THE	MAIN ROTOR BLADES STRUC	K THE RU	DDER STOP	PING IT'S		

8/21/84 NEWMAN LAKE,WA File No. - 2035 A/C Reg. No. N45684 Time (Lc1) - 1850 PDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND IMPROPER USE OF EQUIPMENT/AIRCRAFT, TOTAL - PILOT IN COMMAND IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND 4. ROTOR SYSTEM, MAIN ROTOR BLADE - MOVEMENT RESTRICTED 5. DESCENT - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - GROUND ----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

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam	nage		Inju		
Type of Operation -PERSONAL		DESTROYED	Cnow	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	0
Accident Occurred During -LANDING		MOIAE	1 233	Ü	Ü	Ü	Ü
-Aircraft Information							
Make/Model - CESSNA 182F		/Model - CONTINE	NTAL 0-470-R				d - YES/YE
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warni	ng Syste	m, - YES
Max Gross Wt - 2800		ype - RECIPRO		TOR			
No. of Seats - 4	Rated Pow	wer - 235 	HP 				
-Environment/Operations Information	T. +			4			
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary	rture Point		Airport F	PORT/STRI	D	
Method - N/A	SULTAN.			OFF AIR	RPURI/SIRI	<b>-</b>	
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	ELLENSBI			A 11 por c oc			
Wind Dir/Speed- 300/005 KTS	2222.100			Runway	Ident	- N/A	
Visibility - 50.0 SM	ATC/Airspace	е			Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		light Plan - NOM		Runway	Surface	- N/A	
Lowest Ceiling - 500 FT OB				Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch,	/Lndg - FOF	RCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 35		ical Certificat				
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight	Review		nt Time (Ho	Last 2	4 Una =	LINIZ /NID
SE LAND. SE SEA	Current Months Since		Total - Make/Model-			O Days-	
SE LAND, SE SEA	Aircraft Ty	pe - UNK/NR	Instrument-			O Days	
	Afficiant Ty	pe - UNK/NK	_	10	Last s	O Days	100
			marti Eng	10			
Instrument Rating(s) - AIRPLANE							
-Narrative	<del></del>						
PLT STATED THAT WHILE LEVELING OFF AT 5	,500 FT HE TRIMMED	THE ACFT FOR CE	RUISE FLT (2200	RPM/21" I	MP) AND		
CKED THE CARB HEAT. APRX 5 MINS LATER, T							R
ENG LOST POWER. PLT THEN SWITCHED BACK	TO THE RIGHT FUEL	TANK AND USED CA	ARB HEAT HOWEVE	R THE ENG	QUIT ENTI	RELY.	

File No. - 2023 10/18/84 SNOQUALMIE PASS, WA A/C Reg. No. N3553U Time (Lc1) - 0950 PDT Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED 2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING ----Probable Cause----

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

-Basic Information Type Operating Certificate-ON-DEMAND	AIR TAXIAFT A	ircraft Damage			Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -OTHER WORK		ire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 13	3	IONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - HUGHES 369D		I - ALLISON 250-C	20B		nstalled/A		
Landing Gear - SKID	Number Engines			Sta	all Warnin	g Syste	m - NO
Max Gross Wt - 3550		- TURBOSHAFT					
No. of Seats - 5	Rated Power	- 420 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEF				OFF AIR	PORT/STRIP		
Method - N/A	SAME AS ACC/I	INC					
Completeness - N/A	Destination			Airport Da	ta		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- CALM				Runway		N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 3500 FT	Type of Flight				Surface -		
Lowest Ceiling - 3500 FT B				Runway	Status -	N/A	
Obstructions to Vision- GROUND FOG Precipitation - NONE	Type Apch/Lndg	- NONE					
Condition of Light - DAYLIGHT							
-Personnel Information		**					
Pilot-In-Command	Age - 38	Medical Ce	rtificat			WAIVER	S/LIMII
Certificate(s)/Rating(s)	Biennial Flight Revie	ew VEC Total	Filgn	it Time (Ho 2361		Una -	•
PRIVATE SE LAND	Current - ` Months Since -		- lode1 -				2
HELICOPTER	Aircraft Type - !				Last 30 Last 90		
HELIOOFIER	Aircraft Type - :	300D 1115 CFG	illeri ( -	3	Rotorcr		
					KO (O) Ci	۵, ۲	2175
Instrument Rating(s) - NONE							
Manualina							
-Narrative	FAILED, THE HOOK END REBO						

HUMPTULIPS, WA File No. - 2174 11/13/84 A/C Reg. No. N1096L Time (Lcl) - 1130 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. PICK-UP EQUIPMENT - SEPARATION 2. ROTOR SYSTEM - PENETRATED 3. MISC ROTORCRAFT, TAIL BOOM - SEPARATION Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. ROTORCRAFT FLIGHT CONTROL, TAIL ROTOR CONTROL - LOSS, TOTAL 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

Basic Information	/27/84 STURTE	VANT,WI A/C	Reg. No. N939	39	Time (Lc1) - 0930 CDT			
Type Operating Certifica	te-NONE (GENERAL		aft Damage			Inju		
		SUBS	TANTIAL		Fatal	Serious		
Type of Operation	-PERSONAL	Fire		Crew	0	1	0	0
Flight Conducted Under		NONE		Pass	0	0	0	0
Accident Occurred During								
Aircraft Information								
Make/Model - ERCOUPE		Eng Make/Model -		85-12		Installed/		
Landing Gear - TRICYCLE	-FIXED	Number Engines -				tall Warni	ng Syste	em - YES
Max Gross Wt - 1400		Engine Type -		CARBURE	TOR			
No. of Seats - 2		Rated Power -	85 HP					
Environment/Operations Inf	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - NO REC	ORD OF BRIEFING	Last Departure Poi	nt		ON AIR	PORT		
Method - N/A		SAME AS ACC/INC						
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL			SYLVAN	IA		
Wind Dir/Speed- 130/01	1 KTS				Runway	Ident	- 26R	
Visibility - 15.0	SM	ATC/Airspace			Runway	Lth/Wid	- 2340/	′ 40
Lowest Sky/Clouds -	20000 FT	Type of Flight Pla	n - NONE		Runway	Surface	- ASPHAL	.T
Lowest Ceiling	- 20000 FT BROKE	N Type of Clearance	- NONE		Runway	Status	- DRY	
Obstructions to Vision			- NONE					
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
ersonnel Information								
Pilot-In-Command		Age - 67	Medical Cer	tificat	e - VALID	MEDICAL-W	AIVERS/L	IMIT
Certificate(s)/Rating(s	)	Biennial Flight Review		Fligh	t Time (H	ours)		
PRIVATE		Current - YES	Total		2000	Last 2	4 Hrs -	UNK/NR
SE LAND		Months Since - 22	Make/Mo	del-	900	Last 2	O Days-	UNK/NR
		Aircraft Type - UNK/	NR Instrum	ent-	0	Last 9	O Days-	UNK/NR

File No. - 2153 5/27/84 STURTEVANT,WI A/C Reg. No. N93939 Time (Lc1) - 0930 CDT

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

Finding(s)

1. FLT CONTROL SYST,RUDDER CONTROL - IMPROPER
2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED 
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

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

	6/10/84	MERRIMAC, W	I A/C F	Reg. No. N93431	ī	ime (Lc1) -	1336 CD1	Γ
-Basic Information								
Type Operating Certifi	cate-NONE (	(GENERAL AVI		t Damage		Injur		
	•		DESTRO	YED	Fatal	Serious	Minor	None
Type of Operation	-PUBLIC	CUSE	Fire	Cr	ew 1	0	0	0
Flight Conducted Under	-14 CFF	₹ 91	IN FLI	GHT Pa	ass O	0	0	0
Accident Occurred Duri	ng -DESCE	NT						
-Aircraft Information								
Make/Model - HILLER	UH-12E		Eng Make/Model - Li	COMING VO-4540-0	C2A ELT	Installed/A	ctivated	- NO -N/
Landing Gear - SKID			Number Engines -			Stall Warnin	a System	- NO
Max Gross Wt - 3100	)		Engine Type - RE				<b>.</b> ,	
No. of Seats - 3				305 HP.				
-Environment/Operations I	nformation							
Weather Data			Itinerary		Airport	Proximity		
	ECORD OF BE		Last Departure Point	-		RPORT/STRIP		
Method - N/A			BARABOO.WI		O			
Completeness - N/A			Destination		Airport [	)a+a		
Basic Weather - VMC			SAME AS ACC/INC		All point i	ata		
Wind Dir/Speed- 230/	O22 PTC		SAME AS ACC/INC		Dunya	/ Ident -	NI/A	
Visibility - 10			ATC/Airspace			/ Lth/Wid -		
		- I SCATTERED	Type of Flight Plan			Surface -		
Lowest Ceiling			Type of Clearance		Runway	/ Status -	N/A	
Obstructions to Visi			Type Apch/Lndg	- UNK/NR				
•	- NONE							
Condition of Light	- DAYLIG	4T 						
Personnel Information	· <b>-</b>							
Pilot-In-Command		Age	- 38	Medical Certif			WAIVERS,	/LIMIT
Certificate(s)/Rating			nial Flight Review	F '	light Time (H			
PRIVATE, COMMERCIAL	•		Current - YES	Total ·		Last 24		10
SE LAND			Months Since - 11	Make/Model	- 567	Last 30	Days-	25
HELICOPTER		•	Months Since - 11 Aircraft Type - UH-12	Instrument	- 14	Last 90	Days-	50
			•			Rotorcr	aft -	655

6/10/84 A/C Reg. No. N93431 Time (Lc1) - 1336 CDT File No. - 2099 MERRIMAC, WI Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION APPROACH - VFR PATTERN - FINAL APPROACH Phase of Operation Finding(s) 1. ELECTRICAL SYSTEM, VOLTMETER - IMPROPER 2. MAINTENANCE, REPLACEMENT - IMPROPER - OTHER MAINTENANCE PSNL 3. EMERGENCY PROCEDURE - NOT SELECTED - PILOT IN COMMAND 4. ELECTRICAL SYSTEM, BATTERY - EXPLODED Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. FLUID, FUEL - FIRE ----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

File No 2135 8/05/84 GRANTS		eg. No. NCGUER		ime (Lc1) -		
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	DESTRO Fire NONE		Fatal ew O ss O		Minor O O	None 1 1
-Aircraft Information Make/Model - ARNOLD FOREST QUICKIE 2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1000 No. of Seats - 2	Number Engines - 1 Engine Type - RE		S JRETOR	stall Warnin	g System	- NO
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 260/008 KTS Visibility - 12.0 SM Lowest Sky/Clouds - Lowest Ceiling - 3100 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point SAME AS ACC/INC Destination SAME AS ACC/INC  ATC/Airspace Type of Flight Plan N Type of Clearance Type Apch/Lndg	- VFR - NONE	Airport OFF AI Airport D GRANTS Runway Runway Runway		N/A N/A N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP SE LAND,ME LAND  Instrument Rating(s) - AIRPLANE	Age - 34 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	F1: Total - Make/Model-	ight Time (H 6759 105 2921	lours)		
-Narrative ACFT MADE ONE FORCED LANDING AFTER ENGINE ENGINE FAILED DURING TAKEOFF. POST ACCIDEN Y LOW.						

8/05/84 File No. - 2135 GRANTSBURG, WI A/C Reg. No. NCGUER Time (Lc1) - 1745 CDT Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, OIL - PRESSURE TOO LOW Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL 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

File No 2130 8/	05/84 WASHINGTO	ON IS.,WI A	C Reg. No. N35050	)	Time (Lc1) - 2107 CDT			
Type Operating Certificat  Type Operating Certificat  Type of Operation  Flight Conducted Under  Accident Occurred During	-PERSONAL -14 CFR 91	SUE Fire	-	Fatal Crew O Pass O			None O O	
Aircraft Information Make/Model - PIPER PA- Landing Gear - TRICYCLE- Max Gross Wt - 2050 No. of Seats - 2	· · · ·	Number Engines Engine Type	- LYCOMING O-43O-E - 1 - RECIPROCATING-CA - 15O HP		T Installed/Ad Stall Warning			
Environment/Operations Info Weather Data  Wx Briefing - FSS  Method - UNK/NR  Completeness - UNK/NR  Basic Weather - VMC  Wind Dir/Speed- 180/003  Visibility - 3.00  Lowest Sky/Clouds -  Lowest Ceiling  Obstructions to Vision-  Precipitation  Condition of Light	3 KTS DO SM 14000 FT - 14000 FT OVERCAST - FOG - NONE	Itinerary Last Departure Po WASHINGTON IS. Destination SHEBOYGAN FALLS  ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg	,WI S,WI lan - NONE ∋ - NONE	OFF Airport WASH Runw Runw Runw	INGTON ISLAND	GRASS/TU		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s PRIVATE SE LAND		e - 41 ennial Flight Review Current - YE Months Since - 4 Aircraft Type - UNI	S Total Make/Mode	Flight Time - 4279 el- 69 nt- 191	Last 24 Last 30	Hrs - UN	K/NR K/NR	
Instrument Rating(s)	- NONE							
Narrative IE ACFT STALLED AND CRASHED AND CRASHED AND CRASHED AND CRASHED AND CRASHED AND CRASHED AND CONSUMED THE LEFT TANK HAD 3 PINTS THE PLT. THE RT FUEL TANK WORKING. THE GASCOLATOR WAS 3/4	HE COCKPIT AND CABI S OF FUEL IN IT. TH AS DRY AND JUMP WAS	IN. AN EXAMINATION OF HE FUEL LINE FROM LE S OPEN. THE PLT SAID	F WRECKAGE SHOWED FT TANK TO ENGINE HE DRAINED THIS	THE FUEL SEL	ECTOR ON THE URING IMPACT	LEFT ACCORDING		

File No. - 2130 8/05/84 WASHINGTON IS.,WI A/C Reg. No. N3505Q Time (Lc1) - 2107 CDT

Occurrence #1
Phase of Operation

LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

## Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION WATER
- 2. AIRCRAFT PREFLIGHT INADEQUATE PILOT IN COMMAND
- 3. FLUID, FUEL INADEQUATE
- 4. PREFLIGHT PLANNING/PREPARATION IMPROPER PILOT IN COMMAND
- 5. WEATHER CONDITION CARBURETOR ICING CONDITIONS
- 6. PROCEDURES/DIRECTIVES IMPROPER PILOT IN COMMAND

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

rhase of operation TAREOFF - INTITAL CLIMB

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-AIR CA			F-4-1	Injur Serious		None
Type of Operation -PERSON	DESTROY NAL Fire	reu Crew	Fatal O	Ser Tous O	MITHOR O	None 1
Flight Conducted Under -14 CFF			-	Õ	Ö	ò
Accident Occurred During -LANDIN		1 433	Ŭ	Ŭ	Ŭ	
Aircraft Information						
Make/Model - BELLANCA 17-31ATC				Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3325	Engine Type - REC		•			
No. of Seats - 4	Rated Power -	300 HP				
Environment/Operations Information			4 d m m m m m m m m	Dmar.dm.t.+		
Veather Data	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BR Method - N/A			OFF AI	KPUKI/SIKIP		
Completeness - N/A	TRAVERSE CITY,MI Destination		Airport D	2+2		
Basic Weather - VMC	ALEXANDRIA, MN		A Inpont D	ala		
Wind Dir/Speed- 160/006 KTS	ALEXANDRIA, MIN		Punway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
	T SCATTERED Type of Flight Plan	- NONE			N/A	
Lowest Ceiling ~ 25000 F					N/A	
Obstructions to Vision- NONE			,		•	
Precipitation - NONE						
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command		Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			_
PRIVATE	Current - YES		2400	Last 24 Last 30	Hrs -	5
SE LAND	Months Since - 4		900	Last 30	Days- UN	IK/NR
	Aircraft Type - 1731AT			Last 90	Days-	50
		Multi-Eng -	150			
Instrument Rating(s) - NONE						
Narrative ACFT WAS FORCED TO LAND AFTER THE I	ENGINE EATIED THE DIT HEADD AN EVE	DIUCTUNI VNID CVM DA	DT OF THE	COWLING COM	F NFF	
RE THE ENGINE QUIT. HIS PASSENGER !						
	ID OF NUTS AND THE STUDS WERE NOT I		1.431 2011014	5.10 HED A		
NUER. THE CYLINDER STOUS WERE DEVO	II) UE NUIS AND IME SIUDS WERE NOT I	DRUKEN.				

Time (Lcl) - 1845 CDT ANTIGO, WI File No. - 2108 8/16/84 A/C Reg. No. N4001B Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - SEPARATION 2. MAINTENANCE, INSPECTION OF AIRCRAFT - POOR - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 4. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. FLUID, OIL - DUMPED 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 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) 1,2,3,4 Factor(s) relating to this accident is/are finding(s) 5,6

File No 2034 9/07/84 LYMAN	N,WY	A/C Reg. No	. N62338	Τi	me (Lc1) -	0850 MDT	•
Basic Information Type Operating Certificate-ON-DEMAND A	 IR TAXI	Aircraft Dama	ae		Injur	ies	
Name of Carrier -EVERGREEN H		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -NON SCHED, D	DMESTIC PASSENGER	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 135		NONE	Pass	Ö	Ö	4	ŏ
Accident Occurred During -LANDING				-	-		·
Aircraft Information							
Make/Model - AEROSPATIALE SA315B	Eng Make/Mo	del - TURBO ME	CA ARTOUSTE II	IB ELT I	nstalled/Ad	ctivated	- YES/YE
Landing Gear - SKID					all Warning		
Max Gross Wt - 4300	Engine Type	- TURBOSHA	FT				
No. of Seats - 5	Rated Power	- 562 H	P				
Environment/Operations Information							<del>-</del>
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIR	PORT/STRIP		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination		Α	irport Da	ta		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 090/010 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 2000 FT	Type of Flig	iht Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - 2000 FT OVE	RCAST Type of Clea	rance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FORC	ED LANDING				
Precipitation - SNOW		,				-	
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 35	Medic	al Certificate	- VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flight	Time (Ho	urs)		
COMMERCIAL	Current	- YES T	otal - 6	380	Last 24	Hrs -	1
SE LAND	Current Months Since	- 1 M	otal - 6 lake/Model- 2	950	Last 30	Days- UN	IK/NR
HELICOPTER	Aircraft Type	- UNK/NR I	nstrument-	76	Last 90	Days-	50
		M	nstrument- lulti-Eng - UNK	/NR	Rotorcr	aft -	6350
Instrument Rating(s) - NONE							
PLT STATED THAT ENGINE RPM BEGAN DETERIO							
E RPM DECAYED TO FLT IDLE, AN AUTOROTATION							
ST CELL AFTER THE ACCIDENT AND NO EVIDENCE O FOUND TO FUNCTION NORMALLY HOWEVER DURIN							
	G THE REMOVAL OF THE	: FUEL METERING					
					**** ***		
S FOUND TO FUNCTION NORMALLY HOWEVER BORIN SPRING NEXT TO THE FUEL PORTS. THE "O" RIN DP TO FLIGHT IDLE.	G FRAGMENT COULD HAV	E BLOCKED ONE	OF THE FUEL PO	RTS ALLOW	ING THE RP	м то	

9/07/84 A/C Reg. No. N62338 File No. - 2034 LYMAN, WY Time (Lc1) - 0850 MDT Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FUEL SYSTEM, FUEL CONTROL - FOREIGN OBJECT 2. FUEL SYSTEM, LINE - BLOCKED (PARTIAL) 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. FLARE - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

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

	D AIR TAXI Aircr	aft Damage	Injuries			
Type Operating Certificate-ON-DEMAN Name of Carrier -HOSKING		STANTIAL	Fatal		Serious Minor None	
Type of Operation -NON SCHE	D.DOMESTIC.CARGO Fire			0	0	1
Type of Operation -NON SCHE Flight Conducted Under -14 CFR 1	35 NONE		_	Ö	ŏ	o ´
Accident Occurred During -LANDING			-			
Aircraft Information						
Make/Mode1 - AEROSPATIALE SA315B	LAMA Eng Make/Model -	TURBOMECCA ARTOUSTE	IIIB ELT			
Landing Gear - SKID	Number Engines -	1 TURBOSHAFT	S	tall Warnin	g System	- NO
Max Gross Wt - UNK/NR	Engine Type -	TURBOSHAFT				
No. of Seats - 6	Rated Power -	562 HP				
Environment/Operations Information			<b>A</b> * = *	m		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIE	•	int	UFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- 240/005 KTS					N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 35	Medical Certifica			WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			_
COMMERCIAL	Current - YES	Total -	11800	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since - UNK	/NR Make/Model- (	JNK/NR	Last 30	Days- UN	K/NR
LEI TOODTED	Aircraft Type - UNK,	/NR Make/Model- t /NR Instrument- Multi-Eng -	0	Last 90	Days-	250
HELICOPTER		Multi-Eng -	1600	Rotorcr	aft - 1	1800
HELICOPTER						

File No. - 2138 9/17/84 MOUNTAIN VIEW.WY Time (Lc1) - 1035 MDT A/C Reg. No. N49532 Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. COMPRESSOR ASSEMBLY, BLADE RETENTION - CORRODED 2. COMPRESSOR ASSEMBLY, BLADE RETENTION - BENT 3. COMPRESSOR ASSEMBLY.BLADE RETENTION - FATIGUE 4. COMPRESSOR ASSEMBLY, BLADE - SEPARATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. LOAD JETTISON - PERFORMED - PILOT IN COMMAND 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. MISC ROTORCRAFT, TAIL BOOM - PENETRATED 8. MISC ROTORCRAFT, TAIL BOOM - STARVATION ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.2.3.4



NTSB-AAB-86-07

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